



266 & 268 Carruthers Avenue + 177 Armstrong Street

Planning Rationale + Design Brief – **Revision #1**
Zoning By-law Amendment + Site Plan Control
March 28, 2023



Prepared for Theberge Homes

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1.0	Introduction	1
1.1	Application Overview	1
2.0	Site Context and Surrounding Area	2
2.1	Subject Property	2
2.2	Surrounding Area	3
2.3	Transportation and Road Network	4
3.0	Proposed Development and Design Brief	8
3.1	Proposed Development	8
3.2	Building Design	9
3.2.1	Building Massing and Scale	9
3.2.2	Alternative Building Massing	11
3.3	Pedestrian Experience & Public Realm	12
3.4	Amenities	13
3.5	Sustainability	15
4.0	Policy & Regulatory Framework	16
4.1	Provincial Policy Statement (2020)	16
4.2	City of Ottawa Official Plan (November 2022)	17
4.2.1	Growth Management Framework, Supporting Intensification	18
4.2.2	Inner Urban Transect	19
4.2.3	Neighbourhood Designation	21
4.2.4	Evolving Overlay	22
4.2.5	Urban Design	23
4.3	Scott Street Secondary Plan (November 2022)	24
4.3.1	Goals and Principles	24
4.3.2	Land Use Designations, Building Heights and Locations	25
4.4	Scott Street Community Design Plan (January 2014)	27
4.4.1	Principles and Key Directions	27
4.4.2	Land Use and Site Development	27
4.5	Urban Design Guidelines for Low-rise Infill Housing	29
5.0	City of Ottawa Comprehensive Zoning By-law (2008-250)	31
5.1	Proposed Zoning By-law Amendment	36
6.0	Public Consultation Strategy	38
7.0	Conclusions	39

1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Theberge Homes to prepare this Planning Rationale and Design Brief in support of Minor Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on lands municipally known as 266-268 Carruthers Avenue and 177 Armstrong Street in the City of Ottawa.

1.1 Application Overview

The enclosed submission intends to establish a development proposal consisting of a 3.5 storey low-rise apartment building within the established neighbourhood of Hintonburg. A total of eighteen (18) units are proposed as part of the development, with no vehicle parking spaces being provided and 18 bicycle parking spaces. A rooftop terrace approximately 172 square metres in size is also proposed.

The proposed development will take the form of a Planned Unit Development (“PUD”). This is due to its co-location with the property at 177 Armstrong Street; a low-rise apartment building presently under construction and also owned by the applicant. This will result in shared use of the visitor parking aisle and a rear yard amenity space that is proposed which will be accessible by residents of the proposed development and residents at 177 Armstrong Street.

As noted above, Minor Zoning By-law Amendment and Site Plan Control applications are required to facilitate the proposed development. The Zoning By-law Amendment will amend the existing R4UB, R4UB[2701]-c, and R4UB [2702] zoning and result in a new site-specific R4UB zone to permit the proposed built form, while the Site Plan Control application will resolve site-specific design considerations. The existing site-specific exception 2701 that applies to 177 Armstrong Street is proposed to be incorporated into the new site-specific exception to create a single coordinated zoning exception for the entirety of the lands..

The Zoning By-law Amendment will rationalize the following modifications to applicable performance provisions:

- / An increase in the maximum building height to 11.30 metres from 11 metres;
- / A reduction in minimum front yard setback of 0.16 metres from 3.91 metres to 3.75 metres;
- / An increase in the maximum number of units for a low-rise apartment in the R4UB zone to 18 units from 12 units;
- / A reduction in minimum width of a private way from 6 metres to 5.7 metres; and
- / A reduction in the setback for any wall of a residential building to a private way from 1.8 metres to 0 metres.

The original proposal, deemed complete on November 30, 2022, maintained the properties at 266-268 Carruthers Avenue as one property for the development of the 3.5 storey apartment and 177 Armstrong Street as one property for its low-rise apartment development, with the rear yard amenity space at 177 Armstrong Street being a shared space for the proposed low-rise apartment on the subject property. The shared rear yard amenity area was proposed to be formally established through a Shared Use Easement and Joint Use and Maintenance Agreement. After receiving the first round of technical comments from the City of Ottawa, Fotenn and Theberge Homes discussed different approaches to clarify the development of the land, which has resulted in the present approach of treating the three (3) properties as one lot for zoning purposes. This requires that the planned unit development provisions be applied to the proposed development. The Planning Rationale has therefore been updated to reflect the new development direction and supersedes the previous Report dated November 11, 2022.

Site Context and Surrounding Area

2.1 Subject Property

The subject properties, municipally known as 266-268 Carruthers Avenue and 177 Armstrong Street, are located on the west side of Carruthers Avenue, between Scott Street to the north and Wellington Street West to the south in Kitchissippi Ward (Ward 15). The subject properties combined have a frontage of approximately 20.12 metres along Carruthers Avenue and 27.77 metres along Armstrong Street, and a total lot area of approximately 1,859 square metres (Figure 1).

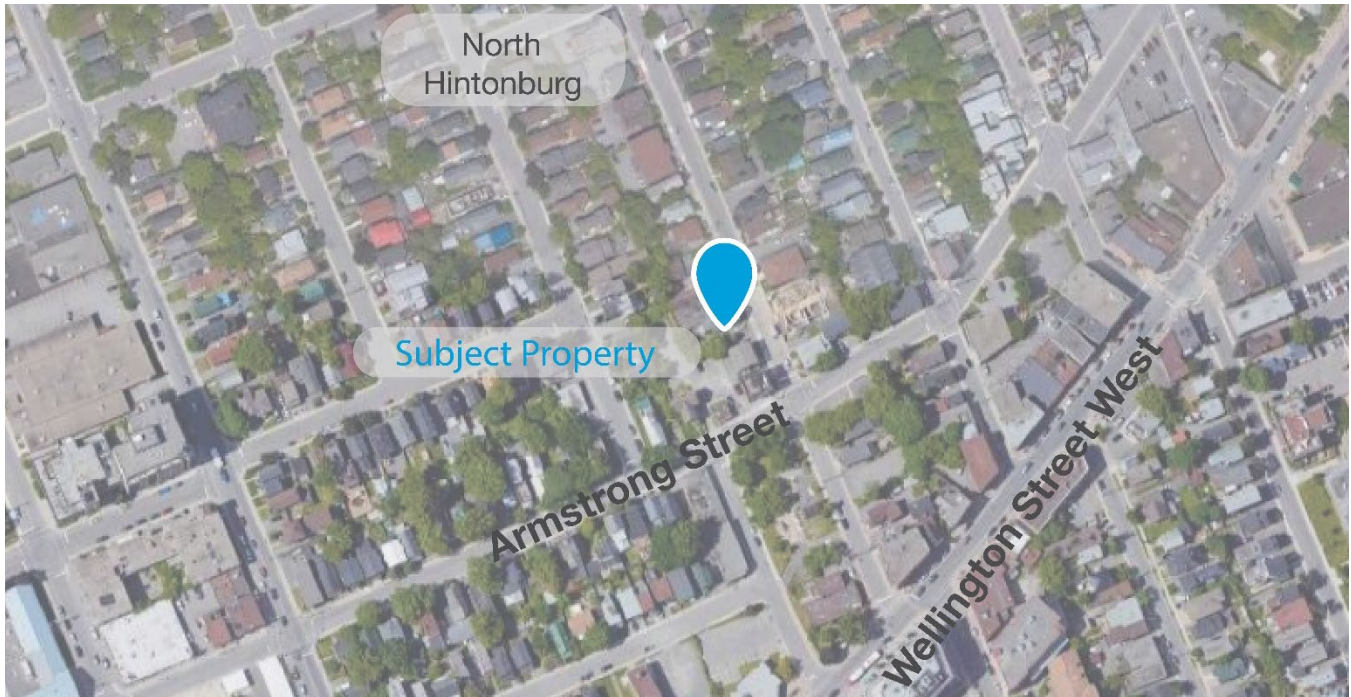


Figure 1. Aerial Image showing Subject Properties

The subject properties at 266-268 Carruthers Avenue are currently developed with two (2) 2.5 storey multi-unit dwellings and parking. The property at 177 Armstrong Street is currently being developed with a 3.5 storey low-rise apartment, which is under construction. Both of the existing buildings front onto Carruthers Avenue with individual driveway accesses, while the building under construction will front onto Armstrong Street with one driveway leading to three parking spaces. Sidewalks are provided along both sides of Carruthers Avenue and Armstrong Street, with hydro wires along the west side of Carruthers Avenue and the north side of Armstrong Street. A hydro pole is located directly in front of the building at 266 Carruthers Avenue. There is limited existing vegetation on the subject properties.

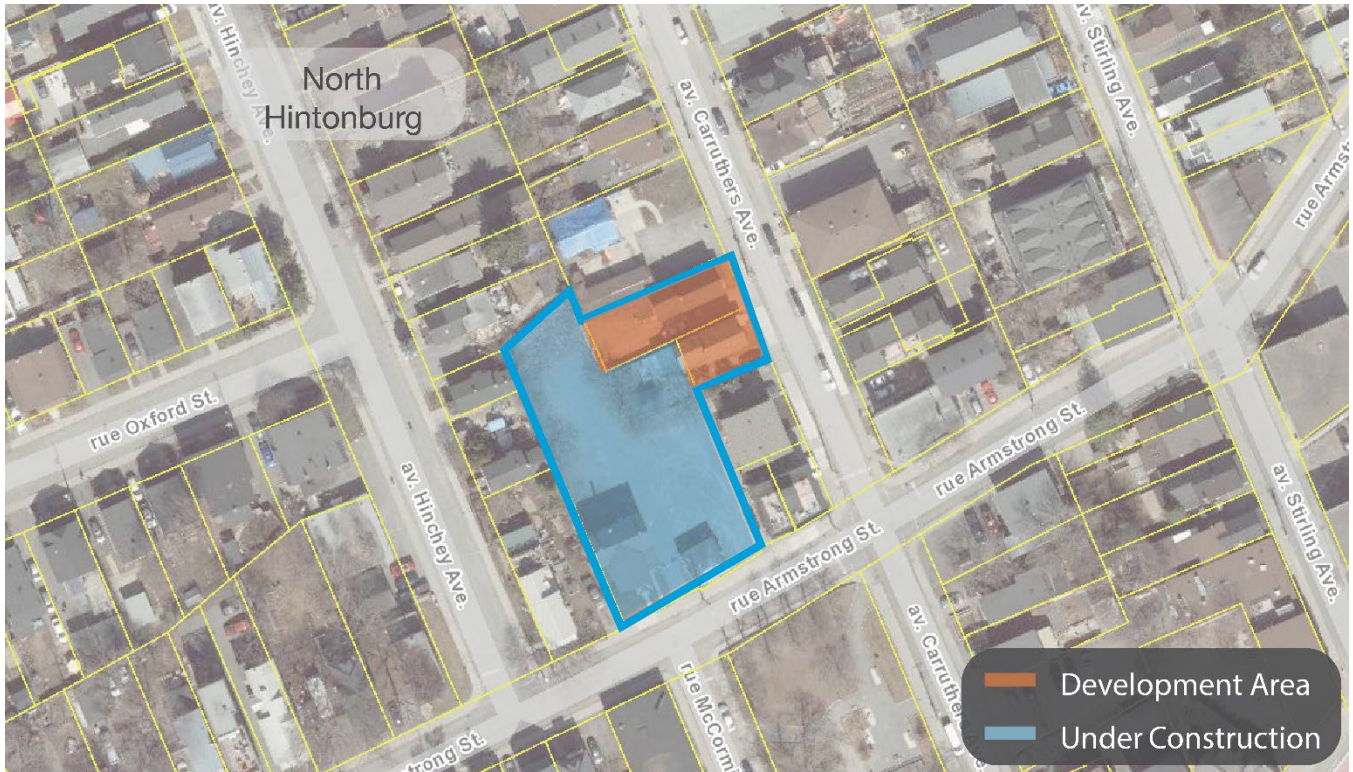


Figure 2. Aerial Image showing Subject Property and the Immediate Lot Fabric of the Neighbourhood

2.2 Surrounding Area

The adjacent land uses can be described follows:

North: Immediately north of the subject property along Carruthers Avenue is a low-rise residential neighbourhood. Further north, along Scott Street, is a mix of uses including a number of restaurants and bars, a high-rise mixed-use building, and a surface parking lot. North of Scott Street is the Transitway, Laroche Park, and the neighbourhood of Mechanicsville.

East: Immediately east of the subject property, across Carruthers Avenue is a low-rise residential neighbourhood, consisting of a variety of dwelling types ranging from single detached, to low-rise apartments. Further east of the subject property across Armstrong Street are a variety of commercial, retail and residential uses along Wellington Street West. In addition to these uses are community facilities such as the Hintonburg Community Centre and Hintonburg Park. East of Hintonburg Park is an existing stable low-rise residential neighbourhood, the NCC Trillium Pathway, and Little Italy.

South: Immediately south of the subject property is a newly constructed three-storey residential building and a three-storey building currently under construction. The building that is currently under construction will provide outdoor amenity space for the proposed development through an agreement. South of Armstrong Street is McCormick Park, low-rise residential buildings, and Wellington Street West. The area is also characterized by institutional uses such as the Queen of the Most Holy Rosary and the Salvation Army Grace Manor. Further south, the area is primarily characterized by low-rise residential neighbourhoods and bound by Highway 417; however, a portion of the area between Wellington Street West and Gladstone Avenue is characterized by several surface parking lots.

West: Immediately west of the subject property is a low-rise residential neighbourhood. This neighbourhood is bound by Parkdale Avenue to the west, with a variety of commercial, retail and institutional uses located along Parkdale, including

coffee shops, cycling stores, Family Services Ottawa, and Parkdale Park. Along Holland Avenue is a mixed use development and townhouse development that consists of at-grade commercial uses. Further west is the Wellington Village neighbourhood, which extends west towards Island Park Drive and is characterized primarily by low-rise residential uses.



Figure 3. Surrounding Area Images, looking north and south on Carruthers Avenue (top left and right, respectively), looking east across the street (bottom left), and looking directly at the subject properties along Carruthers Avenue (bottom right)

2.3 Transportation and Road Network

The subject properties are located on Carruthers Avenue and Armstrong Street, which are considered local streets on Schedule E – Urban Road Network, of the Official Plan (Figure 4). Local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Local roads also serve a collector road function by distributing traffic between collector streets and other local streets. Carruthers Avenue is a one-way street, with one lane south-bound travel, and one lane of on-street parking.

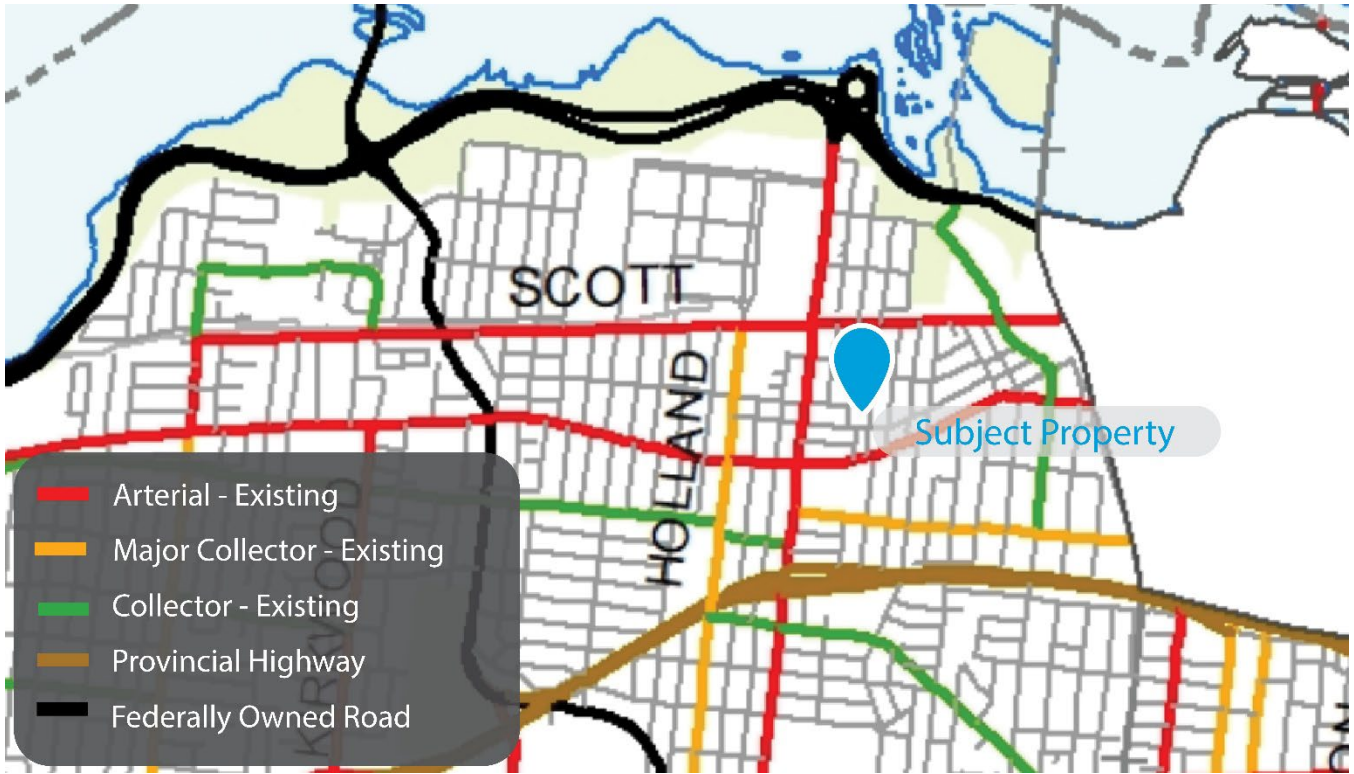


Figure 4. Extract of Schedule E - Urban Road Network, City of Ottawa Official Plan

The subject property is well-served by public transit options, as per Schedule D – Rapid Transit and Transit Priority Network, of the Official Plan (Figure 5). The subject property is located within 600 metres of the existing Tunney’s Pasture LRT station, within a 140 metre walk of Wellington Street West, and within a 250 metre walk of Parkdale Avenue, both of which are identified as Transit Priority Corridors (with and without isolated measures, respectively).

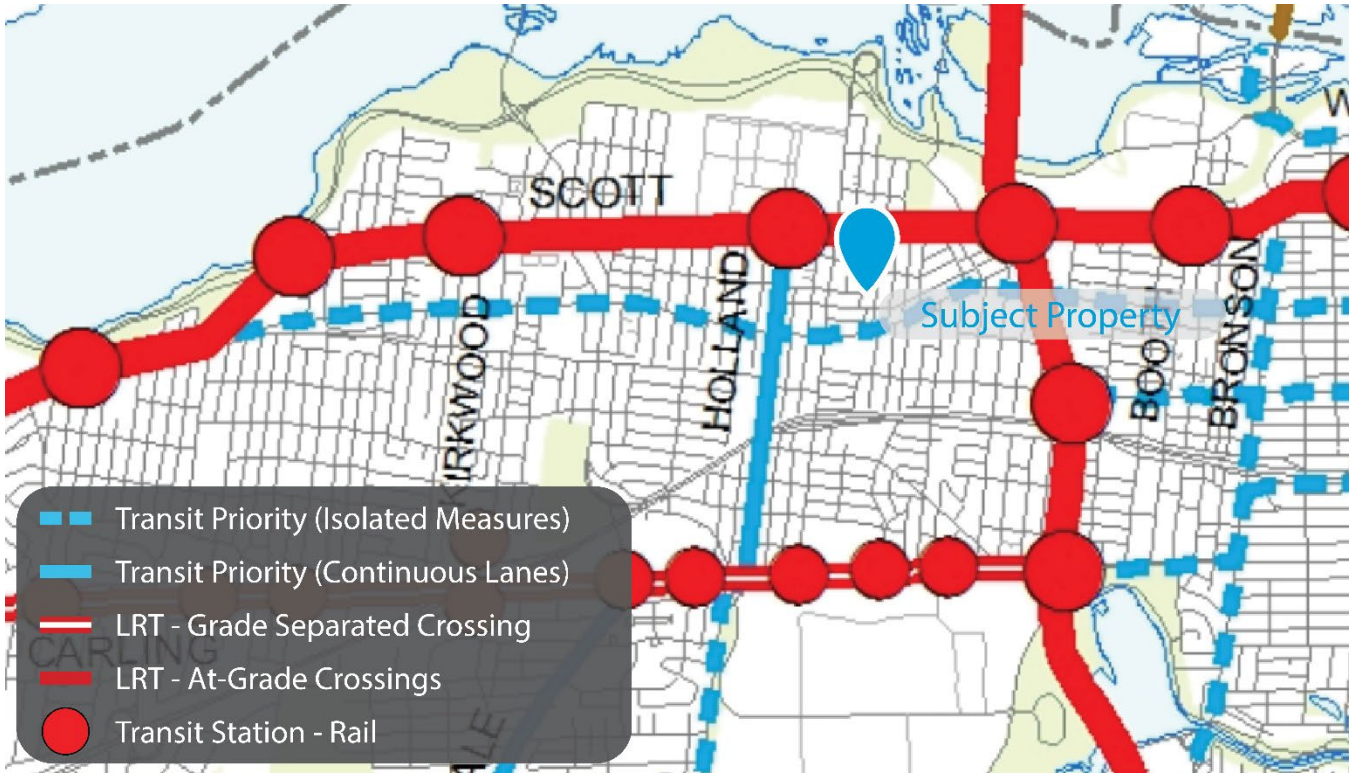


Figure 5. Extract of Schedule D - Rapid Transit Network, City of Ottawa Official Plan

The subject property is also served by the greater cycling network, as per Schedule C – Primary Urban Cycling Network, of the Official Plan (Figure 6). The subject property is located within 310 metres of Scott Street, which has been identified as a Cross-Town Bikeway, a Multi-Use Pathway and a Spine Route, while Wellington Street West has been identified as a Spine Route. Although Carruthers Avenue and Armstrong Street do not have any cycling facilities, the location of the subject property in proximity to Scott Street and Wellington Street West provides an opportunity for connectivity into the greater cycling network.

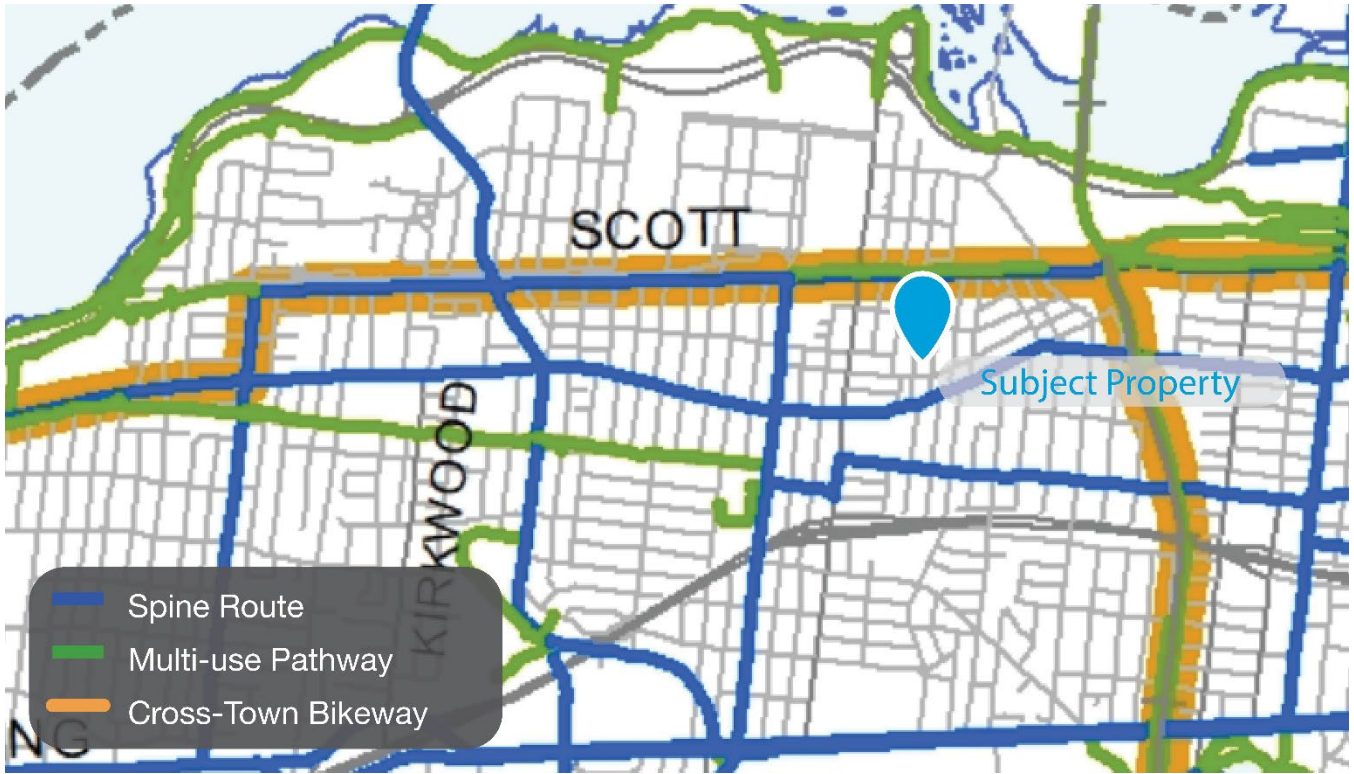


Figure 6. Extract of Schedule C - Primary Urban Cycling Network, City of Ottawa Official Plan

Proposed Development and Design Brief

3.1 Proposed Development

Theberge Homes is proposing to demolish the existing buildings on the subject property and construct a three and a half (3.5) storey L-shaped apartment building (Figure 7). The proposed development will result in 18 units of varying sizes, ranging from studio units to two-bedroom units. The proposed building will have a total height of 11.08 metres, with a mechanical penthouse of 2.85 metres incorporated as a permitted projection. No vehicular parking is proposed as part of this development; however, three vehicle parking spaces are being provided as part of the new development on 177 Armstrong Street, which will be permitted to be used by residents of this new building through a Joint Use and Maintenance Agreement. Bicycle parking will be provided at a 1:1 ratio and located on the ground floor adjacent to the lobby.

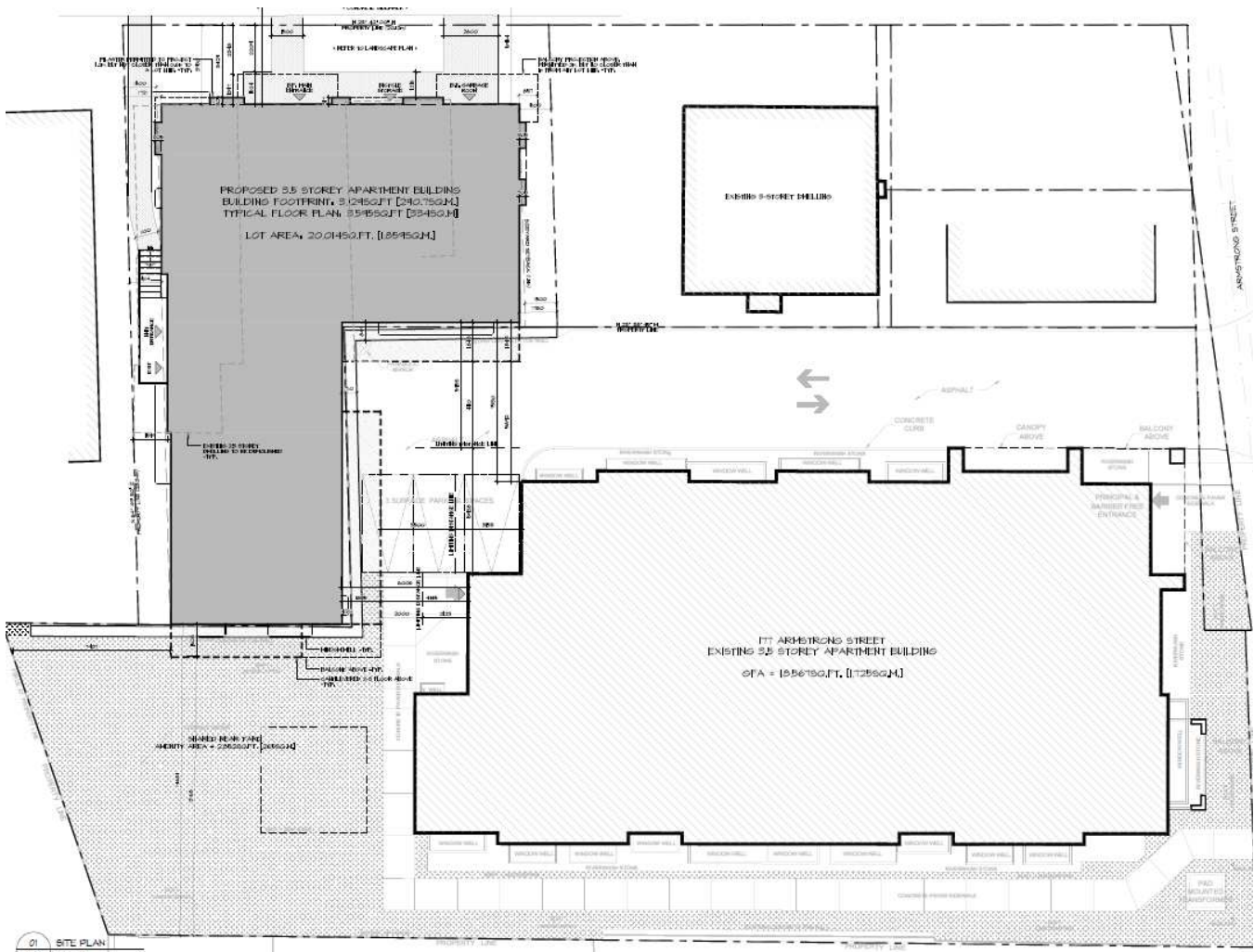


Figure 7. Site Plan

As shown on the Site Plan in Figure 7, the main building entrance is provided along Carruthers Avenue, as well as a barrier-free entrance and the bicycle storage entrance. A secondary entrance/exit is located on the north side of the proposed building, still visible from the street, and accessible by a pathway 1.1 metres in width.

3.2 Building Design

3.2.1 Building Massing and Scale

As a consolidated lot, the subject property enjoys the opportunity to create a development with a larger floor area than would be appropriate otherwise. In accordance with the planned and existing context for the area, the proposed development is among existing low-rise development, which ranges in dwelling type from semi-detached dwellings to other low-rise apartment buildings.

The proposed development at 3.5 storeys in height is in keeping with the overall intent of the Official Plan and Scott Street Secondary Plan to located low-rise residential development in an area characterized by low-rise housing. The proposed development represents intensification within the General Urban Area, which is appropriate for the subject property due to its proximity (approximately 600 metres) to a rapid transit station. As the proposed development is consistent and compatible with the existing heights in the area, height transition in the form of an angular plane has not been applied (Figure 8).



Figure 8. Proposed development in the context of the adjacent properties

The proposed development will function as a planned unit development with 177 Armstrong Street given the proposed incorporation of the one lot for zoning provisions, but will be maintained as separate parcels on title. This arrangement will be formalized through future easements and agreements. The rear yard amenity space will be a shared space for residents of both the existing and proposed buildings, and the planned unit development approach ensures that an adequate rear yard setback is provided. The proposed development will be set back 3.75 metres from Carruthers Avenue, which aligns with the front yard setback of adjacent properties along the west side of Carruthers Avenue, while it is greater than the typical front yard setback of properties along the east side of Carruthers Avenue.



Figure 9. Rendering of the Proposed Development from Carruthers Avenue



Figure 10. View of the Proposed Development from 177 Armstrong Street



Figure 11. View of the North Side of the Proposed Development

3.2.2 Alternative Building Massing

Alternative building massing was considered as part of the design process for the proposed development. The alternative building design explored different massing, focal points, materiality, and fenestration patterns, as outlined in Figure 12 below. The proposed building massing that was selected (Option 4) ultimately blends best with the surrounding urban fabric.



Figure 12. Alternative Building Massing Options

3.3 Pedestrian Experience & Public Realm

An important focus of the design for the proposed development is to enhance the public realm along Carruthers Avenue. As demonstrated in Figure 13, the proposed front yard will provide ample space for tree planting and landscaping, which will contribute to the overall streetscape of Carruthers Avenue. Additionally, the front yard depth provides space for balconies to be located at the front of the building, creating the notion of “eyes on the street”. The activation along the front façade of the proposed building ensures a positive pedestrian experience and overall public realm of Carruthers Avenue.

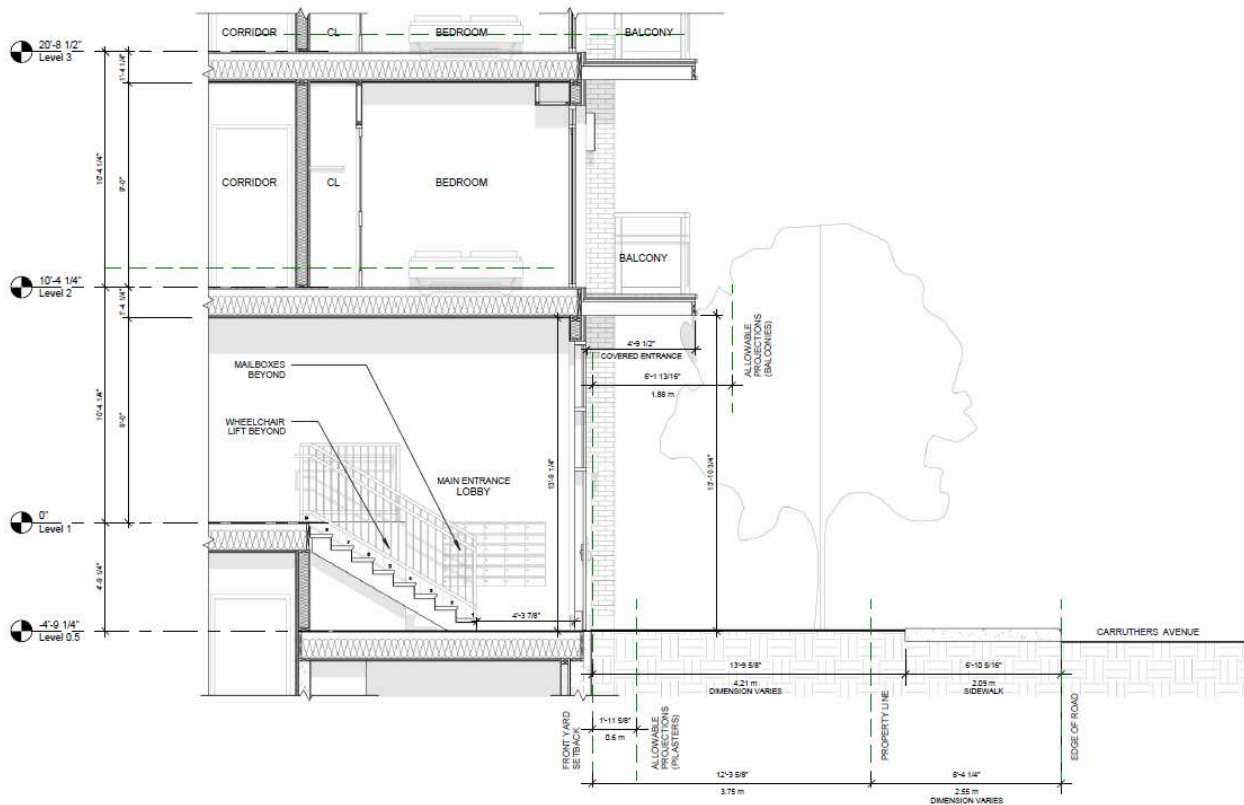


Figure 13. Cross-section of the Proposed Development and Streetscape

3.4 Amenities

An important consideration for the design of the proposed development was the inclusion of spaces that will maximize liveability for residents. The proposed development includes private balconies for a portion of the proposed units, as well as a rooftop terrace, and a large rear yard (Figure 14). The private balconies account for approximately 40 square metres of amenity space, the rooftop terrace accounts for approximately 172 square metres of amenity space, while the rear yard accounts for 265 square metres of amenity space. Residents of both the proposed development and existing development comprising the planned unit development will be able to access this outdoor space, and through a legal agreement, the permanent shared use of this space will be established, despite the two properties (266-268 Carruthers Avenue and 177 Armstrong Street) being separated on title.

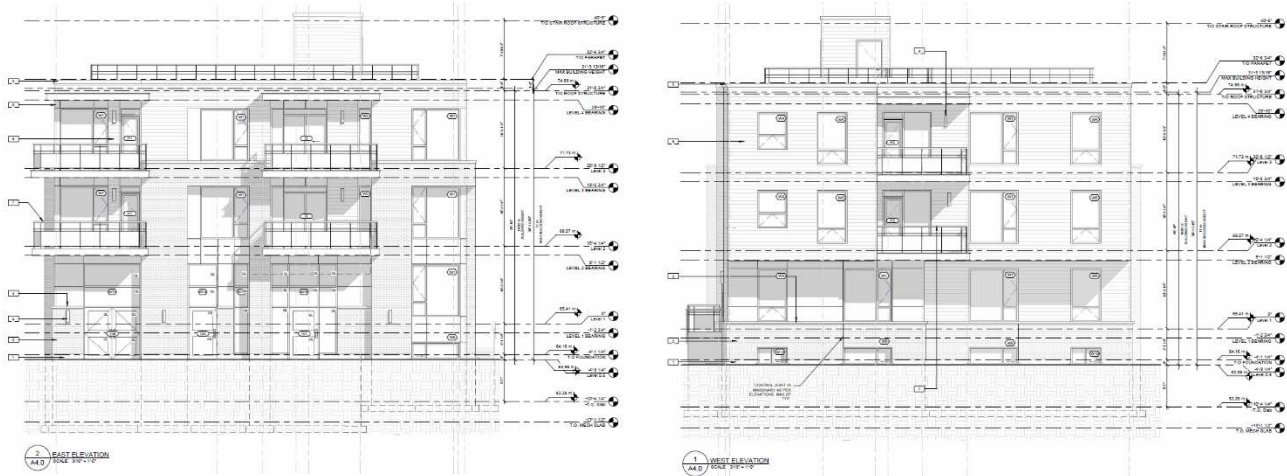


Figure 14. East (left) and West (right) Building Elevations showing Private Balconies

The outdoor amenity space will be accessible from a pathway on the north side of the proposed building and a pathway on the west side of the existing building. The pathway on the north side of the proposed building is 1.1 metres wide, while the pathway on the west side of the existing building is 1.5 metres wide. The pathway associated with the existing building is currently being constructed as it was approved through a separate Site Plan Control application. The new pathway on the north side of the existing building will provide secondary access to the proposed building, as shown in Figure 15 and Figure 16. The rooftop amenity area will be accessed by an internal staircase. No indoor area is proposed as part of the rooftop amenity area.

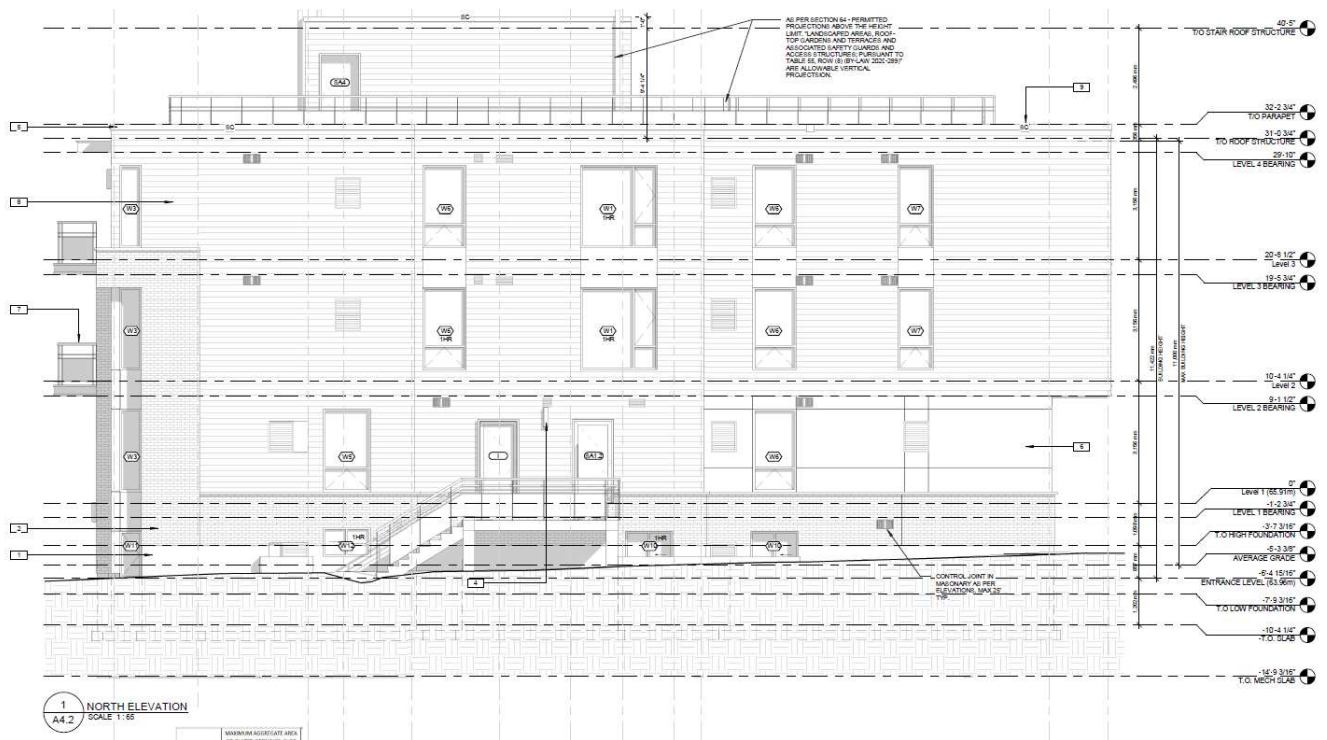


Figure 15. North Elevation, showing Secondary Access to the Proposed Development

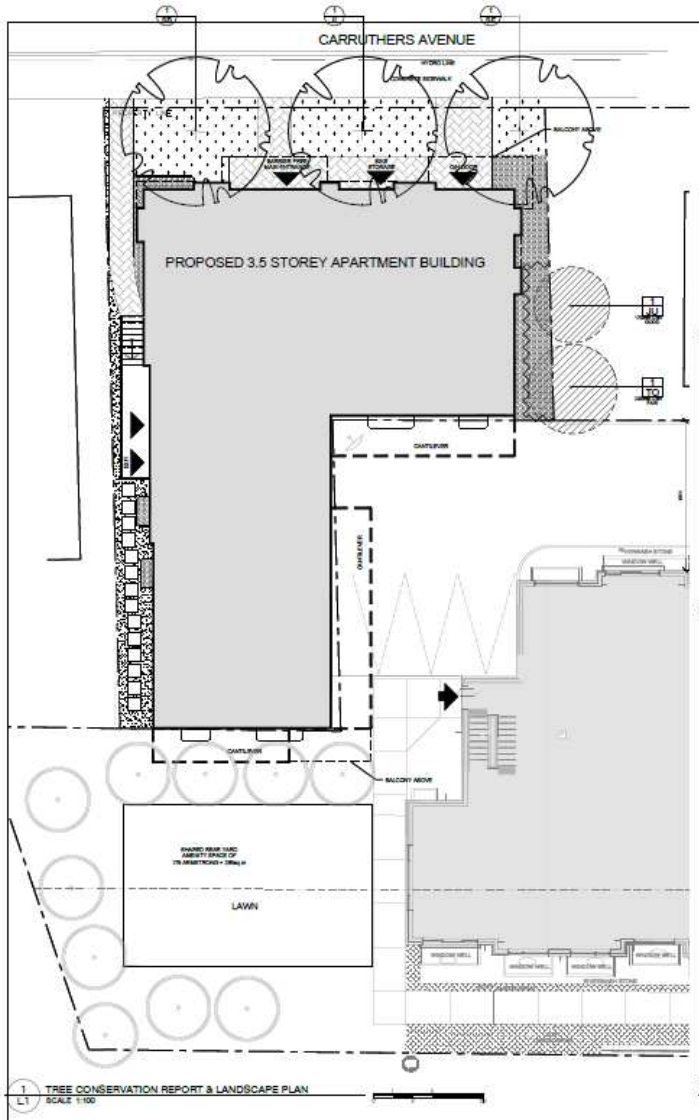


Figure 16. Tree Conservation Report and Landscape Plan

3.5 Sustainability

The proposed development has considered preliminary sustainability measures, such as environmentally friendly materials, sustainable building envelope design, and efficient insulation and thermal values. As the redevelopment is refined through the development process, the sustainability considerations will also be updated to reflect any changes.

4.0 Policy & Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) 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 (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
 - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - e) promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effect development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
 - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - e) support active transportation;
 - f) are transit-supportive, where transit is planned, exists or may be developed.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) 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.

The proposed development conforms to the policies outlined in the Provincial Policy Statement (2020). The proposed redevelopment of the subject property represents an efficient, cost-effective development that will make use of the existing infrastructure and public services, while also promoting active transportation and the use of public transit. The subject property is located approximately 600 metres away from the existing Tunney's Pasture LRT station and 150 metres from Wellington Street West, which is an identified Mainstreet Corridor and Transit Priority Corridor. Finally, the proposed development will contribute to a range of housing options and tenures within the North Hintonburg neighbourhood, by adding a low-rise apartment building with rental units.

4.2 City of Ottawa Official Plan (November 2022)

The City of Ottawa recently adopted a new Official Plan to guide the growth of the City on a 25-year planning horizon. The Official Plan was approved with changes by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022.

This new Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area ("intensification") by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.
- 2. By 2046, the majority of trips in the city will be made by sustainable transportation.**
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Safe and convenient sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.
- 3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
A goal of this Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to planning that will better distinguish Ottawa's distinct

neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5. Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout the Plan. While land use policies in the Official Plan alone do not ensure economic development, they provide an important foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

4.2.1 Growth Management Framework, Supporting Intensification

The City of Ottawa Official Plan contains policies related to Growth Management, with specific policies providing guidance to support intensification. New development within the built up portion of the urban area represents 51% of urban area growth through to 2046. The applicable policies of **Section 3.2** for the proposed development are as follows:

- / **Policy 2** – Intensification may occur in a variety of built forms and height categories, from low-rise up to high-rise 41+ buildings provided density requirements are met.

The proposed redevelopment and intensification is a low-rise building, which is supported by the Official Plan.

- / **Policy 3** – The vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them.

The proposed residential intensification occurs on lands designated as Neighbourhood, in proximity to Scott Street and Wellington Street West, which are both Mainstreet Corridors. Additionally, the proposed development is located in an area characterized primarily by residential uses, but with some commercial, retail and other community facilities, contributing to the area's overall development of a 15-minute neighbourhood.

- / **Policy 4** – Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.

The proposed development is in conformity with the Inner Urban Transect, Neighbourhood, and Evolving Overlay policies, as outlined further in this report. The subject property both municipal water and sewer services, which can support the proposed development as per the Servicing Study.

- / **Policy 8** – Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two categories – small household dwellings (units up to two bedrooms, typically within apartment built forms) and large household dwellings (units with three or more bedrooms, typically within ground-oriented built forms).

The proposed redevelopment consists of a variety of unit types and sizes, ranging from studio units to two-bedroom units. The proposed development consists of small household dwellings only; however, it should be noted that the area is characterized by a mix of large household and small household dwelling types.

- / Table 3b identifies target residential density ranges for intensification and minimum proportion of large household dwellings within intensification. For lands designation as Neighbourhood within the Inner Urban Transect, a target residential density for intensification is 60 to 80 dwellings per net hectare and a target of 50% proportion of large household dwellings within intensification.

The proposed development exceeds the density target as outlined in Table 3b, as the proposed development represents approximately 114 units per gross hectare (18 units/0.1579 hectares). Although the proposed development does not include any large household dwellings, the immediate neighbourhood is characterized by large household dwelling units. The proposed development will contribute to providing a range of housing options, as outlined in the PPS (2020).

The proposed development conforms to the policies of the Official Plan as they relate to growth management and intensification, as outlined above.

4.2.2 Inner Urban Transect

The subject property is located within the Inner Urban Transect on Schedule A – Transect Policy Areas. The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect the urban built form characteristics, while the post-war neighbourhoods reflect suburban characteristics. The applicable Inner Urban Transect policies of **Section 5.2** include the following:

- / **Policy 3 of Section 5.2.1** – The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
 - a) Proximity and access to frequent street transit or rapid transit;
 - b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
 - c) Resolution of any constraints in water, sewer and stormwater capacity.

The proposed development represents a high-density urban development within an existing urban neighbourhood. The proposed development is located in close proximity to rapid transit and two Mainstreet Corridors. The proposed development maintains a low-rise built form, as set out in the Neighbourhood policies and the Scott Street Secondary Plan. Water, sewer and stormwater capacity have been analyzed, and it has been determined that there is enough capacity to support this development. As such, the proposed scale of development is appropriate.

- / **Policy 5 of Section 5.2.1** – The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
 - a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i. Is generally discouraged; and
 - ii. May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.

- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to
 - i. Reduce the number and/or width of private approaches on a site;
 - ii. Re-use existing private approaches; or
 - iii. Relocate and/or combine existing private approaches with no net increase in number or width.
- d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

The proposed development does not include additional-site parking, however the existing building on site does include three (3) vehicle parking spaces. Due to the location of the subject property in proximity to a transit priority corridor and rapid transit, as well as a mix of uses and services, the reduction in the required parking as per the Zoning By-law is considered appropriate and consistent with the parking policies of the Official Plan.. As no parking is being provided as part of the proposed development, no curb cuts are proposed along the Carruthers Avenue frontage.

/ **Policy 2 of Section 5.2.2** – The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking, cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

The proposed development supports the existing public transportation network by locating a high-density development in proximity to rapid transit, a transit priority corridor, and the cycling network. Additionally, the proposed development has provided bicycle parking spaces at a ratio of 1:1, facilitating bicycle use within the area.

/ **Policy 1 of Section 5.2.4** – Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

The proposed development contributes to a range of housing options and tenure within an established neighbourhood, providing units that range in size from studio units to two-bedroom units. The proposed development maintains the low-rise built form that the existing neighbourhood is characterized by, while enhancing the public realm through a building design that frames the public right-of-way. As previously

discussed in this Report, the proposed development exceeds the density targets established in Table 3b, however, due to the location of the subject property in proximity to rapid transit and Mainstreet Corridors, the density is considered appropriate, and the proposal is considered to be in conformity with Section 3.2 of the Official Plan.

4.2.3 Neighbourhood Designation

The subject property has been designated as Neighbourhood on Schedule B2 – Inner Urban Transect, of the New Official Plan (Figure 17).



Figure 17. Extract of Schedule B2 - Inner Urban Transect, City of Ottawa New Official Plan

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities. Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of the Official Plan to reinforce those that have elements of and presently function as 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation. The applicable Neighbourhood policies of Section 6.3 include the following.

- / Policy 2 of Section 6.3.1 – Permitted building heights in Neighbourhoods shall be low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings.

The proposed development represents low-rise development, in accordance with the policies of the Official Plan.

- / Policy 4 of Section 6.3.1 – The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.

The proposed development is a low-rise apartment building, consisting of 18 dwelling units. This housing option is permitted within the Neighbourhood designation.

- / Policy 5 of Section 6.3.1 – The Zoning By-law will distribute permitted densities in the Neighbourhood by:
 - a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
 - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
 - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The proposed development is high-density, however, the subject property is located within 600 metres of existing rapid transit. Additionally, the proposed development is located in close proximity to two Mainstreet Corridors, with Wellington Street West being identified as a Transit Priority Corridor. The proposed development conforms to the policies of the New Official Plan by locating a high-density development in the form of an apartment building in an area close to transit.

- / Policy 5 of Section 6.3.2 – Further to 6.3.1, Policy 4 a), amenity areas that are provided outdoors for low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.

The proposed development includes a rooftop terrace, which ensures that the properties can be maximized to include dwelling units within an established neighbourhood. The proposed development includes communal at-grade outdoor amenity space on the subject property. The outdoor at-grade communal amenity space will be provided at the rear of the proposed development, and will be accessible by the residents within the proposed development and residents of the existing low-rise apartment on the property. Through a forthcoming easement and a Joint Use and Maintenance Agreement, this outdoor space will be legalized to be used by residents of the proposed development and the existing development at 177 Armstrong Street. Private balconies have been proposed on the east and west façades of the building, overlooking Carruthers Avenue and the outdoor amenity space.

4.2.4 Evolving Overlay

The City has established overlays which provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that is otherwise not included in the designation section of the Official Plan.

The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The applicable Evolving overlay policies of Section 5.6.1.1 include the following.

- / Policy 2 – Where an Evolving overlay is applied:
 - a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
 - b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

Since the current Official Plan was recently adopted, the Zoning By-law has not been updated to reflect the policy direction of the Evolving Overlay. The planned characteristics of the overlay area, as outlined in the Scott Street Secondary Plan, have been considered, and the proposed development is consistent with this vision.

- / Policy 3 – In the Evolving overlay, the City:
 - a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;
 - b) May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.

The proposed development is a low-rise intensification project, which is supported by the policies of the New Official Plan. A Zoning By-law Amendment is required to amend the development standards of the R4UB zone, however, the project with these amendments will still achieve the objectives and policy direction of the Inner Urban Transect and the Growth Management sections of the New Official Plan.

- / Policy 6 – Zoning By-law development standards and development on lands with an Evolving overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5 of the Official Plan, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

The proposed development has been designed as an urban intensification project, and therefore has a built form and site design characteristic to the urban area.

4.2.5 Urban Design

Urban design is the process of giving form and context to our city. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. The applicable urban design policies of Section 4 of the Official Plan include the following:

- / Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

The proposed development has been designed to meet the intent of Council-approved design guidelines, such as the Urban Design Guidelines for Low-rise Infill Housing. The guidelines that are met are outlined further in Section 4.5 of this report.

- / Policy 6 of Section 4.6.6 – Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development responds to its surrounding context, as the proposed development is a low-rise apartment building. The surrounding context can be characterized as a low-rise neighbourhood, which the proposed development contributes to. Soft landscaping at the front of the building along the street has been proposed, in addition to balconies that overlook the street, contributing to and enhancing the public realm along Carruthers Avenue.

4.3 Scott Street Secondary Plan (November 2022)

The objective of the Scott Street Secondary Plan is to guide the development of the Scott Street Area, translating many of the directions of Scott Street Community Design Plan into statutory policy. The purpose of the Secondary Plan is to direct greater intensification to certain areas while maintaining the low-rise character in other areas. In doing so, the Secondary Plan illustrates the relationship between the low-rise areas of the communities and the areas that are appropriate for greater intensification with increased density and taller buildings.

The Scott Street Secondary Plan was originally approved in March 2015. The Secondary Plan was subsequently modernized to align with the policy language and aspirations of the New Official Plan and was subsequently re-introduced alongside the newly approved Plan.

The portion of Hintonburg, north of Wellington Street West, is predominantly detached houses in a variety of architectural styles, but also contains many semi-detached houses, townhouses, and low-rise apartment buildings. Many houses are built close to the street which provides a human-scale, pedestrian-oriented neighbourhood in a tight-knit fabric. This core area of Hintonburg is a stable, low-rise area with predominantly residential uses.

4.3.1 Goals and Principles

The goal of this Secondary Plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is public transit supportive and contributes to a 15-minute walkable community. This Secondary Plan recognizes the relationship between these areas where change is anticipated and the surrounding established neighbourhoods. The Neighbourhood Line provides clear direction as to where significant intensification will occur and where established neighbourhoods will evolve over time with small-scale infill and intensification. Six (6) principles have been established for the Secondary Plan area, two (2) of which apply to the subject property and proposed development:

- / Reinforce and respect the character of existing neighbourhoods, by:
 - Establish a clear neighbourhood boundary; and
 - Maintain the core of each established neighbourhood by maintaining the current zoning, while encouraging low-scale infill and intensification on underutilized sites within neighbourhoods; and
 - Ensure the character of local streetscapes, including front yards, is maintained.
- / Promote design excellence, by:
 - Support resiliency in buildings and site design, infrastructure and landscaping that meet or exceed the High Performance Development Standards, including implementing green roofs where possible; and
 - Ensure all new buildings enhance adjacent streetscapes and the pedestrian experience; and
 - Ensure durable and high-quality materials are used for buildings and landscapes.

The proposed development reinforces and respects the character of the existing neighbourhood by designing a low-rise residential building. The design of the building represents high-quality design that complements the architectural form and functionality of the immediate neighbourhood. The design also contributes to establishing Carruthers Avenue as an inviting street, while still maintaining “eyes on the street” to ensure pedestrians feel safe.

4.3.2 Land Use Designations, Building Heights and Locations

The subject property has been designated as Low-Rise Neighbourhood on Schedule A – Designation Plan, and has been identified as having a maximum building height of up to three (3) storeys on Schedule B – Maximum Building Heights (Figure 18 and Figure 19).

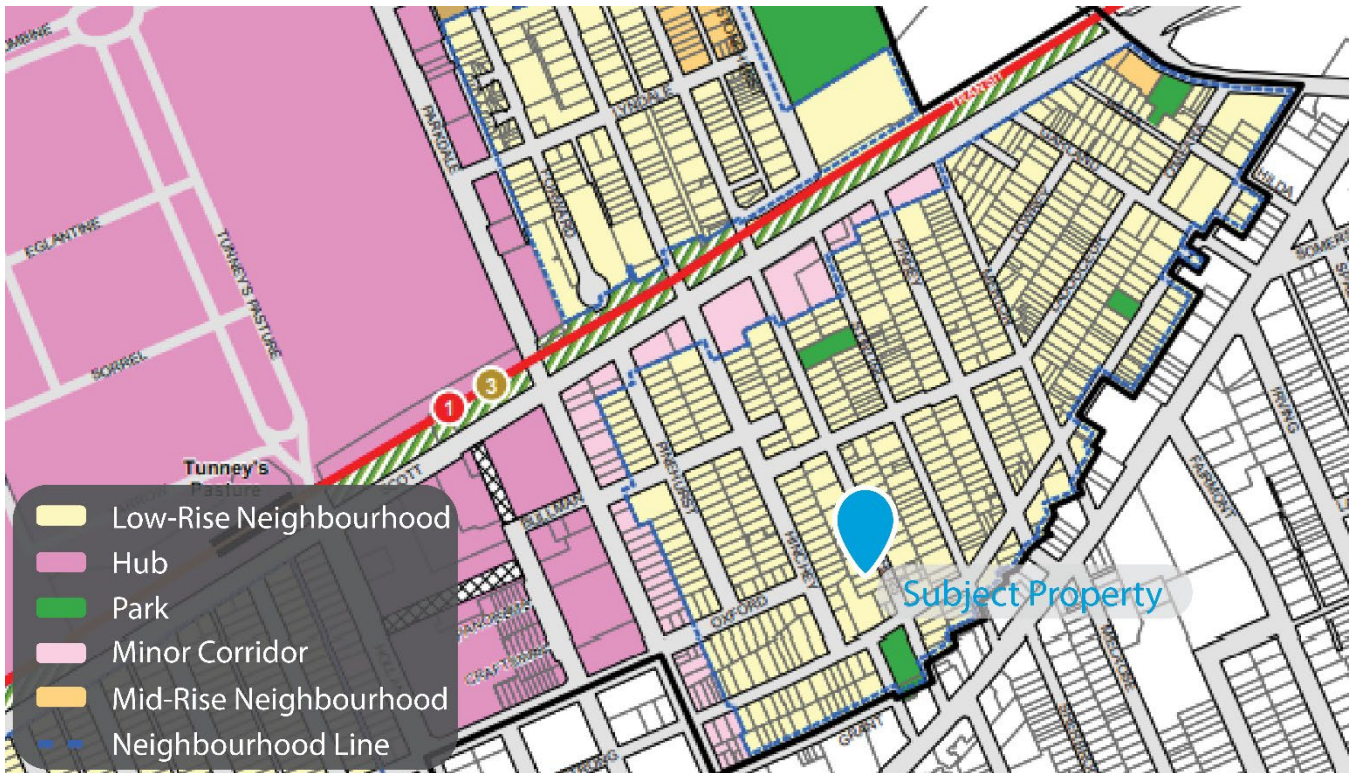


Figure 18. Extract of Schedule A - Designation Plan, Scott Street Secondary Plan



Figure 19. Extract of Schedule B - Maximum Building Heights, Scott Street Secondary Plan

As shown in the figures above, the Neighbourhood Line delineates the stable, low-rise areas of the neighbourhoods from the Mixed-Use Centre, Burnside Corridor and Minor Corridor designations. These neighbourhoods contain low-rise residential and other low-rise non-residential uses. The purpose of the Neighbourhood Line is to establish a clear distinction between areas that are anticipated to change over time and ones that are anticipated to undergo very little change outside of small-scale infill and intensification. The following Low-Rise Neighbourhood policies apply to the proposed development:

- / Policy 32 – The range of uses permitted in the Hubs, Corridors and Neighbourhood designations of the Official Plan are permitted in the Low-Rise Neighbourhood designation, on Schedule A – Designation Plan.
- / Policy 34 – The maximum permitted building height in Mechanicsville is four storeys, in north Hintonburg three storeys, and in Wellington Village three storeys.
- / Policy 35 – The Neighbourhood Lines follow the existing lot fabric. Any future lot consolidation or subdivision of land will not change the location of the Neighbourhood Lines.

A wide range of uses are permitted within the Hub, Corridor and Neighbourhood designations of the Official Plan, including low-rise apartments within the Neighbourhood designation. The proposed development conforms to the policies of the Scott Street Secondary Plan, as the proposed development is a low-rise residential apartment building. Despite the maximum permitted building height being three (3) storeys, the existing Zoning of the subject property permits a maximum height of 11 metres, which corresponds with a 3.5 storey building. The intent of the Secondary Plan is being met, as the proposed building is a three (3) storey building with a basement, contributing to the 3.5 storey built form.

4.4 Scott Street Community Design Plan (January 2014)

The Scott Street Community Design Plan (CDP) was prepared to guide the future change in the area surrounding the Tunney's Pasture Transit Station, an area that takes its name from the transportation corridor that connects the four established and evolving neighbourhoods. It is intended to guide not only private development but also important public initiatives that will improve the area and support intensification. It should be noted that the Scott Street Secondary Plan has been created which implements some of the vision from the CDP as statutory policy. The Scott Street Secondary Plan has been reviewed in Sections 4.2 and 4.6 of this Report.

4.4.1 Principles and Key Directions

Section 4.1 of the CDP has identified six core principles, which are based on aspirations expressed by the community during the CDP process; the City's planning objectives as reflected in various policy documents; and the analysis of opportunities in the previous sections of the CDP. Each of the principles is elaborated and supported by a set of key directions for the community. The principles outlined in the CDP include:

- / Reinforce and respect the character of existing neighbourhoods;
- / Establish a vibrant, diverse and attractive mixed-use centre;
- / Integrate higher density development strategically and sensitively;
- / Enhance and interconnect the open space network;
- / Improve mobility connections and create complete, inviting streets;
- / Promote design excellence.

The proposed development represents these principles in the design of the low-rise apartment. The proposed development reinforces the low-rise character of the North Hintonburg neighbourhood while also creating an inviting street by providing "eyes on the street" with balconies fronting Carruthers Avenue. The high-quality design of the proposed development promotes design excellence of the entire community, leading the way for future development.

4.4.2 Land Use and Site Development

As the Scott Street area evolves, the diversity of uses should only increase to create a more complete community where the daily needs of most people living and working in the area are within walking distance. Existing neighbourhoods have been delineated by a fixed "neighbourhood" line separating sites for moderate intensification and potential mixed-use development from areas where the existing residential zoning should be maintained.

The subject property has been identified within an area delineated by a Neighbourhood line and has a proposed land use of Low-Rise Residential (Figure 20). The subject property has also been identified as having a proposed maximum building height of low profile, up to 11 metres (Figure 21).

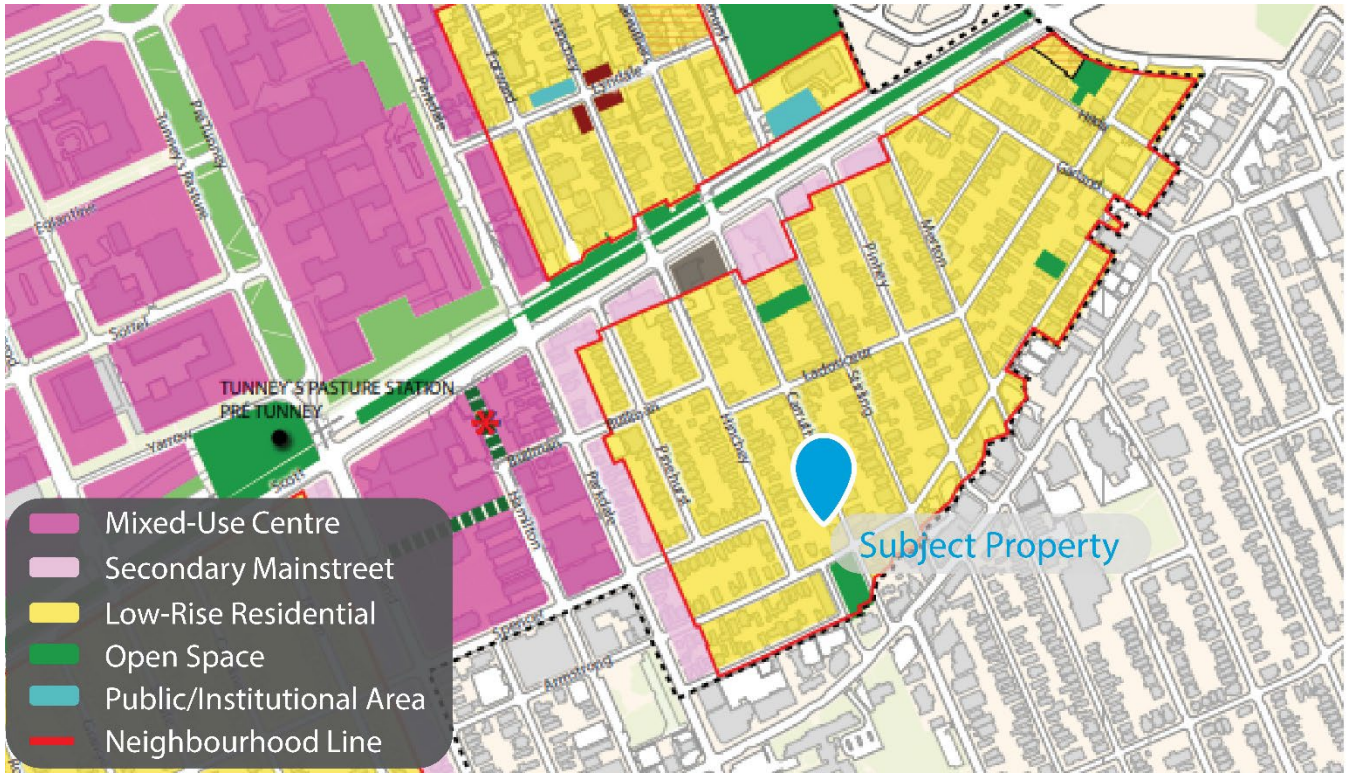


Figure 20. Extract of Proposed Land Use Map, Scott Street CDP

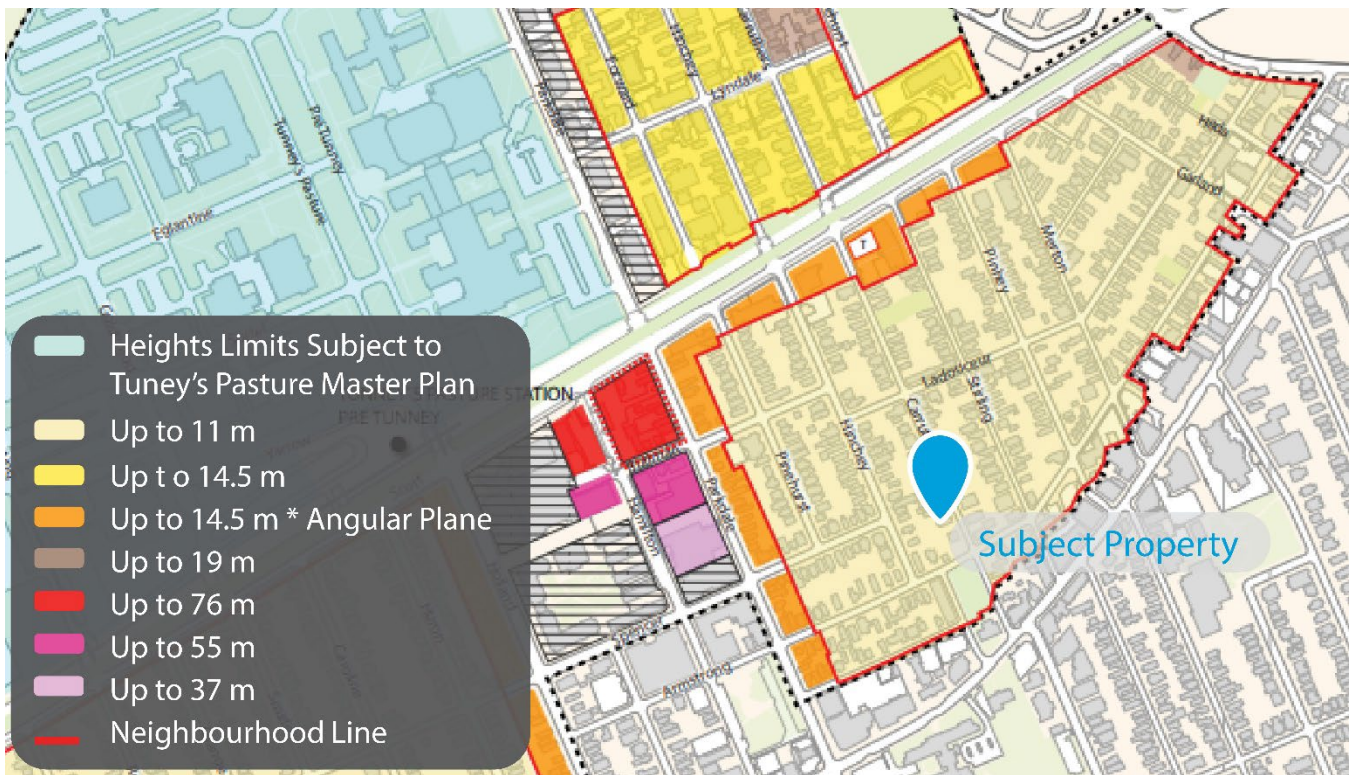


Figure 21. Extract of Proposed Height Map, Scott Street CDP

Section 4.2.5 of the CDP provides direction for Low-rise Residential Areas, highlighting that most of the core of Mechanicsville and most of North Hintonburg and Wellington Village are designated Low-rise Residential. A variety of housing types and architectural styles are encouraged to continue in these areas.

The Scott Street CDP proposes no changes to the use or built form provisions of the underlying zoning that applies in each neighbourhood. The CDP does state that any new development within Low-rise Residential areas should be consistent with the City's Urban Design Guidelines for Low-rise Infill Housing.

The proposed development is consistent with the direction of the Scott Street Community Design Plan. As outlined in Section 4.2, 4.5, and 4.7 of this Report, the proposed development conforms to the policies of the Scott Street Secondary Plan and is consistent with the Urban Design Guidelines for Low-rise Infill Housing. The proposed development ensures that the built form remains low-rise, at 11.08 metres in height while maintain a high-quality design that contributes to a range of architectural styles within the neighbourhood. Although the height is slightly taller than the permitted 11 metres, the increase in height is a result of raising the grade of the site to match the surrounding existing properties. This will ensure that the units have an appropriate floor-to-ceiling height, ensuring the units are spacious.

4.5 Urban Design Guidelines for Low-rise Infill Housing

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing are a series of design guidelines that provide the basic framework for the physical layout, massing, functioning and relationship of infill buildings to their neighbours. Infill housing optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development.

The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. The following guidelines are met by the proposed development:

Streetscapes

- / Contribute to an inviting, safe, and accessible streetscape and locate principal entries, windows, porches and key internal uses at street level [Guideline 2.1]
- / Reflect the desirable aspects of the established streetscape character [Guideline 2.2]
- / Design accessible walkways, from private entrances to public sidewalks [Guideline 2.3]

Landscape

- / Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes [Guideline 3.1]
- / Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site [Guideline 3.3]

Building Design

- / Ensure new infill faces and animates the public streets [Guideline 4.1.1]
- / Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks [Guideline 4.1.2]

- / Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them [Guideline 4.1.6]
- / Respect the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades [Guideline 4.1.11]
- / Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes [Guideline 4.2.1]
- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail [Guideline 4.3.1]
- / Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood [Guideline 4.3.2]
- / Provide primary building entrances that are inviting and visible from the street [Guideline 4.3.3]
- / Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the façade of the infill and contribute to the sociability of the street [Guideline 4.3.6]

Service Elements

- / Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces [Guideline 7.1]

The proposed development responds to the Urban Design Guidelines for Low-rise Infill Housing by providing a building that includes a high level of architectural detail that still respects the existing character of the neighbourhood.

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

The subject properties are currently subject to the Residential Fourth Density, Subzone UB (R4UB), Residential Fourth Density, Subzone UB, Urban Exception 2702 (R4UB[2702]), and Residential Fourth Density, Subzone UB, Urban Exception 2701, Residential Neighbourhood Commercial Overlay (Figure 22). The purpose of the R4 zone is to:

- / Allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home;
- / 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

The purpose of the Residential Neighbourhood Commercial suffix/overlay is to:

- / Regulate development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced;
- / Allow a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas;
- / Provide conveniently located non-residential uses predominantly accessible to pedestrians, cyclists and transit users from the surrounding residential neighbourhood; and
- / Impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.

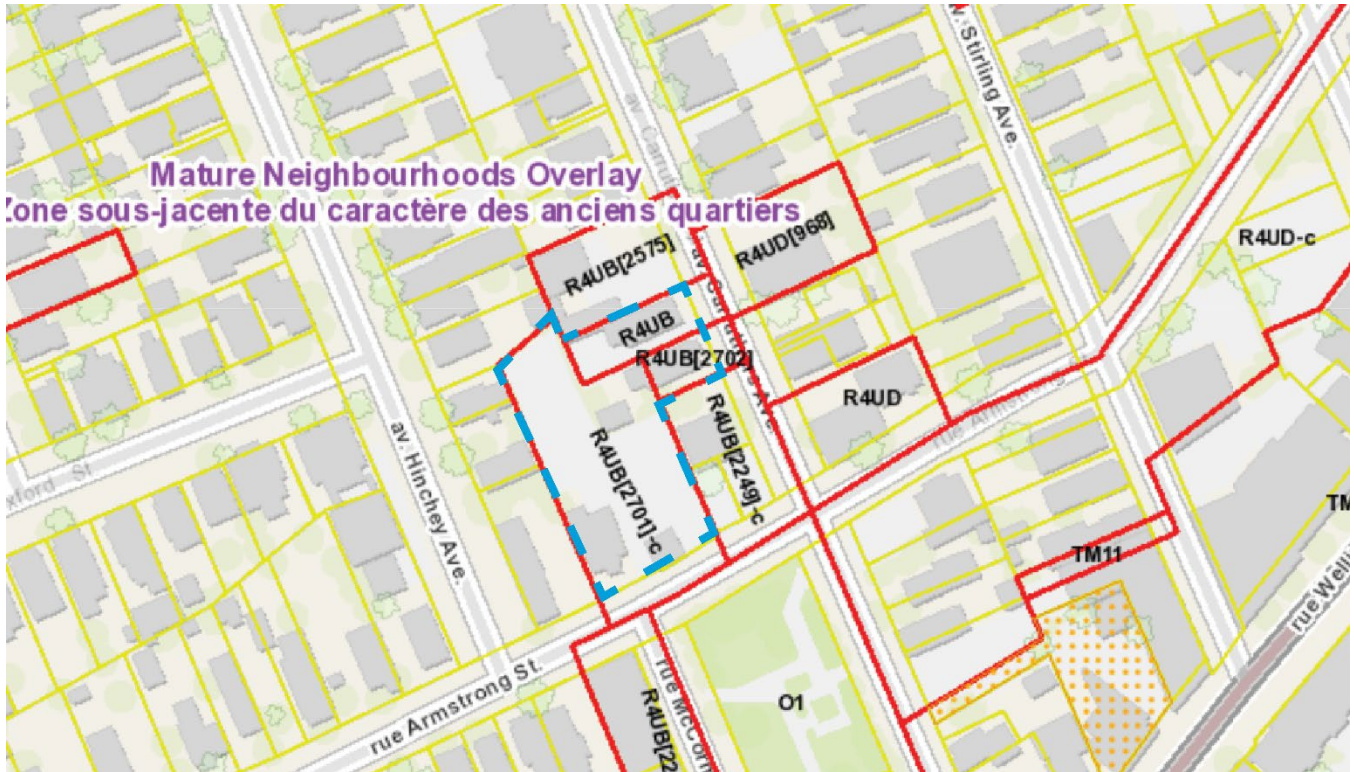


Figure 22. Extract of Zoning Map, City of Ottawa Comprehensive Zoning By-law, property outlined in blue dash

The proposed development is also located within the boundaries of the Mature Neighbourhoods Overlay, which includes zoning provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street.

Permitted uses within the R4UB zone include a range of residential uses from detached dwelling to low-rise apartment dwelling. The zoning provisions for the R4UB zone are outlined in Table 1 below.

Urban Exception 2702 applies to the property at 268 Carruthers Avenue and has been established to permit a minimum lot area of 143.7 m². Urban Exception 2701 applies to the property at 177 Armstrong Street and has been established to provide specific zoning provisions for the existing low-rise apartment. As part of the proposed development, this exception will be removed and replaced with a coordinated exception that applies to 266 and 268 Carruthers Avenue and 177 Armstrong Street. It is noted that the property at 177 Armstrong Street has received approval for a Zoning By-law Amendment within the last two years, and as such special permission from Council will be required to amend the zoning as outlined below.

Section 93 of the Zoning By-law provides direction for considering multiple lots as one lot for zoning purposes. This provision is proposed to be applied to the properties outlined in Figure 22, above, and as such, the proposed development will be required to comply with the Planned Unit Development provisions in Section 131 of the Zoning By-law.

Table 1, below, outlines all zoning provisions that apply to the property. It is understood that as part of the Zoning By-law Amendment application, site-specific exceptions 2701 and 2702 and the Residential Neighbourhood Commercial suffix will be removed, and a new site-specific exception will be created that consists of the new zoning provisions specific to this development, as outlined in Section 5.1.1 of this Report.

Table 1 – Zoning Compliance Review			
Zoning Mechanism	R4UB Provisions (PUD)	Proposed	Compliance
Minimum Lot Width	N/A	20.12 m	✓
Minimum Lot Area	1,400 m ²	1,859 m ²	✓
Maximum Building Height As per building type (low-rise apartment, maximum of 12 units)	11 m	11.30 m	✗
Minimum Front Yard Setback Sec. 144	3.91 m (measurement for 276 Carruthers)	3.75 m	✗
Minimum Corner Side Yard Setback	1.5 m	3 m	✓
Minimum Rear Yard Setback Sec. 162 Note 1	25% of lot depth and need not exceed 7.5 m	13.1 m (from existing concrete to wall cantilever)	✓
Minimum Interior Side Yard Setback Sec. 162 Note 1	For the first 18 m back from the street: 1.5 m For the remainder: 25% of the lot depth to a maximum 7.5 m	North: 1.5 m South: 1.5 m	✓ ✓
Maximum Number of Units for a Low-Rise Apartment in R4UB	12	18	✗
Low-Rise Apartment Dwellings in R4UB Zone	No motor vehicle parking is permitted on a lot less than 450 m ²	N/A	N/A
	In the case of a lot of 450 m ² or greater: a) At least 25% of dwelling units must have at least 2 bedrooms	28%	✓
Principal Entrance	1 entrance	1 principal entrance, 1 bicycle storage entrance, 1 barrier-free entrance	✓
Front Façade	25% windows	42%	✓
Front Yard Fixtures	The front yard must be equipped with solid, permanent fixtures to prevent motor vehicle parking	Trees are provided within the front yard to prevent vehicle parking	✓
Balcony	1 balcony or porch for every unit that faces a public street at or above the first storey; and	1 balcony for each unit facing the street on the second and third storeys	✓

	Total balcony area of 2 m ² minimum	All balconies >2 m ² area: Unit 12: 7.6 m ² Unit 13: 6.6 m ² Unit 17: 7.6 m ² Unit 18: 6.6 m ²	✓
Landscaped Area (total lot area) Sec. 161	30%	38.5% (623.29 m ²)	
Landscaped Area (rear yard) Sec. 161	a) Any part of the rear yard not occupied must be softly landscaped	Rear yard is proposed to be softly landscaped	✓
	b) The minimum area of soft landscaping per (a) must be at least 50 square metres	265 m ²	✓
Landscaped Area (front yard) Sec. 161	40% = 30 m ²	61% = 46 m ²	✓
Minimum Width of a Private Way Sec. 131	6 m	5.7 m	✗
Minimum Setback for any Wall of a Residential Use Building to a Private Way Sec. 131	1.8 m	0 m (the building cantilevers over the private way)	✗
Minimum Separation Distance between Buildings Sec. 131	Where the height of abutting buildings within the PUD is equal to or less than 14.5m: 1.2 m	4.1 m	✓
Amenity Area Sec. 137	R4UB zone not required to have amenity space.	Private: 40 m ² Communal: 437 m ²	✓
Urban Exception 2701			
Maximum Number of Dwelling Units	33	No change	Exception to remain
Residential Parking	Not required	No change	Exception to remain
Minimum Parking Space Width	2.4 m	No change	Exception to remain
Minimum Parking Space Depth	4.6 m	No change	Exception to remain

Minimum Rooftop Access Setback from the Front Wall for a Maximum Width of 6.5 m	0 m	No change	Exception to remain
Maximum Rooftop Access Area	46.3 m	No change	Exception to remain
Principal Entrance	Only one principal entrance is required	No change	Exception to remain
Maximum Lot Area	1,430 m ²	1,859 m ²	Exception to be removed
Urban Exception 2702			
Minimum Lot Area	143.7 m ²	1,859 m ²	Exception to be removed
Parking Requirements (Sec. 101, 102, 111)	Requirement	Proposed	Compliance
Minimum Parking Rates Area X of Schedule 1A Sec. 101 & 102	Dwelling, Low-rise: 0.5 spaces / unit (after the first 12 units) = 3 spaces Visitor: 0.1 spaces / unit (after the first 12 units and up to a maximum of 30 spaces per building) = 1 space Total: 4 spaces	0 spaces	✘
Maximum Parking Rates Near Rapid Transit Located within 600 m of Tunney's Pasture Sec. 103	Area B Schedule 1: 1.75 spaces / unit (total resident + visitor)	0 spaces	✔
Parking Space Provisions Section 106	Minimum: 2.6 m x 5.2 m Maximum: 3.1 m x 5.2 m Parallel Parking Length: 6.7 m	N/A – no parking is proposed	Existing zoning exception to be carried forward for existing parking spaces
Aisles and Driveways Section 107 Parking not located in a parking lot or parking garage 71-90 degree angle of parking	Driveways: Minimum width: 2.6 m Aisles: Minimum width: 6.7 m	Driveway: 5.7 m	✔
Bicycle Parking Spaces Sec. 111	0.5 spaces/dwelling unit = 9 spaces	18 spaces	✔

Bicycle Parking Space Provisions Sec. 111	Horizontal: 0.6 m x 1.8 m (minimum 50% of spaces)	4 vertical spaces (0.5 m x 1.5 m)	✓
	Vertical: 0.5 m x 1.5 m Stacked: 0.36 m x 1.8 m Access Aisle: 1.5 m	14 stacked spaces (0.6 m x 1.8 m) 1.5 m	✓

5.1 Proposed Zoning By-law Amendment

A Zoning By-law Amendment is being proposed in order to establish site-specific zoning provisions that address lot area, front yard setback, rear yard setback, interior side yard setback, and maximum number of units. It is understood that as part of this Zoning By-law Amendment, the existing site-specific exception 2702 that is part of 268 Carruthers Avenue zoning will be removed. These amendments are described below:

Amendments specific to 266-268 Carruthers Avenue:

/ **Minimum Front Yard Setback:** As shown on the enclosed site plan and outlined in the table above, the zoning requires a minimum front yard setback that aligns with the abutting lots' actual yard setbacks. In this case, the setback of 3.91 metres for 276 Carruthers Avenue has been applied, and a setback of 3.75 metres has been proposed. The proposed front yard setback is compatible with the setbacks along both sides of Carruthers Avenue, and the reduction of 0.16 metres does not significantly alter the streetscape. Many of the properties in the immediate area of the proposed development provide front yard setbacks of less than 1.5 metres. The proposed setback will serve to produce an uninterrupted building frontage appropriate for the establishment of a consistent urban street wall suitable for the evolution of Carruthers Avenue.

/ **Maximum Number of Units:** As shown on the enclosed site plan and outlined in Table 1 above, Table 162A of the Zoning By-law provides zoning provisions for a low-rise apartment with a maximum of 12 units, however the proposed development has included 18 units. Section 161 of the Zoning By-law outlines the permitted uses within the R4 zone, and states that a low-rise apartment is permitted, and does not specify the number of units. As part of the Zoning Amendment it is requested that an apartment low-rise with a maximum of 18 units is permitted on a site-specific basis. The increase in units from 12 to 18 (6 units total) does not affect the proposal's ability to conform with the policies of the Official Plan and Secondary Plan. As such, this amendment is reasonable.

The proposed amendment would facilitate an increased supply and range of new housing stock in an area supported by rapid transit and cycling infrastructure such that density targets can be achieved without the need to introduce additional automobiles into a downtown neighbourhood – to this end, no vehicle parking is proposed despite the increased unit count being sought.

/ **Minimum Setback for Any Wall of a Residential Use Building to a Private Way:** As shown on the enclosed site plan and outlined in Table 1 above, Section 131 of the Zoning By-law requires a minimum setback for a wall of any residential use building to a private way of 1.8 metres, however the ground floor of the proposed building is setback 0.8 metres from the north side of the private way and 0.7 metres from the west side of the private way.

/ **Minimum Vehicle Parking:** As shown on the enclosed site plan and outlined in Table 1 above, the zoning requires a minimum of 4 parking spaces for the proposed development, however no new parking is proposed, and three parking spaces are proposed to be constructed as part of the development at 177 Armstrong Street. The three vehicle parking spaces are proposed to be located in a central location on the site, serving both buildings. Although no new parking is being provided as part of this development, the property is located in a highly walkable neighbourhood, in proximity to a variety of uses and in proximity to rapid transit. Due to the location of the property, no vehicle parking is considered appropriate.

/ **Maximum Building Height:** As shown on the enclosed site plan and outlined in Table 1 above, the zoning requires a maximum building height of 11 metres for the proposed development, however a maximum building height of

11.30 metres is proposed. The increase in height is a result of the increase in grade on the site. The grade of the site is proposed to be increased to match the grade of the surrounding neighbours. This will ensure that the basement units do not have too deep of window wells, contributing to overall liveability of the units. Additionally, the increased building height ensures that the proposed floor-to-ceiling heights result in spacious units. As the increase in height is very minimal compared, the amendment is considered to be appropriate.

Amendments specific to 177 Armstrong Street:

The existing site-specific exception 2701 for 177 Armstrong Street is proposed to be carried forward in its entirety with no changes except for the following:

- / **Maximum Lot Area:** The existing site-specific exception 2701 requires a maximum lot area of 1,430 square meters, however, as this property is being considered one lot for zoning purposes with 266-268 Carruthers Avenue, the property no longer complies with the provision. It is proposed that the provision be removed in its entirety, as the new site-specific exception for the subject property will explicitly state that the properties at 266-268 Carruthers Avenue and 177 Armstrong Street are to be considered one lot for zoning purposes.

Amendments relating to all properties:

- / **Minimum Width of a Private Way in a Planned Unit Development:** As shown on the enclosed site plan and outlined in Table 1 above, Section 131 of the Zoning By-law requires that a private way in a planned unit development be a minimum width of 6 metres and Section 107 requires a two-lane driveway be a minimum width of 6 metres, however the proposed development has proposed a minimum width of 5.7 metres. The private way is part of the previously approved development at 177 Armstrong, and the application of the one lot for zoning purposes has triggered the requirement to review the planned unit development zoning provisions. The private way is intended to serve two lanes of vehicles and provide access to three (3) vehicle parking spaces associated with the existing and proposed building. As the width of the private way has previously been approved by the City, the reduction in width is not anticipated to create any issues with respect to ingress and egress on the property.

The proposed site-specific zoning amendment facilitates the establishment of an orderly and desirable form that provides for increased housing supply in an area where it is both compatible and well-suited. The proposed development is located in proximity to a mix of uses along Wellington Street and contributes to a 15-minute neighbourhood.

6.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the statutory public meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on April 14, 2022. Members of the Hintonburg Community Association were in attendance at this meeting.
- / Notification of Ward Councillor, Councillor Jeff Leiper
 - The Ward Councillor was notified of the proposed development for the subject property prior to the Zoning By-law Amendment and Site Plan Control applications being committed.
- / Community “Heads Up” to local registered Community Associations
 - A “heads up” notification to local registered community associations will be completed by the City of Ottawa during the application process.
- / Community Information Session
 - A community information session was requested by Councillor Leiper and held on January 19th, 2023.
- / Planning Committee Meeting Advertisement and Report Mail-out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

7.0 Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit the proposed development on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the **Provincial Policy Statement** by providing residential development that will provide increase choices for housing within an existing and established neighbourhood.
- / The proposed development conforms to the **Official Plan's** vision for managing growth and intensification. The proposal responds to its context within the **Inner Urban Transect** and its **Neighbourhood** designation, proposing a low-rise apartment building on underutilized land.
- / The proposed development conforms to the **Scott Street Secondary Plan's** vision for low-rise development within the existing neighbourhood of North Hintonburg. The proposed development is a 3.5 storey development that respects the existing character of the neighbourhood.
- / The proposed development responds strongly to the **Urban Design Guidelines for Low-rise Infill Housing** by reflecting the established streetscape character, providing animation, and contributing to an inviting, safe, and accessible streetscape.
- / The proposed development meets several of the applicable requirements in the **Comprehensive Zoning By-law 2008-250**. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Sincerely,



Patricia Warren, M.Pl
Planner



Scott Alain, MCIP RPP
Senior Planner