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LAND DEVELOPMENT PROJECT MANAGEMENT

PLANNING RATIONALE

250-252 Hinchey Ave.

Site Plan Control and Minor Zoning By-law Amendment



March 25, 2020

PREPARED FOR:

2665991 Ontario Inc.



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1 INTRODUCTION & BACKGROUND

“Jennifer Murray | Project Management & Land Development” has been retained by 2665991 Ontario Inc. to prepare Site Plan Control and Minor Zoning By-law Amendment applications for the proposed low-rise apartment building on 250-252 Hinchey Avenue, hereafter ‘the Site’. This Planning Rationale has been prepared in support of the aforementioned applications. The primary purpose of the Planning Rationale is to assess the development, determine if it is appropriate in relation to its context and identify necessary amendments to the Zoning By-law.

2 CONTEXTUAL ANALYSIS

2.1 Neighbourhood Context

The Site is located in the Hintonburg neighborhood, to the east side of Parkdale Avenue and to the south of Scott Street. The neighbourhood is developed with a variety of housing types including single and semi-detached homes, duplex, triplex, townhouses and low-rise apartment buildings. Only 2 lots separate the Site from the commercial and mixed-use development along Scott Street to the north. The lots immediately adjacent to the site are developed with older two-storey single-detached homes.



Figure 1 - North Hintonburg Neighbourhood & the Site

As illustrated in Figure 15 and in other land use maps in this report, there are numerous different zones and land use designations applicable to lands within a 100-m radius of the site, reflecting the broad variety of uses and densities currently permitted in the immediate neighbourhood.

Architectural styles in the neighbourhood are eclectic and vary widely; they include both older homes and newer infill development. Materials and colours in the neighbourhood also vary considerably, consisting of brick, older horizontal aluminum or plastic siding and stucco. Many buildings have peaked roofs and porch entries however flat roofs are also common, particularly for newer developments. The streetscape is characterized by homes built close to the street, numerous street/front yard trees, front doors facing the street and driveways occupying 1/3-1/2 of the lot width. Refer to Streetscape Analysis for more detailed information.



Figure 2 - Looking North down Hinchey Ave., toward site and Scott St.

As illustrated in Figure 1, the broader area includes numerous retail stores along Wellington Street West, automobile oriented retail and mixed-use high-rise condo re-development along Scott Street, the Tunney's Pasture Federal Office complex, Holland Cross mixed-use office/retail & residential complex, Tom Brown Arena, Parkdale Market, the Hintonburg Community Centre, Laroche Park and a handful of parks north of Wellington Street West. Two elementary schools are located just south of Wellington Street West.

The site is located within a 600 metre radius (and within a 600-m walking distance) of the Tunney's Pasture LRT Station and just outside of the 600-m radius for the Bayview LRT Station.

As a result of the neighbourhoods' central location and proximity to the new LRT Stations, it is anticipated that it will continue to transition to denser forms of low rise development through infill and intensification.



Figure 3 - Proximity to LRT Stations

2.2 Site Conditions

The site is located in close proximity to Scott Street and comprises 2 lots, described municipally as 250 and 252 Hinchey Avenue. Both lots are fairly flat, improved with a single detached house, have a partially treed rear yard and a street tree in front of the house, within the municipal right-of-way. Each lot has a driveway access. In total the site has 20-m of frontage along Hinchey Avenue and a lot area of 614 m². Lots immediately surrounding the house are improved with detached homes (including duplex), a semi-detached dwellings.

- Two studio units;
- Ten 1-bedroom units; and
- Four 2-bedroom units.

The building is setback 4.51 m from the front lot line, a distance that is consistent with the setback on surrounding lots. The main entrance faces Hinchey Avenue and is accessed via a 1.5-m walkway from the sidewalk. It provides access to mailroom, garbage room, wheelchair lift and a staircase. A second 1.2-m wide walkway along the north lot line provides access to a secondary entrance and bike storage room. Within the bicycle storage room, a parking space is provided for each unit. All proposed walkways and hard-surfaced areas will be precast unit pavers (grey and black) or river rock.

The front façade comprises two distinct brick structures of varying heights, which are set against dark grey cement panels to create the suggestion of two separate buildings, with the goal of approximating the existing pattern and scale of development. Front yard balconies and generous fenestration provide a connection to the street and further break up the visual mass of the building.

The side and rear facades are also comprised of brick and cement panel with substantial fenestration. Balconies are proposed on the rear facade of the building to provide private amenity space for the residents of the proposed building. The location, orientation and size of the windows on the side elevations have been chosen to maintain privacy for the adjacent homes.

The front yard will be landscaped with a variety of shrub and perennial plantings, which will be used to define access and property lines, create privacy and reflect current landscape patterns in the neighbourhood. The existing Colorado Spruce within the right-of-way will be retained however the existing Norway maple will be removed in order to accommodate the proposed services.

A deep rear yard provides the majority of the development's communal amenity space. The yard will be landscaped with sod as well as a variety of shrubs and perennial plantings to provide privacy around the window well. The existing Norway maple tree in the south west corner of the rear yard will be preserved and will provide some privacy between neighbouring lots. Hard surfaces will be landscaped with river rocks.



Figure 7 - Front facade, rendering



Figure 8 - Streetscape rendering

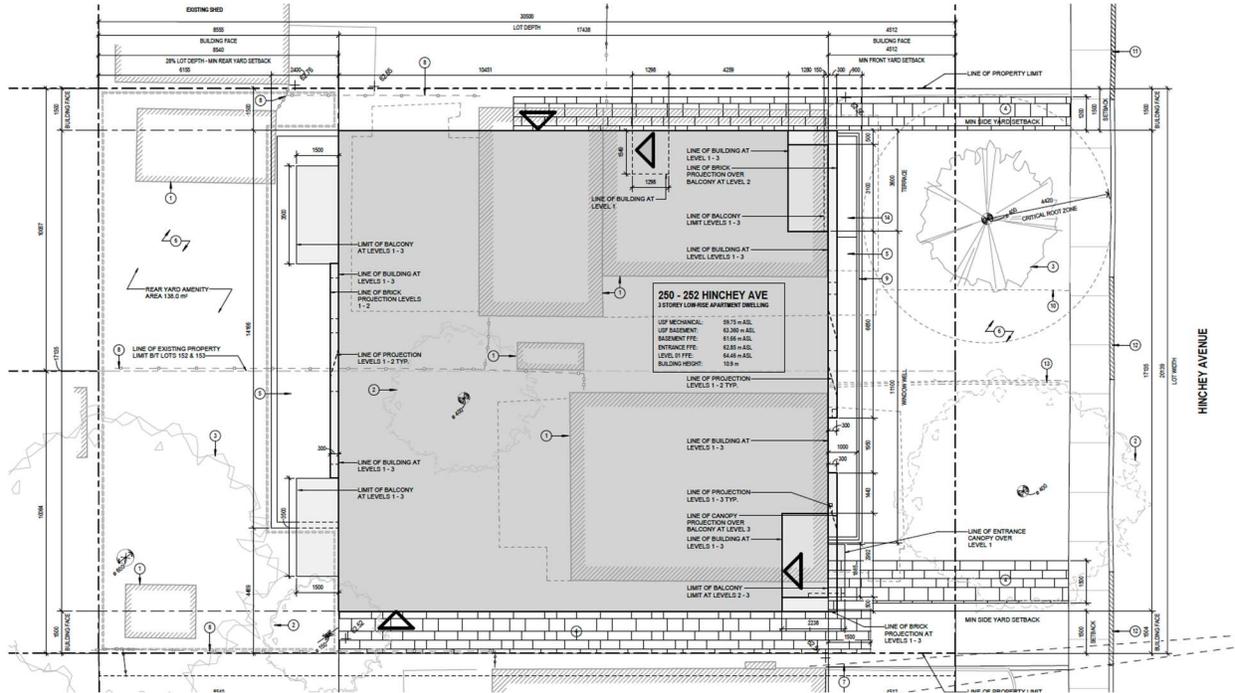


Figure 9 - Site Plan

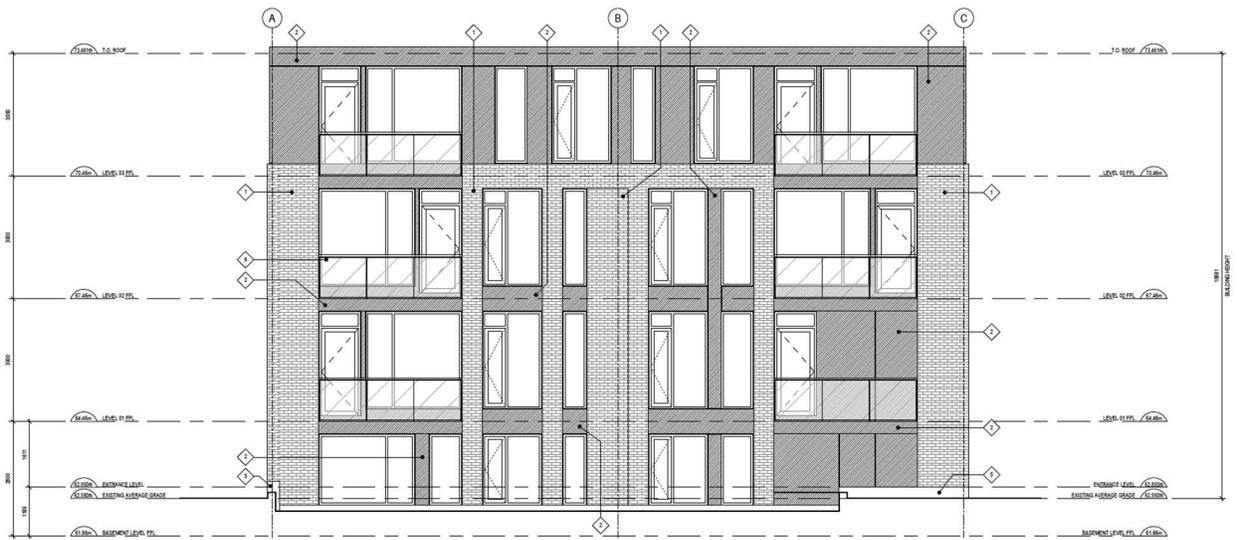


Figure 10 - Rear (west) Elevation

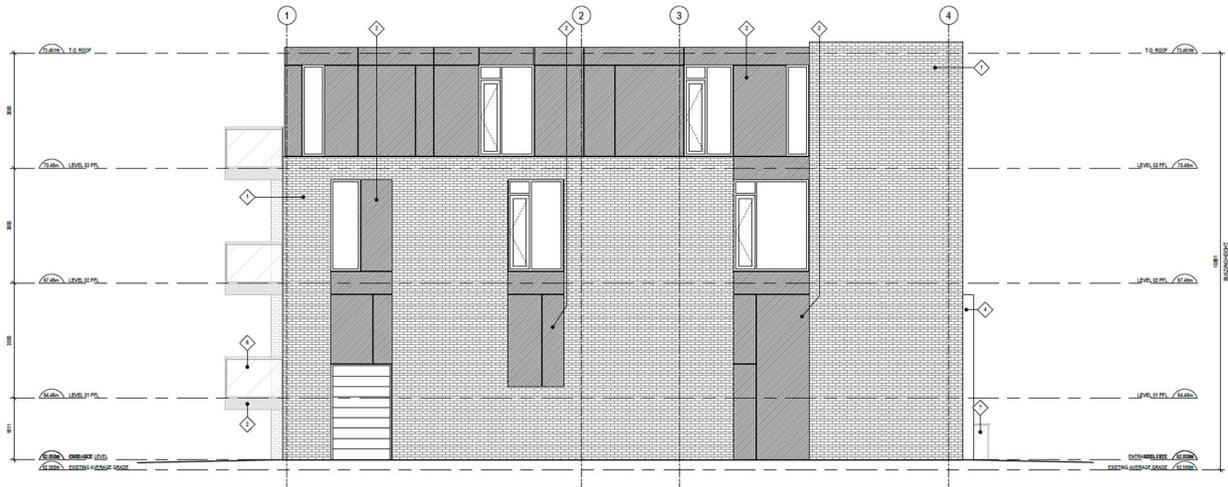


Figure 11 - Side (south) Elevation

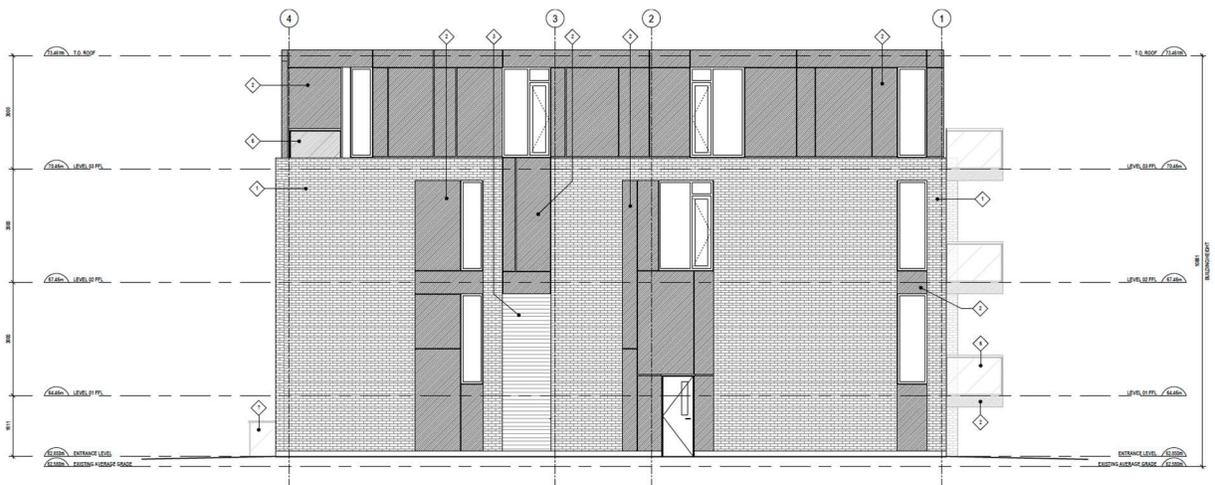


Figure 12 - Side (north) Elevation

4 POLICY/REGULATORY CONTEXT

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides provincial policy direction on the efficient use and management of land and infrastructure. The PPS states that development should make efficient use of land, resources, infrastructure and public services and should support active transportation and transit [1.1.3.2]. It also indicates that Planning Authorities shall provide an appropriate range and mix of housing types and densities [1.4.3].

- ***The proposed development intensifies an underutilized site in an area that is well served by infrastructure, transit and commercial and public services. It does so appropriately by building within the permitted envelope and designing the building in a manner that is generally compatible with surrounding uses.***

4.2 City of Ottawa Official Plan, As Amended

The City of Ottawa Official Plan provides a vision and policy framework to guide future growth in the city. On Schedule B of the Official Plan, the site is designated 'General Urban Area'. This designation permits a broad range of uses and various housing types and densities with a built form that is predominantly low rise [3.6.1(1&3)].

The Plan indicates that intensification may occur in a variety of built forms, including low-rise, provided that compatibility objectives are met, and that denser development should be located in areas that support the rapid transit network [2.2.2(10)]. It also states that residential intensification will be assessed based on compatibility with the existing community and contribution to a full range of housing for a variety of demographic profiles [3.6.1(5)].

The City recognizes that there is a shortage of affordable housing and that even families with moderate incomes have difficulty finding affordable housing [2.5.2]. As part of their R4 Zone review (presented in Section 4.7 of this report), the City recognizes that the lack of affordability is being exacerbated by a deficiency of low-rise, multi-unit infill housing in established neighbourhoods. The proposed development will contribute to a wider range of household types, budgets and tenures in the Scott Street area by providing studio, one bedroom and two bedroom rental units.

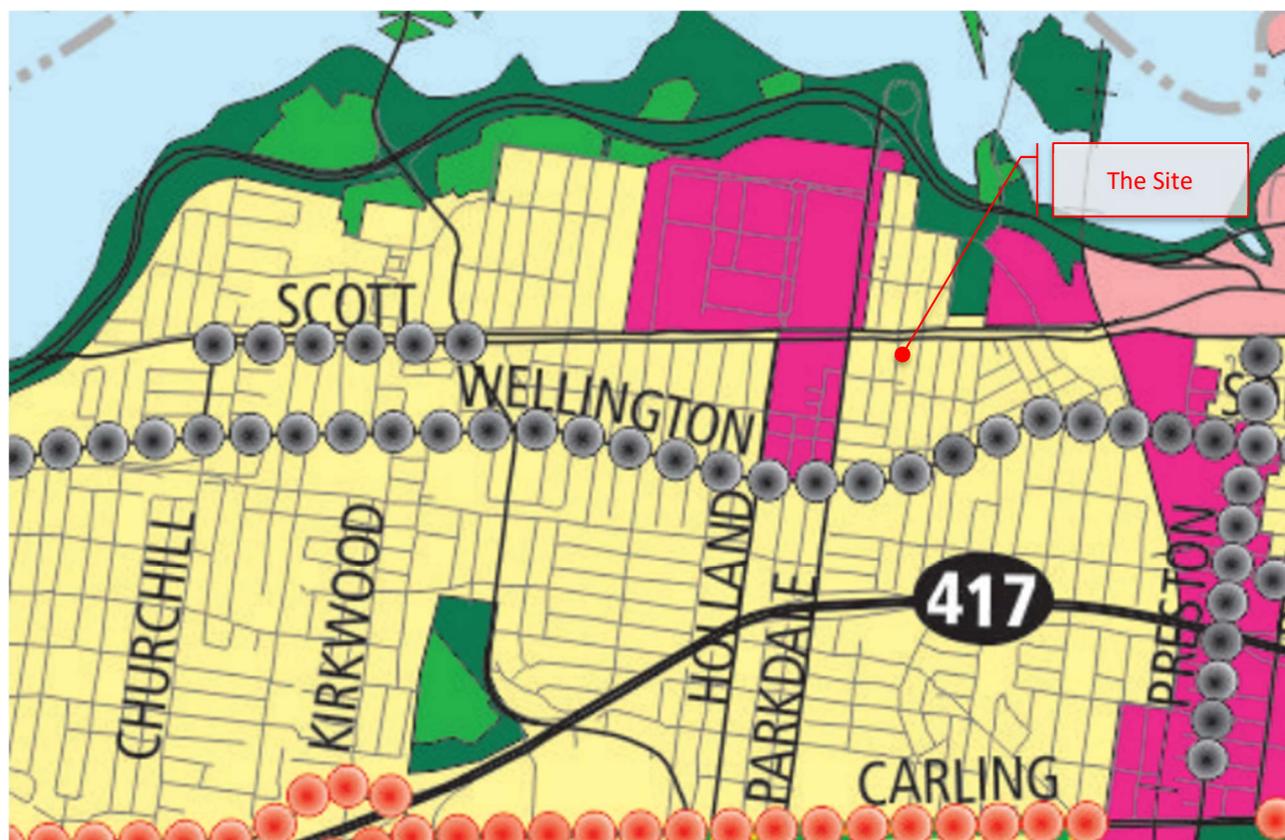


Figure 13 - Official Plan Schedule B - Urban Policy Plan

Section 4.11 of the Official Plan requires that the design and compatibility of this development be evaluated in the context of the design objectives in Sections 2.5.1 and 4.11, as well as other applicable design related policies in this plan, the Scott Street Secondary Plan / CDP and the council-approved design guidelines. Refer to the Design Statement in Section 6 of this report for the evaluation.

- As a result of its proximity to Scott Street, the Tunney's Pasture and Bayview LRT Stations and a wide variety of community and commercial uses, the proposed site is an appropriate location for low-rise residential intensification and an opportunity to contribute to a more diverse range of housing in the area.*

4.3 Scott Street Secondary Plan & CDP

The Scott Street Secondary Plan policies are based on the CDP that was prepared for the Scott Street area. The Plan seeks to direct the greatest intensification to specific areas while maintaining the low-rise character of existing neighbourhoods.

In the Secondary Plan, the site is located within the North Hintonburg neighbourhood, which comprises single detached homes varying in architectural style as well as semi-detached houses, townhouses and low-rise apartment buildings. The Plan encourages low-scale infill and intensification on underutilized sites within existing neighbourhoods, subject to maintaining the character of the local streetscape.

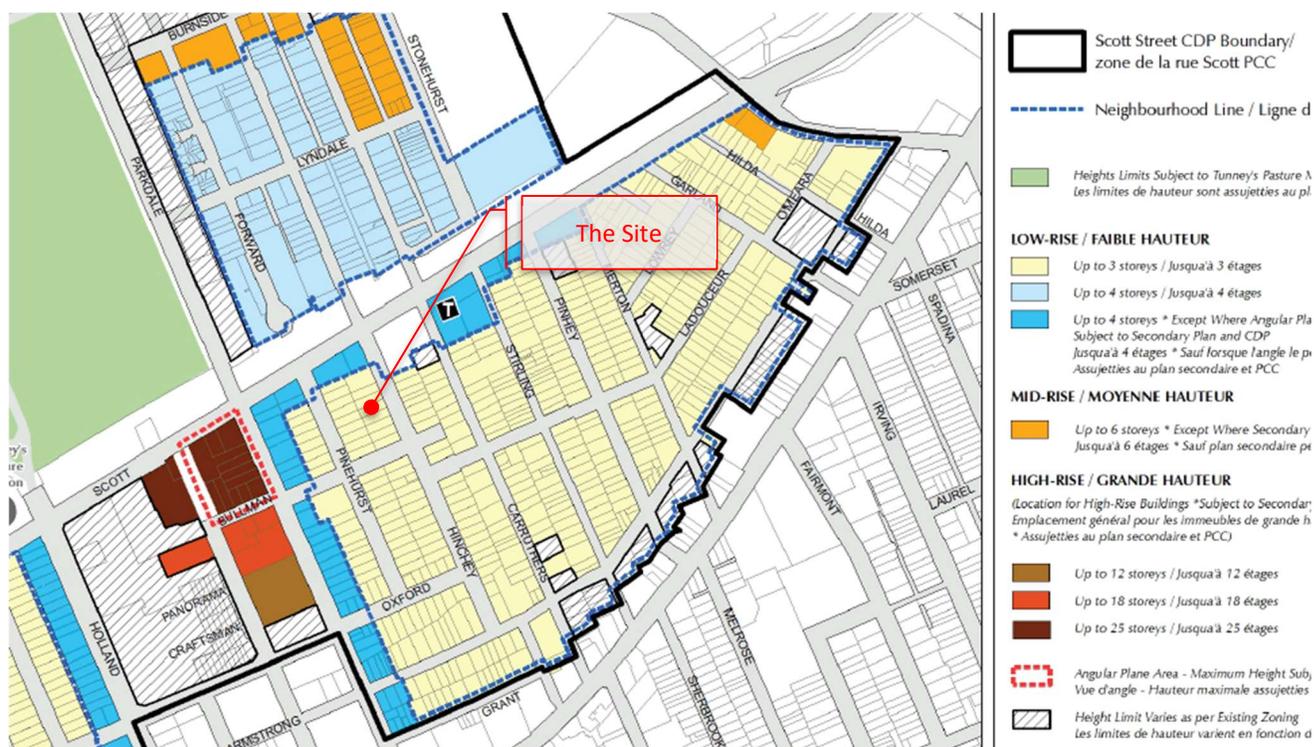


Figure 14 - Schedule B - Maximum Building Heights

The site is located within the Low-Rise Residential Designation. This designation permits the same uses that are permitted in the Official Plan's General Urban designation and includes low-rise apartment buildings. The maximum building height permitted in North Hintonburg is 3-storeys.

- ***The proposed low-rise apartment building meets the 3-storey height limit and is a permitted use in the Low-Rise Residential designation. It's compatibility with the surrounding uses and streetscape character is addressed in the Design Statement in Section 6 of this report.***

4.4 Transit Oriented Development Guidelines

The City's Transit-Oriented Design (TOD) guidelines apply to all development within 600 metres of a rapid transit stop or station and therefore applies to the proposed development. Consistency with the applicable guidelines is addressed in the Design Statement in Section 6 of this report.

4.5 Urban Design Guidelines for Low-Rise Infill Housing

The Urban Design Guidelines for Low-Rise infill housing apply to all infill development in the General Urban designation of the Official Plan and include all low-rise dwelling types, including low-rise apartment buildings. Consistency with the applicable guidelines is addressed in the Design Statement in Section 6 of this report.

4.6 Zoning By-law 2008-250, As Amended

The Site is zoned Residential Fourth Density, Subzone H (R4H) in Zoning By-law 2008-250. The purpose of the R4 Zone is to allow a broad mix of residential building forms from detached to low-rise apartment dwellings and to regulate development in a manner that is compatible with existing land use patterns.



Figure 15 - Zoning Map, City of Ottawa e-Maps

The proposed low-rise apartment building is a permitted use in the R4H zone and the proposed development meets the majority of applicable performance standards, as demonstrated in Table 1, below. It is notable that the development meets the permitted projections for balconies and ornamental features, identified in Table 65 of the by-law

The 'Mature Neighbourhoods Overlay' applies to the site and thus the provisions of Section 139. The purpose of the Mature Neighbourhoods Overlay is to regulate the character of low-rise development to

ensure that it reflects the character of streetscapes in the area. Subsections of Section 139 take precedence of most other provisions in the Zoning By-law. Overriding provisions from Section 139 are noted in Table 1 with a **blue Asterisk (*)**.

Section 139(2)(b) requires that a Streetscape Character Analysis be approved prior to the approval of a development application. A Streetscape Character Analysis was completed as part of the application process for the proposed development and submitted under separate cover. The Analysis concluded that the surrounding Hinchey Avenue Streetscape can be categorized, according to Section 140 as:

- **Front Yard Character “B”**: Landscaped front yard in front of the principal dwelling.
- **Access/Parking Character “B”**: Driveways are up to 1/3 of the lot width
- **Main Door Character “A”**: Main door faces the front lot line

Table 1

Zone Provision	Required	Provided	Met?
Low-Rise Apartments			
Lot Width (min) <i>Table 162(A)</i>	12 m	20 m	✓
Lot Area (min) <i>Table 162(A)</i>	360 m ²	609.6 m ²	✓
* Building Height (max) <i>Sec. 139(24) & Table 162(A)</i>	11 m	10.9 m	✓
* Front Yard Setback (min) <i>Sec. 139(3)(a)(i)</i>	4.512 m	4.512 m	✓
Interior Side Yard Setback (min) <i>Table 162(A), Note 3</i>	For any part of a building located within 21 m of the front lot line: 1.5 m	1.5 m	✓
	In all other circumstances: 6 m	1.5 m	x
Rear Yard Setback (min) <i>Sec 161(11.1)(a)(iii)</i>	28% lot depth & 25% lot area: 8.54 m & 152.4 m²	8.55 m & 172.2 m ²	✓
Total Amenity Area (min) <i>Table 137(3)</i>	15 m ² /unit up to 8 units + 6m ² /unit in excess of 8: 168 m²	199.2 m ²	✓
Communal Amenity Area (min) <i>Table 137(3)</i>	120 m ²	138 m ²	✓
# of Dwelling Units (max) <i>Table 162(A), Note 2</i>	4 units	16 units	x
Parking/Walkways			
* Resident Spaces (min) <i>Sec. 139(7)(a) & Table 101</i>	0.5 spaces/unit, excluding first 12: 2 spaces	0 spaces	x
* Visitor Spaces (min) <i>Sec. 139(7)(a) & Table 102</i>	0.1 spaces/unit, excluding first 12: 0.4 spaces (rounded down to 0)	0 spaces	✓

Zone Provision	Required	Provided	Met?
Bicycle Parking Spaces (min) <i>Table 111(a)(b)(i)</i>	0.5 spaces/unit: 8 spaces	16 spaces	✓
* Width of Walkways (max) <i>Sec. 139(16)(b&c)</i>	1.25 m	1.5 m	x

As illustrated in Table 1 above, the proposed development meets all applicable regulations, with the exception of the following:

- minimum interior side yard setback;
- maximum number of dwelling units;
- minimum number of vehicle parking spaces; and
- maximum walkway width.

• ***The proposed development meets the majority of the applicable zone regulations and is consistent with the character groups for front yard, access and main door that define the surrounding streetscape. The details of and rationale for the requested Zoning By-law amendments are provided in Section 5 of this report.***

4.7 R4 Zone Review

The R4 Zone is the second-highest residential density category and the most intensive of the low-rise residential zones. The City is in the process of reviewing the R4 zone to explore changes that will enable a wider range of housing types in downtown neighbourhoods, including low-rise apartment and multi-unit dwellings, while respecting compatibility and context. In particular, the review targets addressing the “missing middle” in the city’s housing stock, which refers to the lack of small walk-up apartments and stacked dwellings.

In November 2019, the City released “Discussion Paper #3: Draft Recommendations” for phase two of the R4 Zone review. The Paper acknowledges that the current R4 rules are misaligned with today’s realities of lot fabric, land costs and housing demand resulting in an exacerbation of rental shortages and affordability.

On Schedule A of the Paper, it is proposed that the Site would be rezoned to R4-12U, which would permit up to 12 units on lots 15 m and wider (the site is 20 m wide). It is notable that if the site were to be developed with two buildings (each on a 10-m wide lot), up to 16 units would be permitted (8 in each building).

Other relevant changes proposed for the R4 zone include the following:

- Any part of lot not occupied by buildings, projections, walkways or bicycle parking must be landscaped with soft landscaping (✓¹).
- Landscaped areas in any yard must be grouped into at least one contiguous area large enough to support a tree or shrubs (✓).

1 (✓) and (x) indicate which proposed provisions the development meets.

- At least one balcony per storey above ground level on the street façade (✓).
- At least one active entrance on the building's front façade (✓).
- Minimum of 25% windows on a façade facing the street (✓).
- Bottom sills of windows facing the street must be no higher than 75 cm above floor level (✓).
- At least 20% of front façade must be recessed an additional 1.5 m from the front yard setback (x).

• ***If approved, the proposed R4 12U zone would allow up to 12 units on the site (if developed as one building), compared with the maximum 4 units currently permitted. As identified in the bullets above, the proposed development meets and exceeds the majority of provisions proposed for the R4 12U Zone.***

5 REQUESTED ZONING BY-LAW AMENDMENTS

To accommodate the proposed development, a Minor Zoning By-law amendment is required. The required amendments and rationales follow:

- **Decrease the minimum interior side yard setback for parts of the building beyond 21 m to 1.5 m, whereas 6 m is required.**
 - ✓ The required 6-m setback applies to only the rear 0.95 m of building depth therefore the non-compliance is minor.
 - ✓ Typically the front yard setback for buildings in the R4H Zone is 3 m. Under this scenario, the entire proposed building would be located within 21 m of the front lot line and the 6-m setback would not apply. When the side yard setback provisions were developed, the implications of the Mature Neighbourhood provisions (which in this case require a 4.51 m front yard setback) were not considered.
 - ✓ The proposed R4 zone review recommends the removal of the 6 m setback requirement for parts of the building beyond 21 m from the front lot line.
- **Increase the maximum number of dwelling units to sixteen (16), whereas dwelling units are limited to four (4) for a low-rise apartment building.**
 - ✓ The proposed development respects all of the applicable regulations related to building envelope (e.g. setbacks, building height, amenity area) with the exception of the minor side yard encroachment identified above. In other words, only a very minor change to the permitted building size is proposed.
 - ✓ The proposed development addresses concerns related to the missing middle that have arisen as part of the R4 zone review and meets or exceeds the majority of the newly proposed R4 zone provisions.
 - ✓ All garbage containers, bicycle parking spaces and mechanical equipment will be stored within the building, reducing the impact of the increased dwelling units on neighbouring homes.

- ✓ The Site is located within 600-m walking distance of the new Tunney's pasture LRT station and in close proximity to a number of commercial and community uses, making it an appropriate place for intensification.
- ✓ The density of the proposed development is comparable to other recently approved developments in the neighbourhood, as illustrated in Table 2 below.

Table 2

Development Address	Lot Size	# of units	Density	Status
250/252 Hinchey Ave (The Site)	614 m ²	16	0.026 unit/m ²	<i>Under Review</i>
258 Carruthers Ave	538 m ²	14	0.026 units/m ² ¹	<i>Approved</i>
87 Stirling Ave	357 m ²	7	0.020 units / m ² ²	<i>Approved</i>
25 Grant St.	374 m ²	8	0.021 units/m ²	<i>Under Review</i>

Note 1: ZBLA for 258 Carruthers (19.2m lot) included site-specific performance standards including the rear yard setback, parking, amenity area, and walkway width.

Note 2: ZBLA for 87 Stirling Ave (12m lot) included site-specific performance standards including lot area, front yard setback, interior side yard setback, amenity area, and yard projections.

- **Decrease the minimum number of vehicle parking spaces to zero (0), whereas two (2) parking spaces are required for the proposed low-rise apartment building.**
 - ✓ As only two (2) parking spaces are required for the proposed sixteen (16) dwelling units, the proposed reduction in parking is relatively minor.
 - ✓ Eliminating on-site parking and associated driveway allows for a more continuous and attractively landscaped front yard.
 - ✓ Long term parking space rental for residents is available in the neighbourhood in commercial and office buildings.
 - ✓ No off-street motor vehicle parking is required for uses located in Area 'Z' ("near Major LRT Station") on Zoning By-law Schedule 1A. Although the proposed development is located within Area 'X' (Inner Urban) on Schedule 1A, it is situated closer to the Tunney's Pasture LRT Station than many buildings in Area 'Z', including the low-rise neighbourhood immediately north across Scott Street (refer to Figure 16).

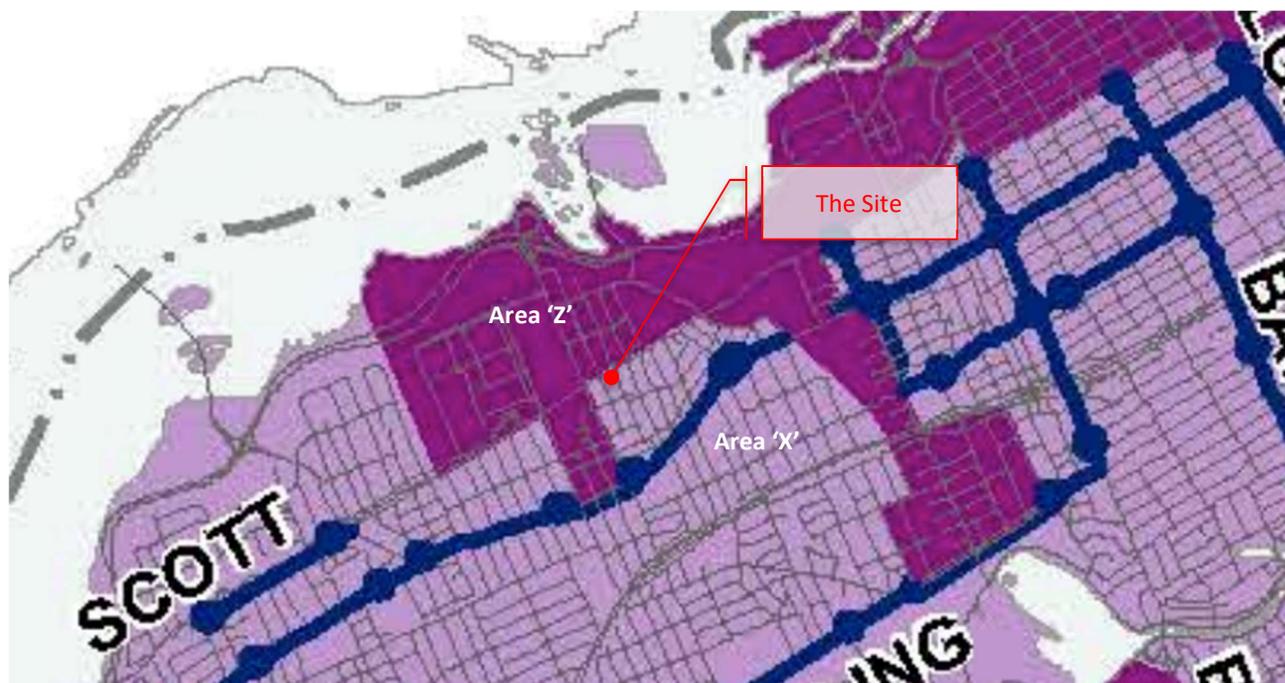


Figure 16 - Zoning By-law Schedule 1A (Parking)

- **Increase the maximum walkway width from 1.25 m to 1.5 m.**
 - ✓ The south (main) walkway will handle most of the traffic in and out of the building, including the collection of garbage, etc. As a result, a 1.5-m walkway is more practical, particularly during winter months when the walkway becomes narrower.
 - ✓ As part of the proposed development, two driveways will be removed. By comparison, a slightly wider walkway will be an aesthetic improvement.
 - ✓ It is understood that the intent of the maximum 1.25-m walkway width may have been in part to restrict additional front yard parking adjacent to a driveway. As no driveway is proposed, this will not be an issue.

6 DESIGN STATEMENT

This statement highlights and summarizes the applicable design-related policies and guidelines in the Official Plan, Scott Street Secondary Plan/CDP, Transit Oriented Development Guidelines and Urban Design Guidelines for Low-Rise Infill Housing. It also assesses how the proposed development meets the intent of these policies and guidelines as they relate to the following categories, which were created based on the themes that recur throughout the applicable documents: Area Character; Access, Privacy & Landscaping; Green/Sustainable Design & Adaptability; and Internalization of Service Areas.

The intent of each design-related policy and guideline is to ensure that infill development compliments and respects the existing pattern and scale of development in a neighbourhood while also fulfilling its

planned function. The Official Plan, Scott Street Secondary Plan and CDP provide very broad goals related to character, compatibility and planned function, while the design guidelines provide detailed considerations and strategies for achieving those goals.

6.1 Area Character

Hintonburg is a mature neighbourhood, but also a neighbourhood undergoing significant transformation in its' built-form. Its proximity to the city's downtown, two LRT stations, a Mixed Use Centre and two Main Streets makes it a desirable location for low-rise infill and intensification. This project has a distinct identity but maintains and respects the predominantly low-rise character of the area, while providing new units in proximity to transit and broadening the type, affordability and tenure of units available. [References: OP 2.5.1(1), Sec Plan 3.1(1c), CDP 4.1(1), Infill 4.1.2, 4.3.4]

The proposed building makes efficient use of the site while remaining very closely within the building envelope permitted in the R4 zone and therefore reflecting the planned function of the area. It is located at existing grade and is setback at a distance that is similar to the neighbouring homes, reinforcing a continuous street frontage. [References: OP 4.11(5a,e)(10a,b), 2.5.1(4), Sec Plan 3.0(1b,c), CDP 4.1(1), Infill 4.3.2]

The principal entry is convenient and easily accessible, located at ground level within the building's frontage. It lacks the prominence and street presence encouraged in the design guidelines and exhibited by adjacent detached homes, many of which have large front porches or canopies. The Project Architect has indicated that the entryway was designed to be consistent with the overall simple modern design choice and not to overwhelm the smaller, neighbouring homes. [References: OP 4.11(6a,c), 2.5.1(4), 2.5.1(3), Infill 2.1, 4.3.2, 4.3.3, 4.3.5]

The proposed front yard balconies are consistent with the presence of other balconies on buildings in the area and provide a connection to the street. The balconies and generous fenestration provide an animated façade as well as a source of natural surveillance, contributing to community safety. [References: OP 4.11(5d,f)(6b), 2.5.1(4), Infill 2.1, 4.1.1, 4.3.6]

As the site is a double lot, the scale of the proposed building is larger than the surrounding homes. To respect the existing pattern and scale of development, the façade comprises two distinct brick structures of varying heights, which have been designed to create the suggestion of two separate buildings. The brick cornice lines roughly reflect the height of the neighbouring homes. [References: OP 4.11 (5a,b,c)(10a,b), 2.5.1(4), Infill 4.2.1, 4.2.3, 4.2.6, 4.3.2]

The colours and materials present in the area are eclectic and reflect the fact that dwellings were constructed by a variety of different home builders over several decades. Brick buildings are common in Hintonburg (including along Hinchey Avenue) and the material was selected for this reason. The style and colour of the brick were chosen for their modern appearance, differing somewhat from the red brick that is most common in the neighbourhood. [References: OP 4.11(5c,f), 2.5.1(4), Infill 4.3.2]

6.2 Access, Privacy & Landscaping

No driveways or on-site personal vehicle parking spaces are proposed. The two existing driveways will be removed and replaced with attractive soft landscaping (shrubs and perennials) and hardscaped entrance walkways (precast unit pavers and river rocks). An easily-accessible, secure indoor bicycle parking space will be provided for each unit. This represents double the minimum requirement in the Zoning By-law. [References: TOD 29, 32, OP 2.5.1(3)]

A combination of shrubs, grass and perennial plantings are proposed in the front yard to define and create an attractive edge and privacy. It will also blend with the soft landscaping materials in surrounding yards. In the rear yard, shrubs and perennial plantings are proposed to provide privacy for the units on the basement level. Fencing of 2.13-m in height and the existing tree (to be retained) will reduce the impact of views to and from surrounding lots. It is noted that the rear yard balconies will have potential implications for privacy in surrounding backyards. As a result, it is recommended that mitigation measures be considered. Screening on the balconies, or potential removal of some balconies (depending on site lines, tree canopy, etc.) may alleviate these privacy concerns. [References: OP 2.5.1(2)(6), 4.11(19), Sec Plan 6(1)(4), Infill 3.1, 3.4, 3.5, 3.7]

6.3 Green/Sustainable Design & Adaptability

The architect has indicated that the proposed building will exceed minimum insulation requirements and an energy model will be completed in order to ensure that efficiency of the building is optimized. [References: OP 2.5.1(7), Sec Plan 6(1)]

The Site's proximity to transit, commercial uses and public services and the provision of 1 bicycle parking space per unit encourage sustainable transportation options for future residents of the building. [References: OP 2.5.1(7)]

The proposed development is adapting to the housing demand in the area by contributing to available household types, budgets and tenures in the neighbourhood. Additionally, a mix of studio, one and two bedroom units will provide housing options for a variety of households. [References: OP Sec 2.5.1(5)]

6.4 Internalization & Screening of Service Areas

The presence of service areas, parking and mechanical equipment are often cited as concerns related to multi-unit buildings. For this development, no service or loading areas are proposed and mechanical equipment, waste bins and bicycle parking will be internalized within the building and will not be in public view. [References: OP 4.11(8,9), Infill 7.1]

6.5 Design Statement Summary

- The proposed development generally meets the intent of the applicable design policies and guidelines. It intensifies an underutilized site while remaining within the permitted yard setbacks (with the exception of a small section of side yard). The fenestration and balconies on the front façade combined with

the extensive front yard landscaping will contribute to an attractive and safe streetscape. The materials, colours and wall projections break-up the massing and seek to reflect the existing pattern of development. To further enhance compatibility with the neighbourhood, consideration could be given to the choice of brick colour, front entry style and rear yard balcony design.

7 SUMMARY OF SUPPORTING STUDIES

7.1 Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group, dated February 26, 2020. The report indicates that the Site is suitable for the proposed building, subject to instructions related to site grading and preparation, design and specified precautions. It also states that a 'Materials Testing and Observation Services Program', is necessary.

7.2 Stormwater Management & Site Servicing

A Stormwater Management and Servicing Brief, including accompanying plans was prepared by Pearson Engineering Ltd., dated March 2020. The report proposes that water and sanitary services be connected to the existing sewer and watermain along Hinchey Avenue. It also suggests that the City should confirm capacity based on the anticipated flows.

The report does not propose quality and quantity controls for stormwater management as it concludes that the development will result in only a nominal increase in imperviousness.

7.3 Phase 1 ESA

A Phase 1 ESA was prepared by Paterson Group, dated March 4, 2020. The report found that no potentially contaminating activities (PCs) were identified with respect to the use of the site and no off-site PCAs are considered to have resulted in contamination of the site. As a result, the report concludes that a Phase II Environmental Site Assessment is not required.

7.4 Tree Conservation Report

A Tree Conservation Report was prepared by IFS Associates, dated March 4, 2020. The report identifies 5 existing trees on the site. The report proposes that 3 trees be removed to accommodate construction of the building and extension of services. Two trees will be retained – a Colorado Spruce within the right-of-way (street tree) and a Norway Maple in the rear yard. A tree permit will be required, and compensation provided, for the proposed removal of any street trees.

8 CONCLUSIONS & RECOMMENDATION

The proposed development achieves consistency with the intent of the Provincial Policy Statement and City of Ottawa Official Plan by proposing to intensify an underutilized site in an area that is well served by infrastructure, transit and commercial and public services and by contributing to a more diverse range of housing in the area.

The proposed development meets the majority of the applicable zone regulations and is consistent with the 'Mature Neighbourhood' character groups for front yard, access and main door that define the surrounding streetscape. The building has been designed to fit as closely as possible within the permitted building envelope.

The R4 Zone is currently under review by the City of Ottawa with the objective of enabling increased densities and a wider range of housing types, particularly small walk-up apartments and stacked dwellings, in the downtown. The discussion paper released by the City states that the current R4 rules are misaligned with today's realities of lot fabric, land costs and housing demand. The proposed development reflects the new direction proposed by the City and meets the majority of the proposed R4 Zone provisions.

The proposed development is generally consistent with the design direction in the Official Plan, Scott Street Secondary Plan/CDP, Transit Oriented Development Guidelines and Urban Design Guidelines for Low-Rise Infill Housing. Considerable effort has been made by the architect to design a high-quality project. Colours, materials, fenestration and balconies have been proposed to create interest and visually approximate the existing pattern and scale of surrounding development. Opportunities to further enhance compatibility are outlined in Section 6.

Based on the conclusions identified above, approval of this project is recommended as it meets the overarching policy direction, is appropriate within its context, represents 'good planning' and is in the public interest.

9 STATEMENT OF LIMITATIONS

The information, opinions and recommendations presented in this report are in accordance with my present understanding of the project and the plans/reports available to me as of March 4, 2020.

Prepared by:

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Reviewed by:

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Signature:

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