

**161 HINCHEY AVENUE**

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**DESIGN BRIEF**

30 October 2020

# POLICY AND REGULATORY FRAMEWORK

## Official Plan

The subject lands are designated General Urban Area in the City of Ottawa Official Plan. Section 3.6.1 - General Urban Area of the Official Plan states that this designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

Policy 3 of this section dictates that building heights will be predominantly low-rise in the General Urban Area and that changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Additionally, Policy 5 states that the City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;  
 Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;

The proposed development is an example of a low-rise, multi-unit building that is compatible with the existing context and planned function of the area. The proposed low-rise apartment building is an example of housing already present on Hinchey Avenue and throughout this neighbourhood and achieves the goals of complementary intensification in proximity to transit.

## Scott Street Secondary Plan

The subject lands are within the planning area of the Scott Street Secondary Plan and are identified as being within the Low-Rise Residential land use designation of the Plan. The goal of this Plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is transit supportive. The Plan recognizes the relationship between these areas for change and the surrounding established neighbourhoods including the introduction of a Neighbourhood Line to provide clear direction where significant intensification will occur and established neighbourhoods will evolve over time with small-scale infill and intensification.

Within the Low-Rise Residential land use designation the range of permitted uses is the same as those permitted in the General Urban Area designation of the Official Plan. The Scott Street Secondary Plan also dictates the maximum building heights permitted within the planning area. The subject lands are within an area contemplated for a maximum building height of 4-stories.

The proposed development is considered a low-rise residential apartment dwelling, which is identified as a permitted use in the Low Rise Residential designation. Additionally, the proposed development meets the maximum permitted building height as permitted in the Mechanicsville area of the neighborhood.

## Scott Community Design Plan

The Scott Street Community Design Plan (CDP) has been prepared to guide future change in the area surrounding the Tunney's Pasture Transit Station. The CDP proposes land use designations for the planning area identify the subject lands as being 'Low Rise Residential'. The designations proposed in the CDP depart from the Official Plan's general designation of 'Mixed-Use Centre' to propose more specific designations reflecting the valued low rise residential character of established neighborhoods but also recognizing the opportunity for transit supportive development.

Additionally, the CDP's Proposed Height Map recognizes the subject lands as being within an area contemplated for heights up to 14.5 metres or 4-stories.

The proposed development meets the policies and intent of the Scott Street Community Design Plan and provides an appropriate housing form in proximity to transit stations and employment uses.

## Urban Design Guidelines for Low-Rise Infill Housing

The Urban Design Guidelines for Low-rise Infill Housing are a set of design recommendations applicable to new infill development to address the small-scale changes in a neighbourhood, but are also meant to deal with more substantive changes to achieve a good 'fit' within an established context. The proposed development meets the following provisions of the guidelines, among others:

2.1	Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.
2.2	Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern.
3.1	Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.
4.1.2	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.
4.1.5	In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots.
4.1.9	Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks.
4.2.3	Where the new development is higher than the existing buildings, create a transition in building heights through the harmonization and manipulation of mass. Add architectural features such as porches and bays, and use materials, colours and textures, to visually reduce the height and mass of the new building.
5.1	Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard. Reduce the width and length of driveways and parking spots, and use permeable pavers to minimize the visual and environmental impacts of hard surface areas.
8.8	When planting new trees in an area with limited soil volume and planting area (less than 9m <sup>2</sup> per tree), use materials and planting techniques (e.g. Silva Cells or similar planting systems) that improve tree growth conditions and limit the impacts of soil compaction and road salt.
8.10	Store garbage, recycling and green bins in a rear shed, or in a small storage space that is within the dwelling but with outdoor access at the side or rear, or outdoors at the side of the house. Do not create a storage unit that occupies the front façade of the home.

- 1. Low-Rise Multi-Unit Residential Building
- 2. Mid-Rise Multi-Unit Residential Building
- 3. High-Rise Multi-Unit Residential Building
- 4. Office Building
- 5. Retail Building
- 6. Bus Stop
- 7. Low-Density Housing
- 8. Park
- 9. Seniors Residence
- 10. Religious Building
- 11. Low-Rise Warehouse



**161 HINCHEY AVENUE CONTEXT PLAN**

| 1931 | SCALE 1:625  
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1. Looking North on Hinchey Avenue



2. Looking West at Lyndale Avenue and Hinchey Avenue



LEGEND



3. Looking East at Lyndale Avenue and Hinchey Avenue



4. Looking South on Hinchey Avenue

**161 HINCHEY AVENUE** PHOTOGRAPHS OF SITE AND ADJACENT BUILDINGS

| 1931 | SCALE NTS

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1. Looking North Towards Site on Hinchey Avenue



2. Looking South Away from Site on Hinchey Avenue



LEGEND



3. Looking South Towards Site on Hinchey Avenue



4. Looking North Away from Site on Hinchey Avenue

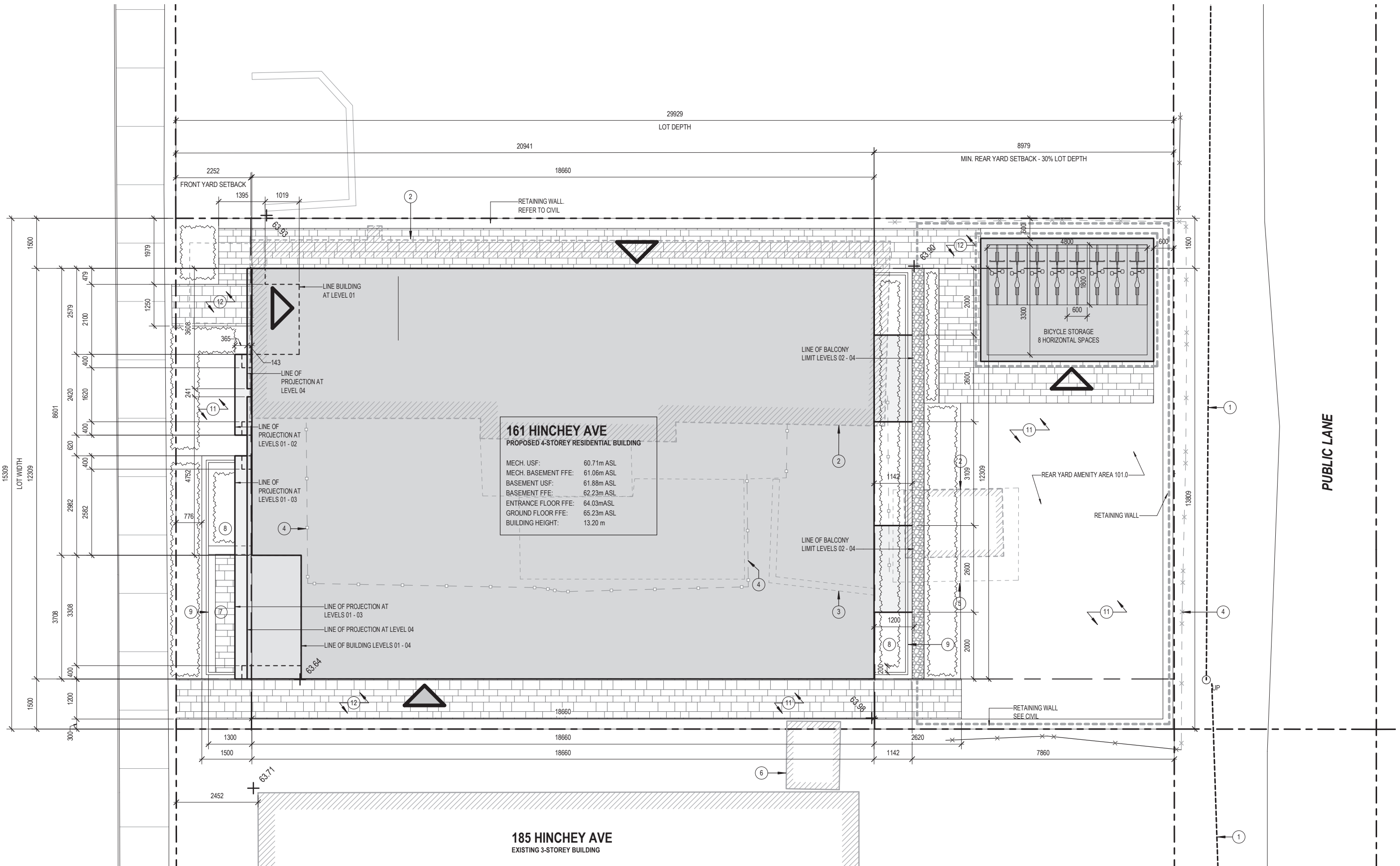
**161 HINCHEY AVENUE** PHOTOGRAPHS OF SITE AND ADJACENT BUILDINGS

| 1931 | SCALE NTS

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HINCHEY AVENUE

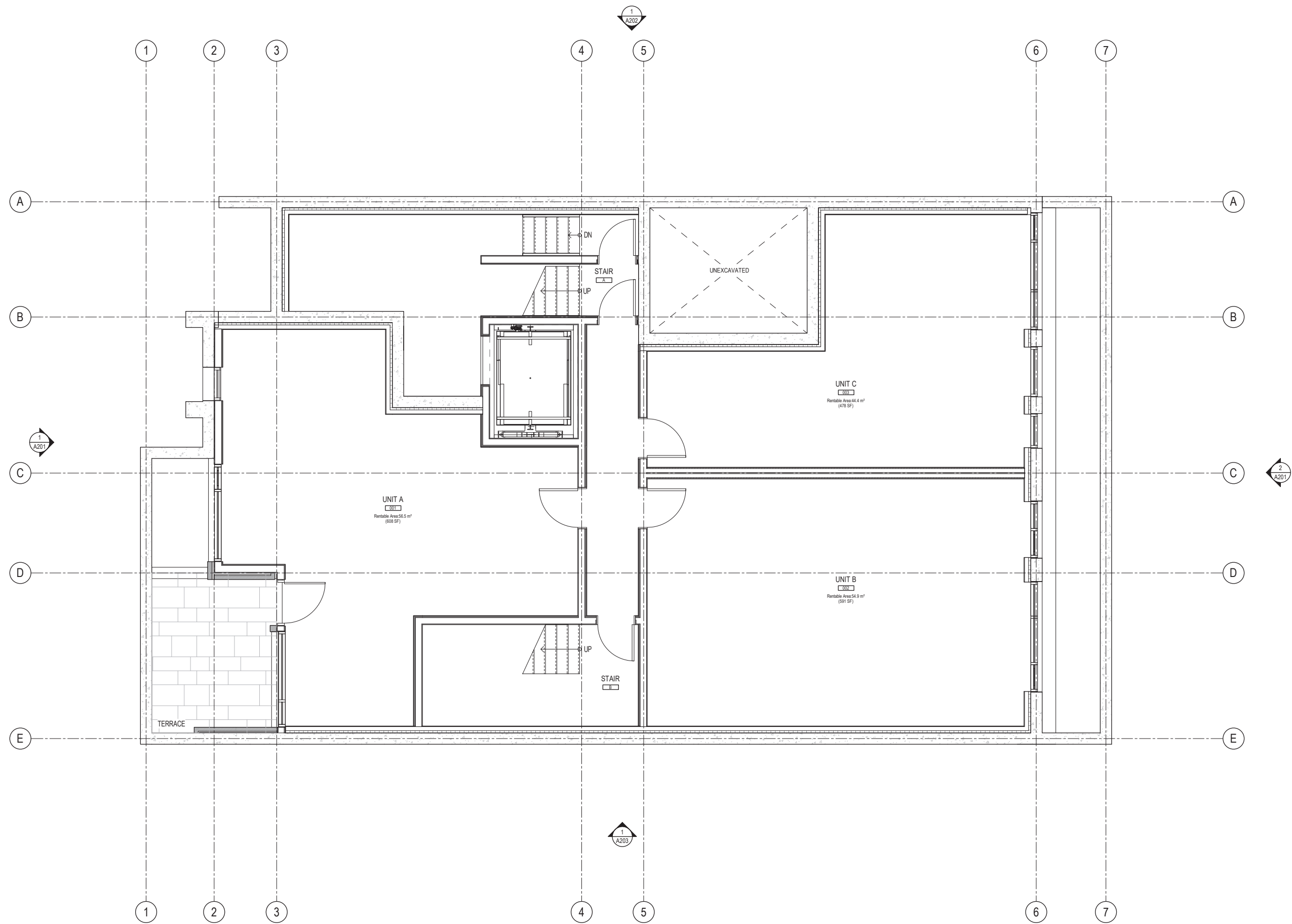
PUBLIC LANE



**161 HINCHEY AVENUE PROPOSED SITE PLAN**

|1931 |SCALE NTS

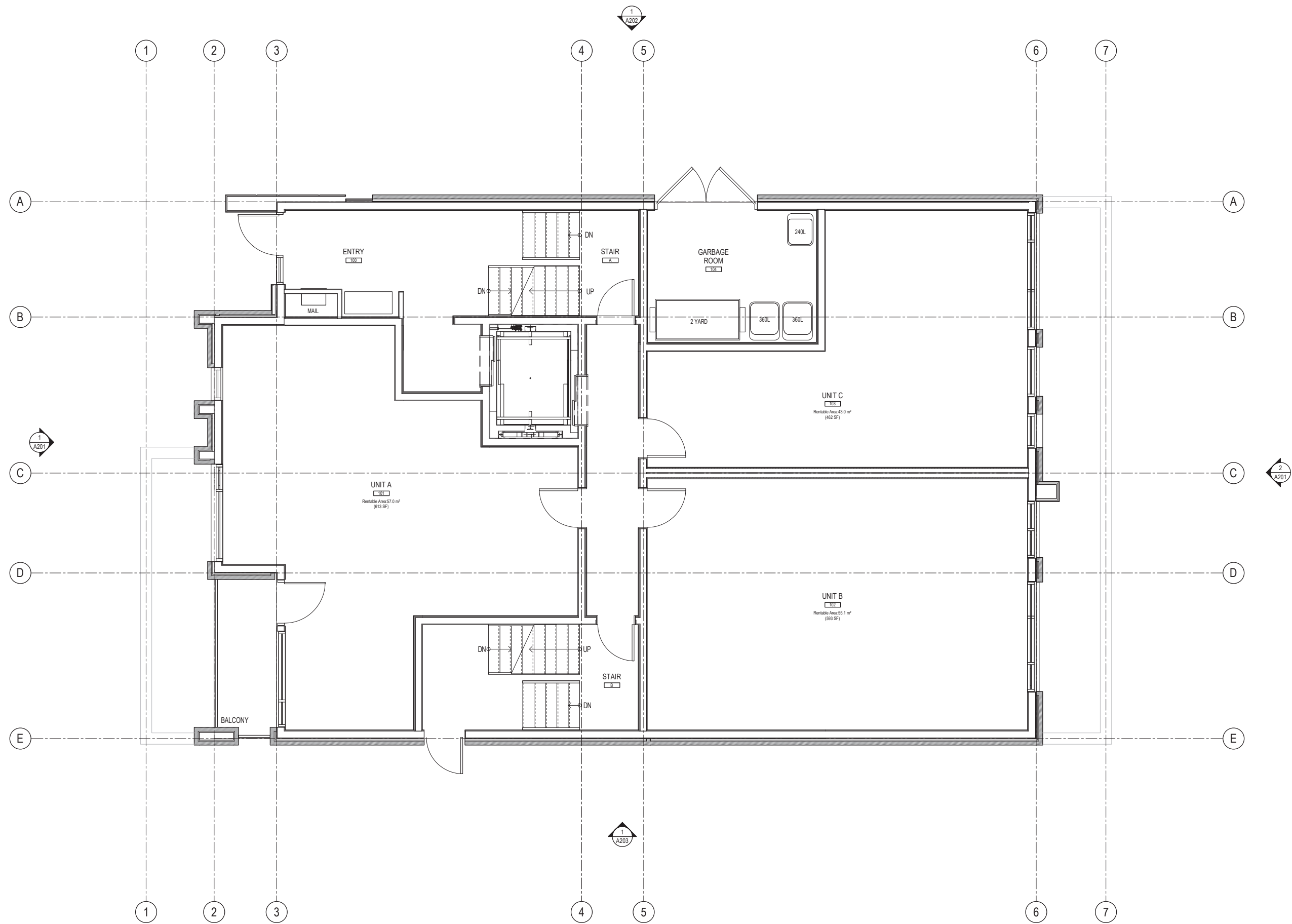
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**161 HINCHEY AVENUE PROPOSED BASEMENT LEVEL PLAN**

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**161 HINCHEY AVENUE PROPOSED GROUND FLOOR PLAN**

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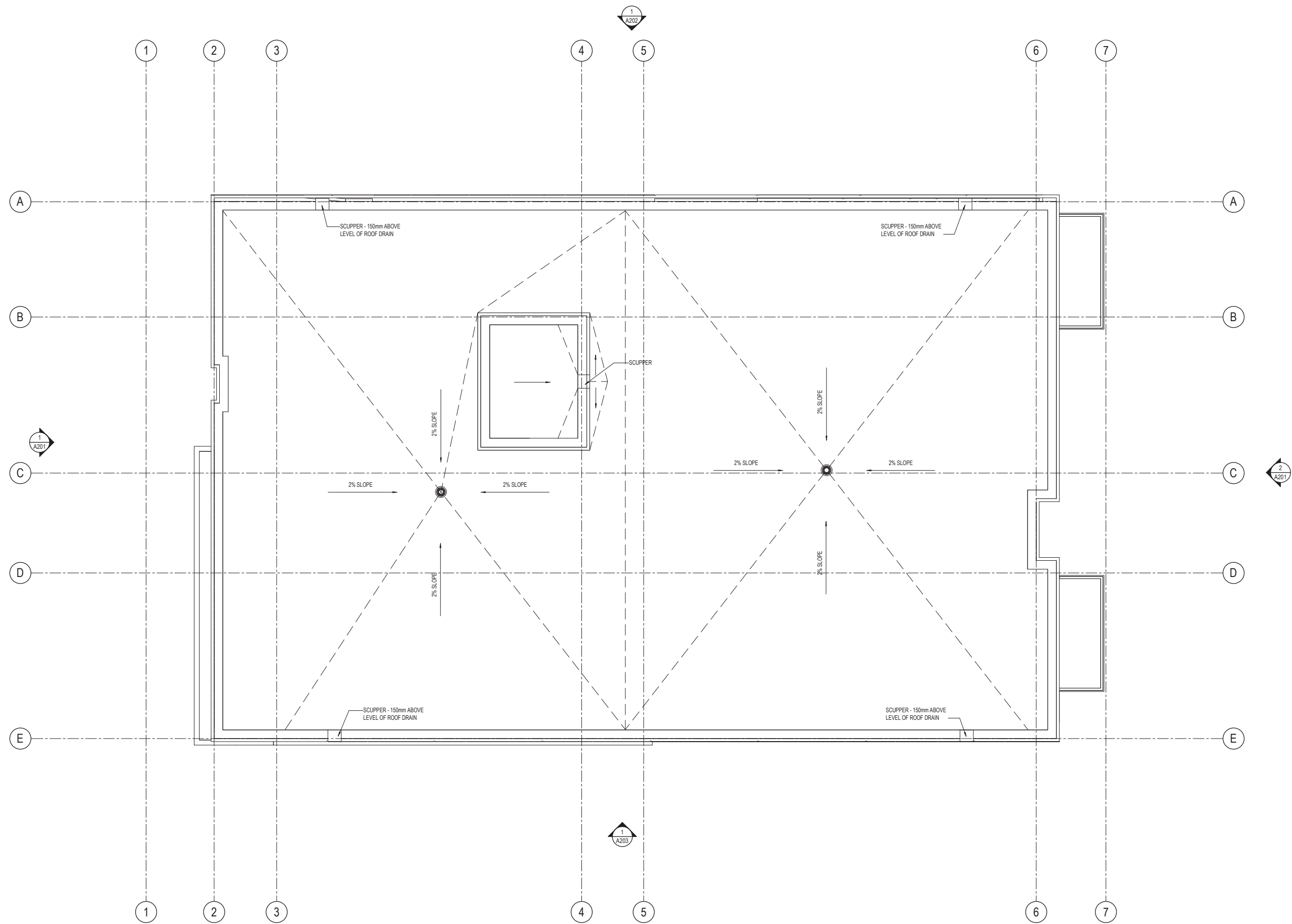




**161 HINCHEY AVENUE PROPOSED TYPICAL FLOOR PLAN**

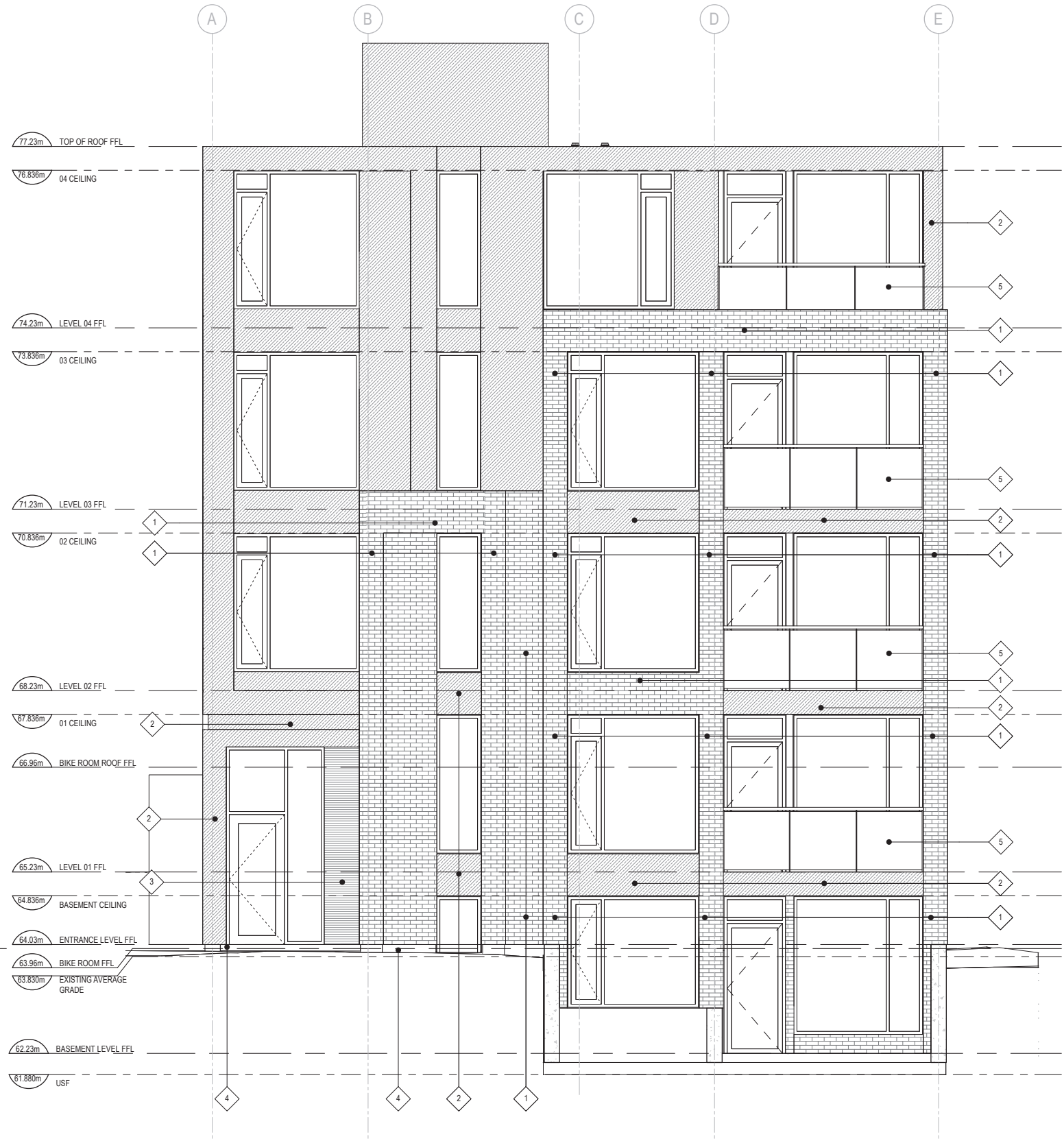
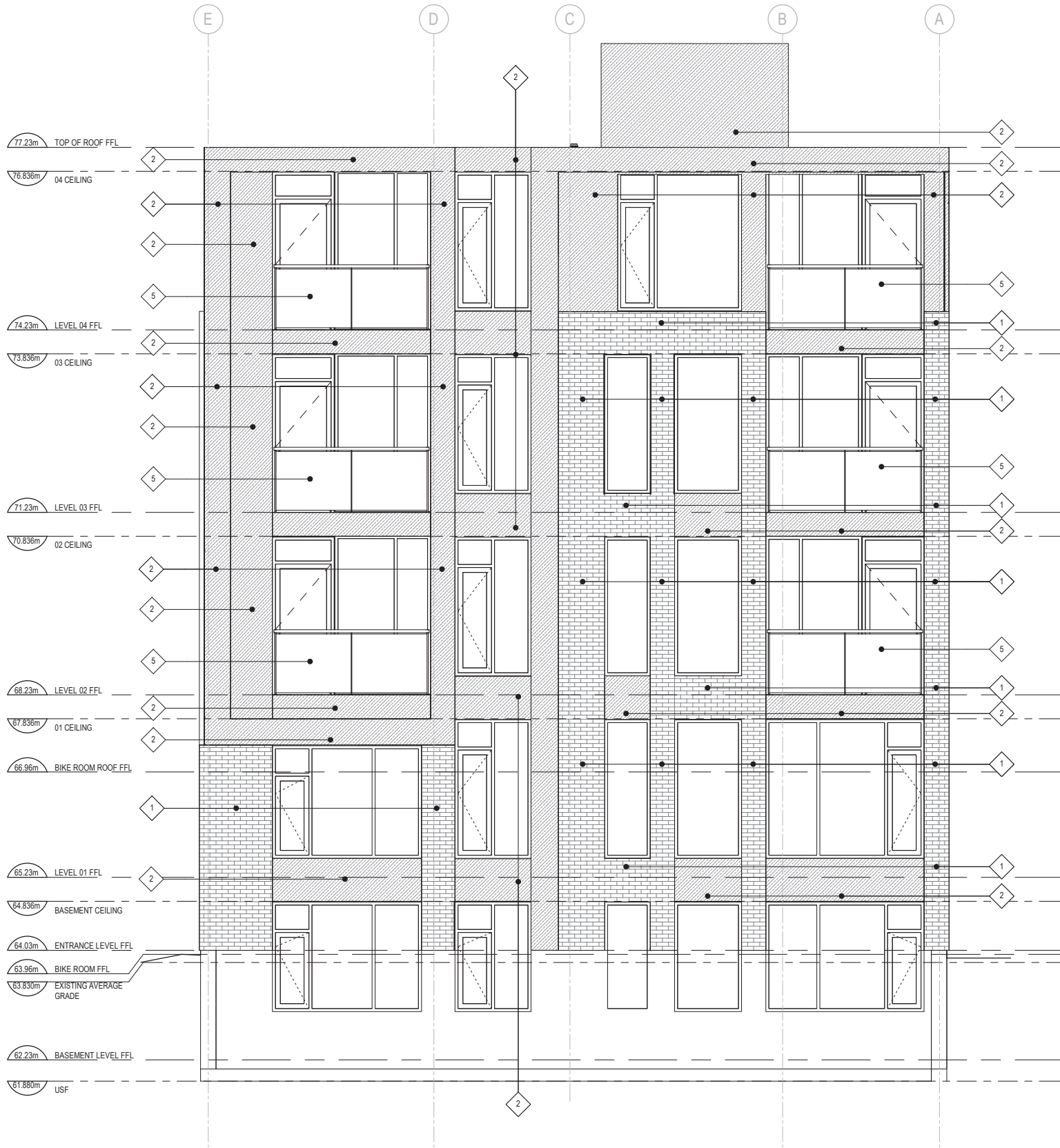
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**161 HINCHEY AVENUE PROPOSED ROOF PLAN**

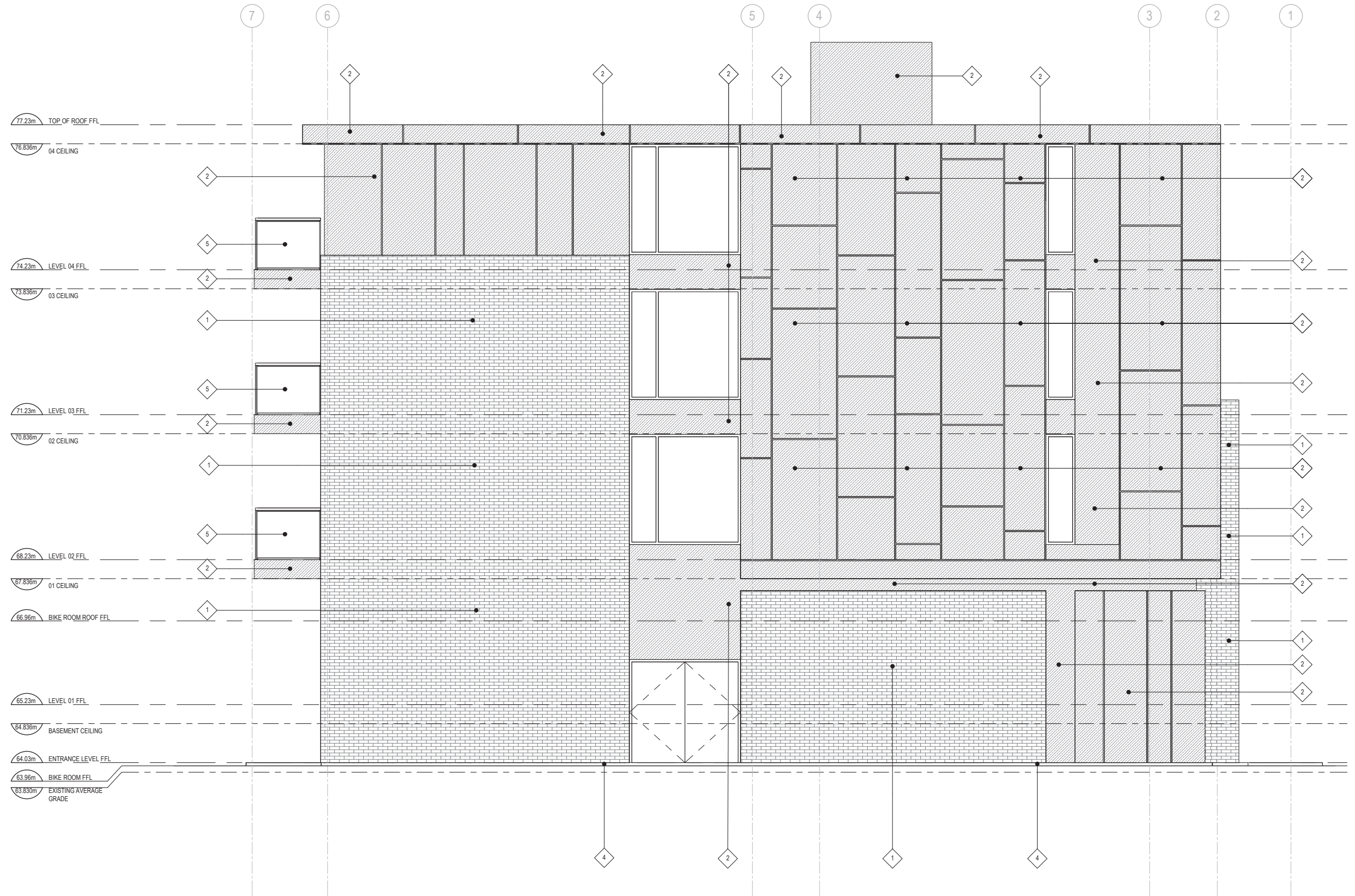
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**161 HINCHEY AVENUE EAST AND WEST ELEVATION**

| 1931 | SCALE NTS

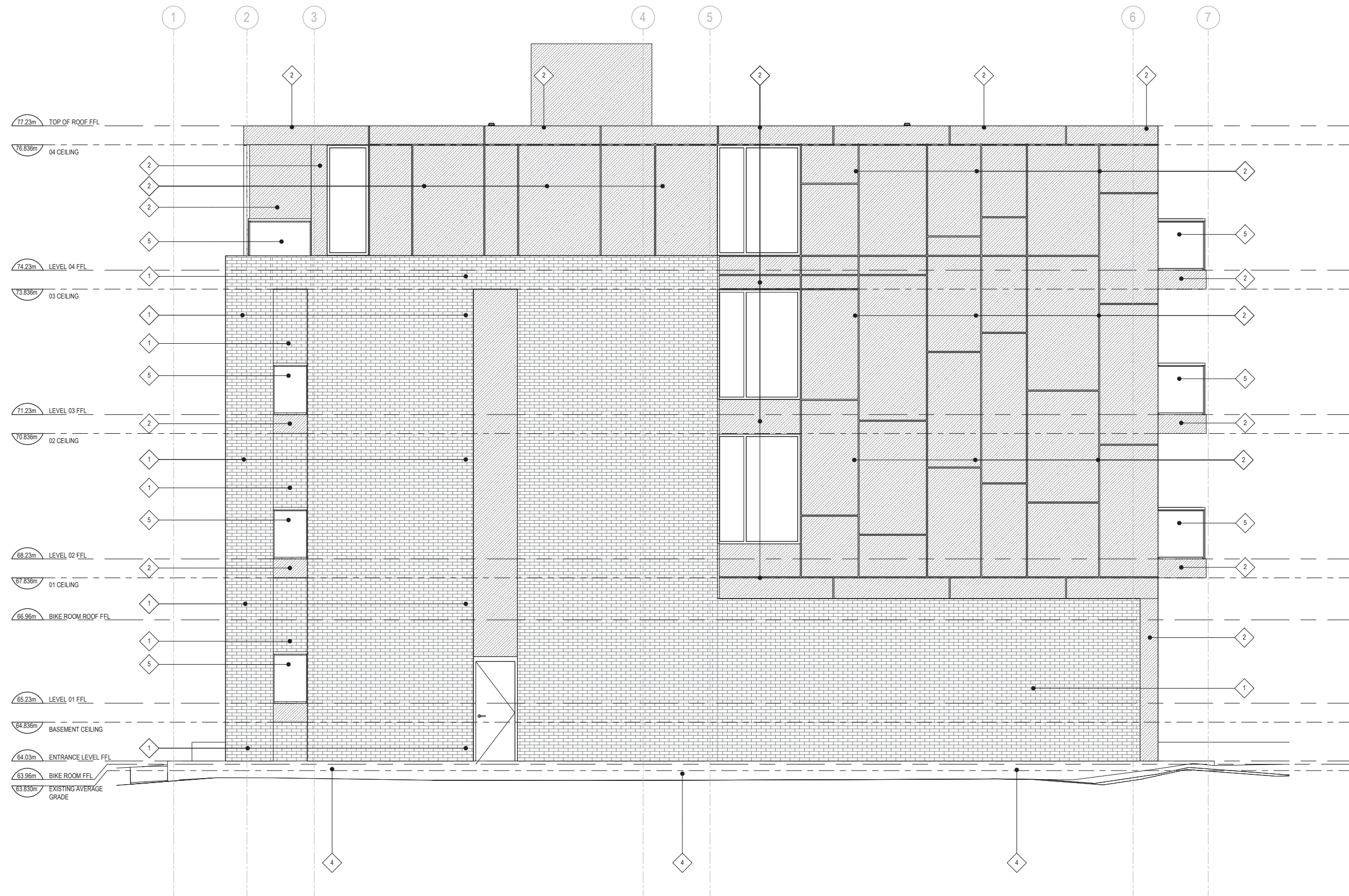
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**161 HINCHEY AVENUE NORTH ELEVATION**

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**161 HINCHEY AVENUE SOUTH ELEVATION**

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**161 HINCHEY AVENUE** VIEW FROM HINCHEY

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**161 HINCHEY AVENUE VIEW FROM HINCHEY**

| 1931 | SCALE NTS

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**161 HINCHEY AVENUE VIEW OF ENTRANCE**

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**161 HINCHEY AVENUE** AERIAL VIEW LOOKING NORTH-EAST

| 1931 | SCALE NTS

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**161 HINCHEY AVENUE** AERIAL VIEW LOOKING SOUTH-EAST

| 1931 | SCALE NTS

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