

October 13, 2023

Ms. Ashley Kotarba  
Heritage Planner  
City of Ottawa  
110 Laurier Ave W,  
Ottawa, ON K1P 1J1

Via Email: [ashley.kotarba@ottawa.ca](mailto:ashley.kotarba@ottawa.ca)

RE: 29 Russell Avenue – Heritage Permit Application

Dear Ms. Kotarba,

Please find below a project description for 29 Russell Avenue, in addition to previously submitted Heritage Permit Application (submitted on December 23<sup>rd</sup>, 2022).

29 Russell Street Holdings Inc. is proposing to construct a three (3) storey residential use addition to the rear of an existing heritage building located at 29 Russell Avenue in the Sandy Hill neighbourhood of the City of Ottawa (“subject property”). When completed, the proposed addition will provide seven (7) new residential units. The existing building will be renovated as part of a Building Permit process to create 14 units. When completed, the building will provide a total of 21 units to the Sandy Hill neighbourhood, including a mix of bachelors, one-, three- and four-bedroom units. In addition, the development features indoor garbage storage, parking for a total of 27 bikes located in the rear and front yards to encourage active modes of transportation.

The rear addition follows the rectangular shape of the property and has a total height of 10.2 metres (Figure 2). With the addition, the completed building will have a total Gross Floor Area (GFA) of 702 square metres, of which the existing building is 385 square metres, and the proposed addition is 317 square metres.



Figure 1: Proposed development, western elevation.

The completed building maintains primary entrances from Russell Avenue and offers additional egresses at two locations at the rear of the proposed building. Here, the addition is designed to address the rear laneway as a frontage to encourage a comfortable pedestrian space. It achieves this through an articulated façade design which includes strategic fenestration and landscape treatment to create well-defined pedestrian spaces along the rear and side yards

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while providing eyes on the street and enhancing pedestrian safety. Features such as a raised deck, staircase and lift connect the building to the rear laneway via paved walkways. Active transportation is encouraged by providing convenient vertical bicycle parking in the side and rear yard conveniently located abutting building entrances and the rear laneway. The bicycle structure considered an architectural style that compliments the building design to offer safe and secure parking spaces. An ornamental fence will be provided along the rear laneway to create a safe and usable rear yard area and limit its use by vehicle. This will also provide clear delineation between the public and private lands while not “fortifying” the property.

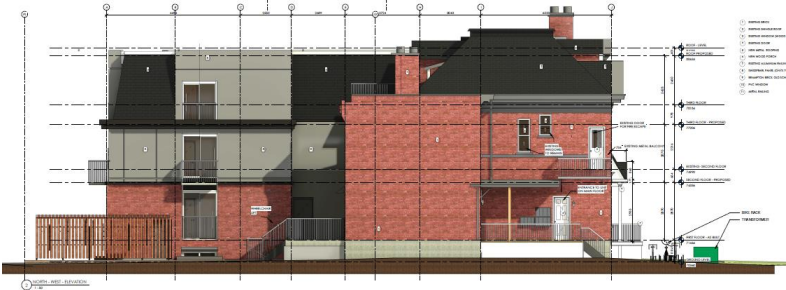


Figure 2: Proposed development, northern elevation.

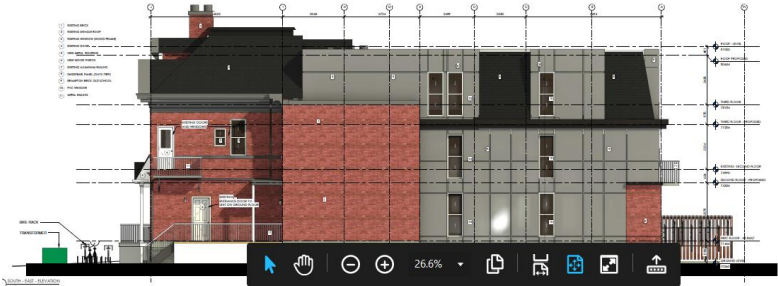


Figure 3: Proposed development, southern elevation.

The addition proposes to replace the existing surface parking to provide residential units that make efficient use of land within the City’s core. It encourages the use of active transportation by eliminating vehicle parking and instead offers 27 total bicycle parking spaces that are provided along all building entrances where they are conveniently accessed by residents and visitors.

Garbage is managed indoors within the new addition and wheeled out for regular private pickup through a paved ramp from the rear laneway.

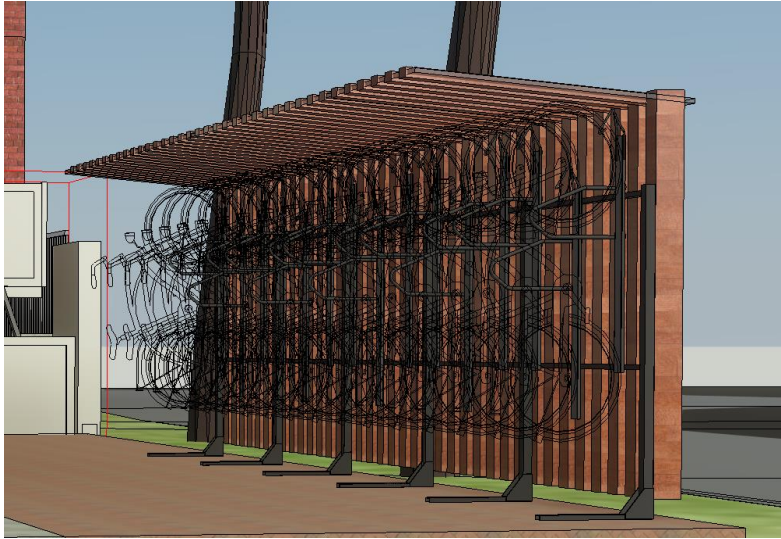


Figure 4: Proposed vertical bicycle rack in the rear yard.

The zoning does not require outdoor amenity; however, the development does propose enjoyable front, rear and interior side yards that are well landscaped to create inviting spaces for building residents to utilize. The rear yard provides an opportunity for a more intimate outdoor space for all building residents which is separated from the laneway using an ornamental fence. Additionally, outdoor spaces are improved with shrubs and other plantings, shade and canopy cover are provided from existing trees on the neighbouring property.



Figure 5: Proposed development, eastern elevation.

The rear addition is designed to respect the heritage building at the front and takes direction from the Russell Avenue – Range Road Heritage Conservation District Plan. It proposes a built form that is in the rear yard and is subordinate to the existing heritage building at its front. It is located away from the primary street façade and does not replicate the existing architectural style. Instead, it offers a unique contemporary interpretation of the heritage architectural style and contributes to an enhanced streetscape along the rear auto-oriented rear laneway.



Figure 6: Architectural concept showing axonometric view (northeastern) of the proposed addition (bike parking not shown)

The proposed addition incorporates materiality and building design that is prescribed by the HCD plan and is complementary to the surrounding heritage area while also being clearly distinguishable in form and detail from the existing building.

Additional improvements to the existing heritage building include renovations to reintroduce covered porches for the front façade. These porches are located around existing doors facing the street, and represent a common theme found on neighbouring properties. In addition, the primary entrances along the western façade also include awnings that offer protection from weather elements.

The front yard will be occupied with horizontal bicycle parking provided in the form of racks mounted to concrete pads, as well as an electrical transformer. The transformer is required to provide power to this project and will be located on the south-western corner of the front yard. Landscaped screening is proposed for the transformer and bicycle racks to enhance the building frontage and visually buffer these required elements.



Figure 6: Proposed horizontal bicycle parking racks in the front yard.

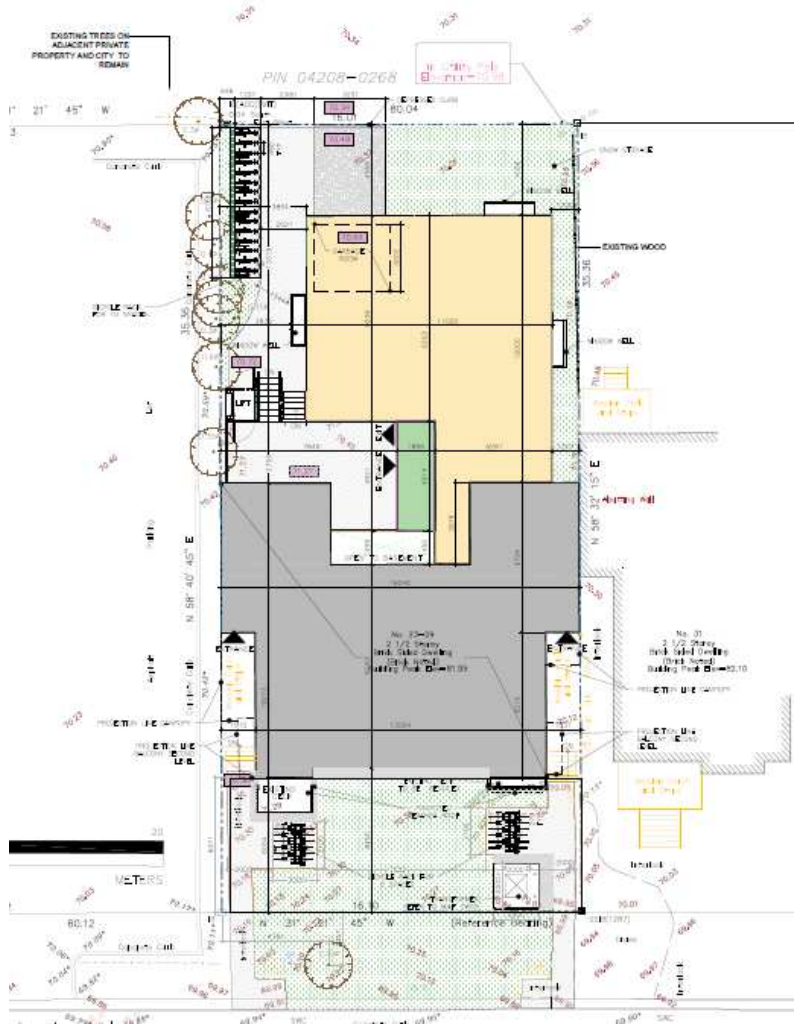


Figure 7: Proposed development Site Plan (addition shown in yellow)

The proposal works collectively to protect, maintain, and advance the objectives of the HCD Plan area while increasing opportunities for additional housing in an enjoyable 15-minute neighborhood.

Sincerely,

Haris Khan, BES MES  
Planner