



161 Hinchey Avenue

Planning Rationale
Zoning By-law Amendment + Site Plan Control
November 16, 2020

FOTENN

Prepared for Praveen Muppalla

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

November 2020

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0	Introduction	1
1.1	Application Summary	1
1.2	Subject Site	1
1.2.1	Area Context	2
1.2.2	Road Network	5
1.2.3	Transit Network	5
1.2.4	Cycling Network	5
2.0	Proposed Development	7
3.0	Policy & Regulatory Framework	8
3.1	Provincial Policy Statement (2020)	8
3.2	City of Ottawa Official Plan (2003, as amended)	9
3.2.1	Land Use Designation	9
3.2.2	Managing Growth	10
3.2.3	Urban Design and Compatibility	11
3.3	Scott Street Secondary Plan	14
3.4	Scott Street Community Design Plan	17
3.5	Urban Design Guidelines for Low-rise Infill Housing	18
3.6	City of Ottawa Comprehensive Zoning By-law (2008-250)	20
3.6.1	R4 Zoning Review	22
3.7	Requested Amendments	24
3.7.1	Existing R4S Zoning	24
4.0	Supporting Studies	26
4.1	Stormwater Management and Servicing Report	26
4.2	Geotechnical Investigation	26
4.3	Tree Conservation Report	26
4.4	Traffic Noise Impact Assessment	26
4.5	Phase 1 Environmental Site Assessment	26
5.0	Conclusion	27

1.0 Introduction

The following Planning Rationale is prepared in support of Zoning By-law Amendment and Site Plan Control applications for the property at 161 Hinchey Avenue within the Kitchissippi ward of the City of Ottawa.

1.1 Application Summary

The proposed development is located at 161 Hinchey Avenue where the existing building is proposed to be removed and replaced with a four-storey low-rise apartment building. As part of this development proposal, applications for Zoning By-law Amendment and Site Plan Control are required to permit the development. The purpose of this Planning Rationale is to assess how the proposed development conforms to the existing policies and regulatory framework of the City of Ottawa as well as its compatibility with adjacent development and the surrounding community. Several studies and reports have also been prepared in support of this application and are summarized later in this report.

1.2 Subject Site

As shown in Figure 1, the proposed development is located on one property, being 161 Hinchey Avenue, which is legally known as Lot 9 on Registered Plan 35 (East Hinchey Avenue Lots) in the City of Ottawa, where a ground-oriented dwelling with two units currently exists. The property also backs onto a laneway though there is no vehicle or pedestrian access via the laneway and the main entrance faces Hinchey Avenue.



Figure 1. Subject lands - 161 Hinchey Avenue.



Figure 2. 161 Hinchey Avenue - existing house and driveway.

1.2.1 Area Context

The subject lands are located within the northern portion of the Mechanicsville neighbourhood within the Kitchissippi Ward of the City of Ottawa. Located north of Scott Street and the Transitway and south of Sir John A. MacDonald Parkway, the property has access to many community amenities, employment areas, and transit services.

North

The area north of the subject lands is generally characterized by low-rise residential dwellings along Hinchey Avenue with some pockets of mid- and high-rise residential buildings north of Burnside Avenue and closer to Parkdale Avenue. The Sir John A. MacDonald Parkway is located north of the residential area along the waterfront of the Ottawa River and beyond that is Lemieux Island where the Lemieux Island Water Purification Plant is located.

South

South of the subject lands along Hinchey Avenue the character generally remains low-rise residential with some neighbourhood commercial amenities and institutional uses mixed in. Scott Street and the Transitway are located just beyond and further south is the main area of the Hintonburg neighbourhood. Wellington Street West is an active commercial area and contains some mid- to high-rise residential developments though most of the area is low-rise residential. Several stores, grocers, restaurants, and commercial businesses front this corridor.

West

The area west of the subject lands is generally similar in residential dwelling typology with low-rise residential dwellings making up the bulk of the character, however, the density and height of buildings increases as one moves closer to Parkdale Avenue. West of Parkdale Avenue is Tunney's Pasture federal government campus and the Tunney's Pasture light rail transit and bus station located along Scott Street, approximately 425 metres walking distance from the subject lands.

East

East of the subject lands is mostly low-rise residential dwellings and a small number of mid-rise residential buildings. Laroche Park is located beyond that and abuts the Bayview Yards area which contains some light industrial and commercial uses with the Bayview Transit Station slightly further and along the Transitway.



Figure 3. View looking west from the intersection of Hinchey Avenue & Lyndale Avenue.



Figure 4. View looking north along Hinchey Avenue.



Figure 5. Rear laneway abutting the east property line viewed looking north from Lyndale Avenue.

1.2.2 Road Network

The subject lands are located on Hinchey Avenue, a local road, with access to two nearby arterial roads being Scott Street running east-west parallel to the Transitway as well as Parkdale Avenue which runs north-south two blocks away from Hinchey Avenue (Figure 6). The Sir John A. MacDonald Parkway is also located north of the subject lands along the Ottawa River.

1.2.3 Transit Network

The subject lands are located in proximity to the Transitway running parallel to Scott Street as well as two Light Rail Transit stations being the Tunney’s Pasture and Bayview stations (Figure 7). The subject lands are approximately 640 metres walking distance from the Tunney’s Pasture station and approximately 900 metres away from the Bayview station.

1.2.4 Cycling Network

The subject lands are in proximity to several connections to the greater cycling network, as demonstrated in Figure 8. The subject lands are a few blocks north of the Cross-Town Bikeway located along Scott Street as well as the multi-use pathways along the Ottawa River and Sir John A. MacDonald Parkway.

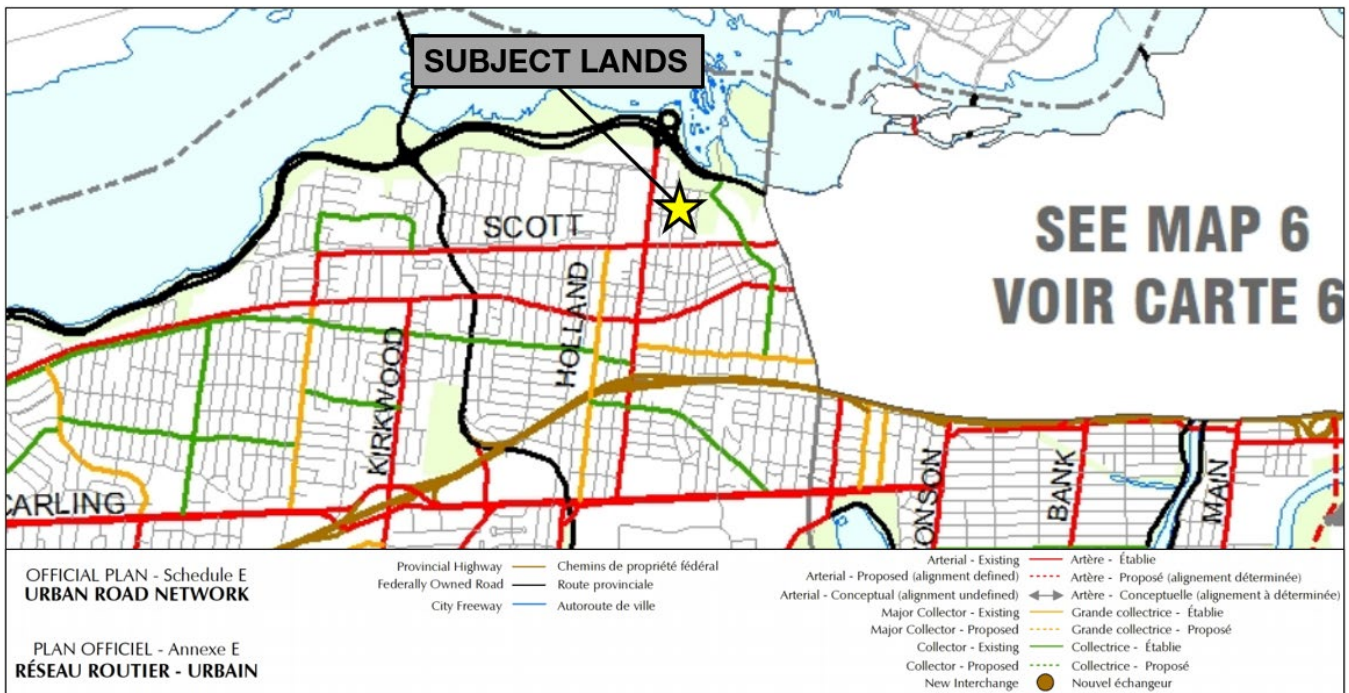


Figure 6. City of Ottawa Official Plan Schedule E - Urban Road Network.

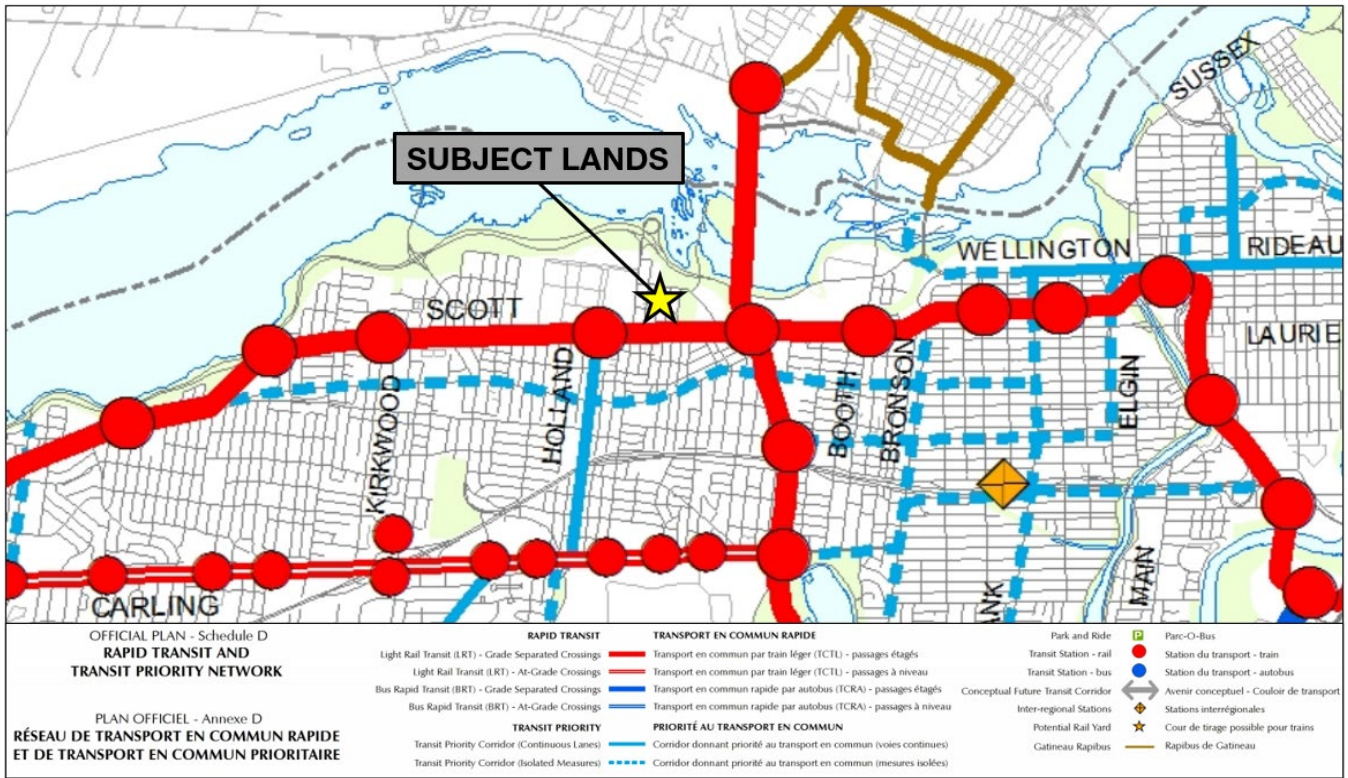


Figure 7. City of Ottawa Official Plan Schedule D - Rapid Transit and Transit Priority Network.

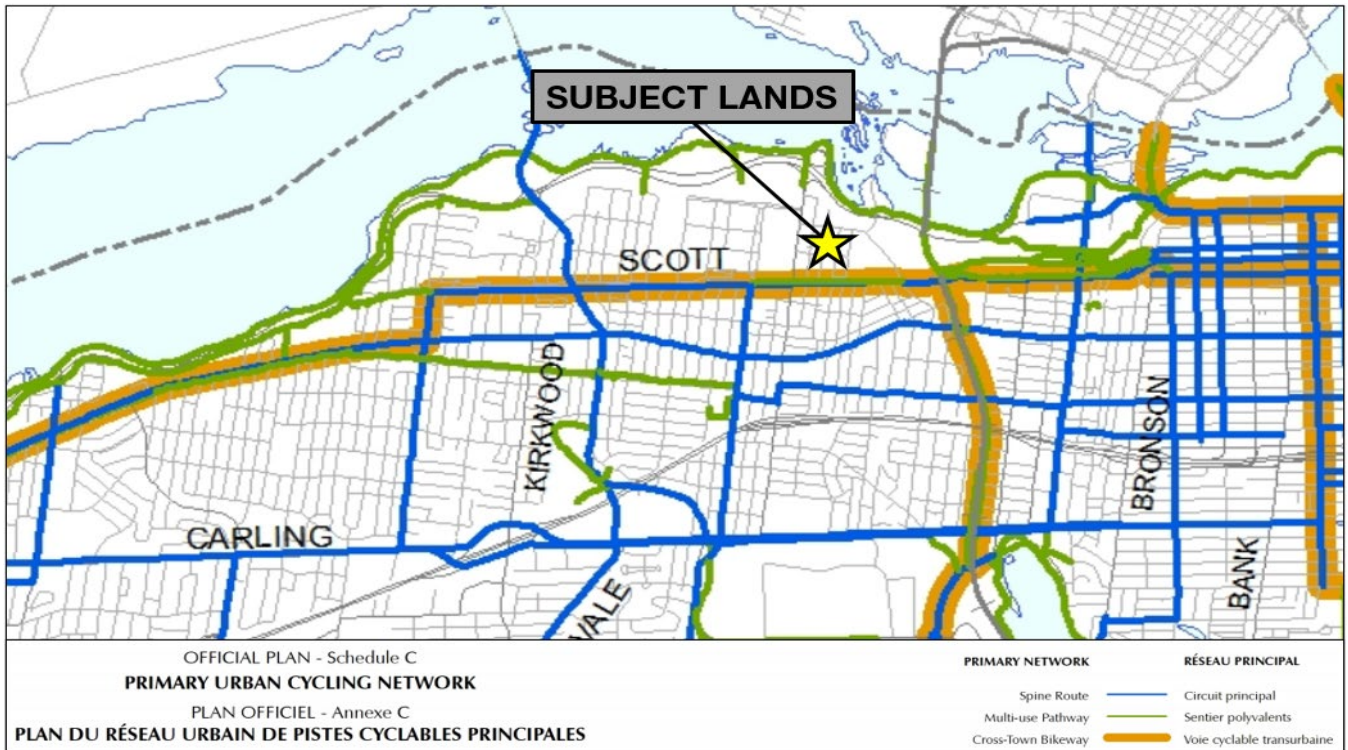


Figure 8. City of Ottawa Official Plan Schedule C - Primary Urban Cycling Plan.

Proposed Development

The proposed development is a four-storey low-rise apartment building with a maximum building height of 13.2 metres. A total of 15 dwelling units are proposed for the building divided as six two-bedroom units and nine one-bedroom units. There is no vehicle parking proposed on site as the development seeks to take advantage of its proximity to rapid transit stations, however, a total of 8 bicycle parking spaces are proposed in the rear yard.

The at-grade front entrance is proposed along Hinchey Avenue and is accessible for those with mobility challenges. An elevator is also proposed within the building for additional accessibility and ease of movement. A second entrance is proposed on the south side of the building which leads directly into the stairwell and provides access to the dwelling units from the interior. The garbage room is located at the first-floor level on the north side of the building and is accessible via a pathway leading back to the street. Private amenity areas are proposed as balconies for most units and the rear yard will act as a communal amenity area for all residents. Both the front and rear yards are proposed to have landscaping features such as shrubs and perennials in planting beds, cedar hedges, and small to medium sized trees.

The building is designed with a modern look that also utilizes attractive materials such as brick and incorporates accents through wood panelling and varying window sizes.



Figure 9. Rendering of the proposed development at 161 Hinchey Avenue.

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement (2020)

The Province of Ontario recently released a revised Provincial Policy Statement, which came into effect on May 1, 2020. The policies of the new PPS are generally similar to the 2014 policies.

New or revised policies that influence the proposed development include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing;
 - Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - efficiently use land and resources;
 - 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;
 - prepare for the impacts of a changing climate;
 - support active transportation;
 - are transit-supportive, where transit is planned, exists or may be developed;
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites [...];
- / 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 or current and future residents of the regional market area by:
 - Permitting and facilitating:
 - 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
 - All types of residential intensification, including second additional residential units, and redevelopment;
 - 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;
 - Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- / 1.6.7.4: A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- / 1.7.1: Long-term economic prosperity should be supported by:
 - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.
- / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development conforms to provincial policies under the 2020 PPS policy framework. In providing multiple dwelling units in proximity to transit and promoting active transportation, this development meets many of the objectives of the PPS.

3.2 City of Ottawa Official Plan (2003, as amended)

3.2.1 Land Use Designation

The subject lands are designated General Urban Area in the City of Ottawa Official Plan (Figure 10). 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.

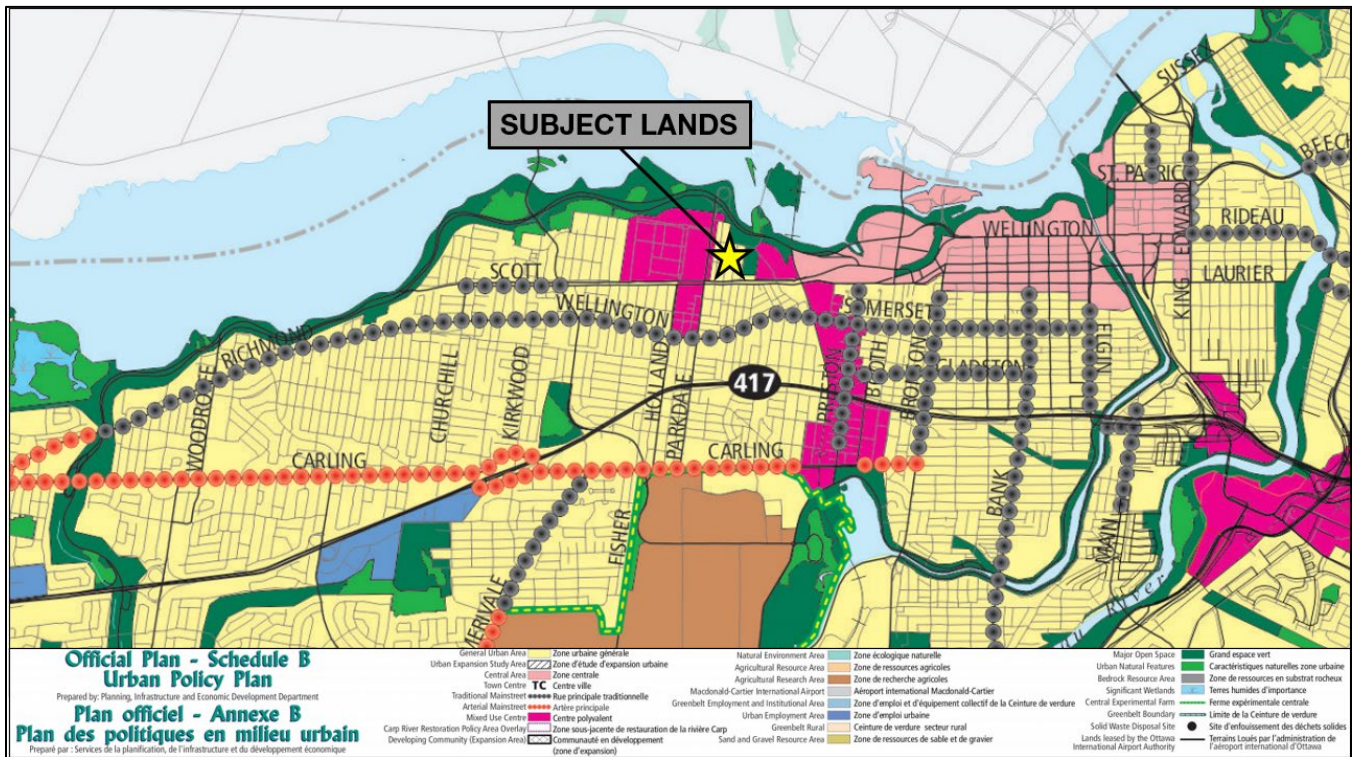


Figure 10. City of Ottawa Official Plan - Schedule B Urban Policy Plan.

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.

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.

3.2.2 Managing Growth

The Official Plan contains policies that speak to growth in the city and where it will be accommodated. About 90 percent of growth is anticipated to be accommodated within designated areas in the urban boundary. Concentrating growth within the designated urban area also allows for a pattern and density of development that supports walking, cycling and transit as viable and attractive alternatives to the private automobile. Growth will be distributed throughout the urban area to strengthen the city's liveable communities through:

- / Intensification and infill; and
- / New development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies).

Lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community.

Policy 1 of this section defines residential intensification as the development of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / Infill development;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

Additionally, the Official Plan identifies areas that should be targeted for intensification. Policy 3 states that target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.

Policy 10 states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area.

The proposed development is an example of residential intensification through redevelopment of a property in proximity to transit and employment uses as the subject lands are within a 600 metre radius of the Tunney's Pasture Transit Station and the nearby Bayview Mixed Use Centre and Tunney's Pasture Mixed Use Centre (Figure 11). The proposed development is an example of low-rise intensification, in keeping with the recommended form of intensification in the General Urban Area.



Figure 11. 161 Hinchey Avenue in relation to nearby mixed-use centres.

Policy 23 also speaks to intensification within the interior portions of established low-rise residential neighbourhoods and that redevelopment will continue to be characterized by low-rise buildings (as defined in Figure 2.4). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

Greater building heights and density are located on the periphery of the neighborhood towards Tunney's Pasture along Parkdale Avenue and north towards the Sir John A. MacDonald Parkway. The proposed development is compatible with the character of the established interior neighborhood as this area of Hintonburg contains a mix of low-rise apartments, ground oriented single and multiple unit dwellings, as well as institutional and neighbourhood commercial uses. The Streetscape Character Analysis prepared as part of this application's submission materials describes in greater detail the compatibility of the proposed development with the existing character of the street and neighbourhood.

3.2.3 Urban Design and Compatibility

Section 2.5.1 of the Official Plan speaks to urban design and the details relating to how buildings, landscapes and adjacent public spaces look and function together. Introducing new development and higher densities into existing areas that have developed over a long period of time requires a sensitive approach and a respect for a community's established characteristics. Development of large areas of undeveloped land or redevelopment of

brownfield sites provides opportunity to create new communities. The Official Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function.

The Official Plan highlights the following Design Objectives and the compatibility of the proposed development with these objectives is described next to each:

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed development is an example of intensification and redevelopment of an older residential property in a neighbourhood with excellent access to transit, employment areas, local commercial amenities, and parks and open space. The design includes the removal of front yard surface parking and an improved rear yard amenity area as well as high quality architectural elements and materials that are compatible with the surrounding community.</p>
<p>To define quality public and private spaces through development</p>	<p>The existing frontage of 161 Hinchey Avenue has a tree and evergreen shrubs that are in fair-poor condition, as described in the Tree Conservation Report, which are overgrown and unkempt (Figure 12). The proposed design will remove these trees and drastically improve the public frontage along Hinchey Avenue by introducing new, healthy landscaping elements. As well, the rear yard private amenity area will be designed to include a bicycle parking structure, landscaping, and space for the enjoyment residents.</p>
<p>To create places that are safe, accessible and are easy to get to.</p>	<p>The property is located within a 600 m radius of the Tunney's Pasture Transit Station and slightly outside of the 600 m radius of the Bayview Transit Station. The property is less than 250 metres from the Scott Street multi use pathway and less than 350 metres from the Sir John A. MacDonald parkway and multi use pathway.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>The proposed development is an example of low-rise residential apartment building of a similar size and built form as existing dwellings in the neighbourhood. A Streetscape Character Analysis (SCA) was submitted as part of this application and the proposed design reflects the existing character identified in the SCA.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposed development will introduce new housing units in an attractive built form that provides choice for residents and contributes to a healthy mix of building typology in the neighbourhood. Given the new transit context in the community, the removal of vehicle parking on the property presents an evolution towards less personal vehicle usage and a more climate conscious approach to new development.</p>
<p>To understand and respect natural processes and features in development design.</p>	<p>Landscaping in the front and rear yard will contribute to the capture of surface runoff and the post development flows on the property have been engineered accordingly.</p>
<p>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</p>	<p>The provision of bicycle parking and proximity to transit provides alternative modes of transportation. Other sustainable design measures will be explored as the project progresses.</p>



Figure 12. Existing frontage at 161 Hinchey Avenue.

Policy 2 of Section 4.11 of the Official Plan provides compatibility criteria used for evaluating the compatibility of development applications, as follows:

Views

- / The proposed development is a low-rise apartment and will not adversely impact any protected views.

Building Design

- / The proposed height and setbacks meet the currently applicable zoning provisions except for the interior side yard setbacks which are proposed at 1.5 metres when 2.5 metres is required. However, as the zoning of the subject lands is in the process of being changed as part of the R4 Zoning Review, the proposed 1.5 metre interior side yard setbacks would no longer be deficient under the new regulations.
- / The main entrance of the building fronts onto Hinchey Avenue and the previously existing driveway is to be removed.
- / The architectural elements of the building were incorporated because they reflect existing patterns of development, materials, and scale along Hinchey Avenue and in the surrounding neighborhood.
- / Access to the garbage room is proposed along the north side of the building via a pathway which is also providing access to the bicycle storage area in the rear yard.

- / Rooftop mechanical elements required for the elevator are pulled back from the edges of the building in order to screen and reduce visual impacts.

Massing and Scale

- / The proposed development is of an appropriate massing and scale and meets the recommendations and policies of the applicable Secondary Plan and Community Design Plan.
- / The setbacks proposed are typical of the surrounding area and meet the intent of the current and future zoning regulations for the R4 zone.

High-rise Buildings

- / The proposed development is a low-rise apartment building and therefore the compatibility criteria for high-rise buildings do not apply.

Public Art

- / No public art is proposed for this development.

Design Priority Areas

- / The area of the subject lands is not identified as a Design Priority Area per Section 2.5.1 of the City of Ottawa Official Plan.

Outdoor Amenity Areas

- / The proposed development includes a communal amenity area in the rear yard that is screened from adjacent properties by fencing and cedar hedges.

The proposed development's design elements are compatible with the criteria and design objectives listed in Sections 2.5.1 and 4.11 of the Official Plan.

3.3 Scott Street Secondary Plan

The subject lands are within the planning area of the Scott Street Secondary Plan, as demonstrated in Figure 13 below. The purpose of the Scott Street Secondary Plan is to direct greater intensification to certain areas while maintaining the low-rise character in other areas. 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.

The subject lands at 161 Hinchey Avenue are identified as being within the Low-Rise Residential land use designation as demonstrated on Figure 13. This designation contains lands with low-rise residential and other low-rise non-residential uses. Within this designation, the range of permitted uses is the same as those permitted in the General Urban Area designation of the Official Plan. Consequently, the proposed development, being a low-rise apartment dwelling, is a permitted use in this designation.

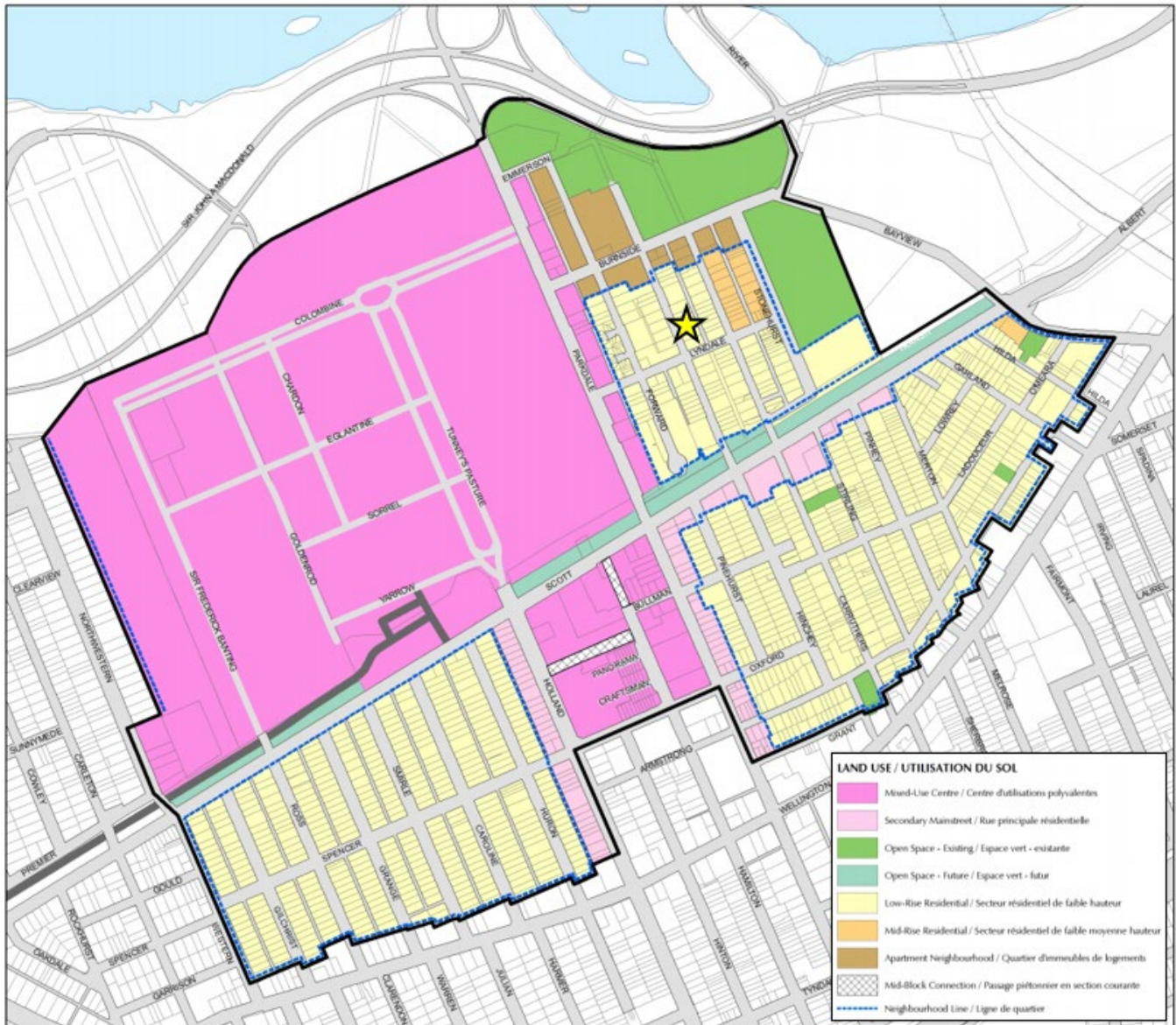


Figure 13. Scott Street Secondary Plan Schedule A - Land Use.

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 four storeys, as demonstrated in Figure 14.

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 neighbourhood.

Section 5 of the Secondary Plan details policies relating to mobility and proposes that improvements and expansion to the pedestrian and cycling networks shall be guided by the Pedestrian and Cycling Plan as well as the Scott Street CDP. Furthermore, the policies propose that Transportation Demand Measures should be

included through the development application process on a site-specific basis to include measures such as reduced parking rates and bicycle parking facilities.

The proposed development is introducing bicycle parking facilities in the rear yard and providing the required amount of bicycle parking while providing no vehicle parking spaces on site in order to support active transportation as well as nearby LRT Transit Stations at Tunney's Pasture and Bayview.

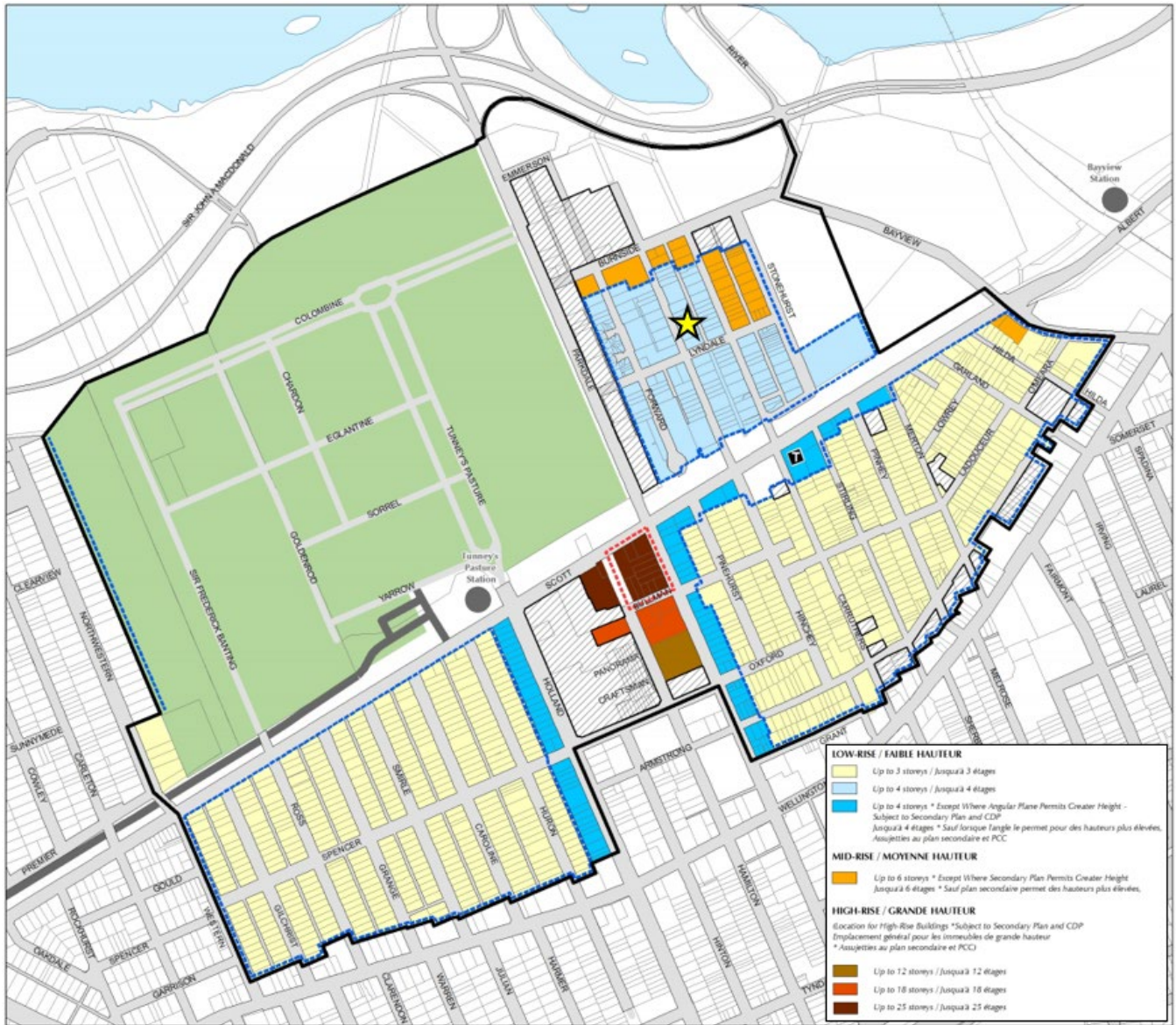


Figure 14. Scott Street Secondary Plan Schedule B - Maximum Building Heights.

3.4 Scott Street 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. It is intended to guide not only private development but also important public initiatives that will improve the area and support intensification. The planning area captures Tunney’s Pasture, the Mechanicsville neighbourhood and portions of the Hintonburg, Champlain Park and Wellington Village neighbourhoods.

The CDP proposes land use designations for the planning area, as demonstrated in Figure 15, 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.

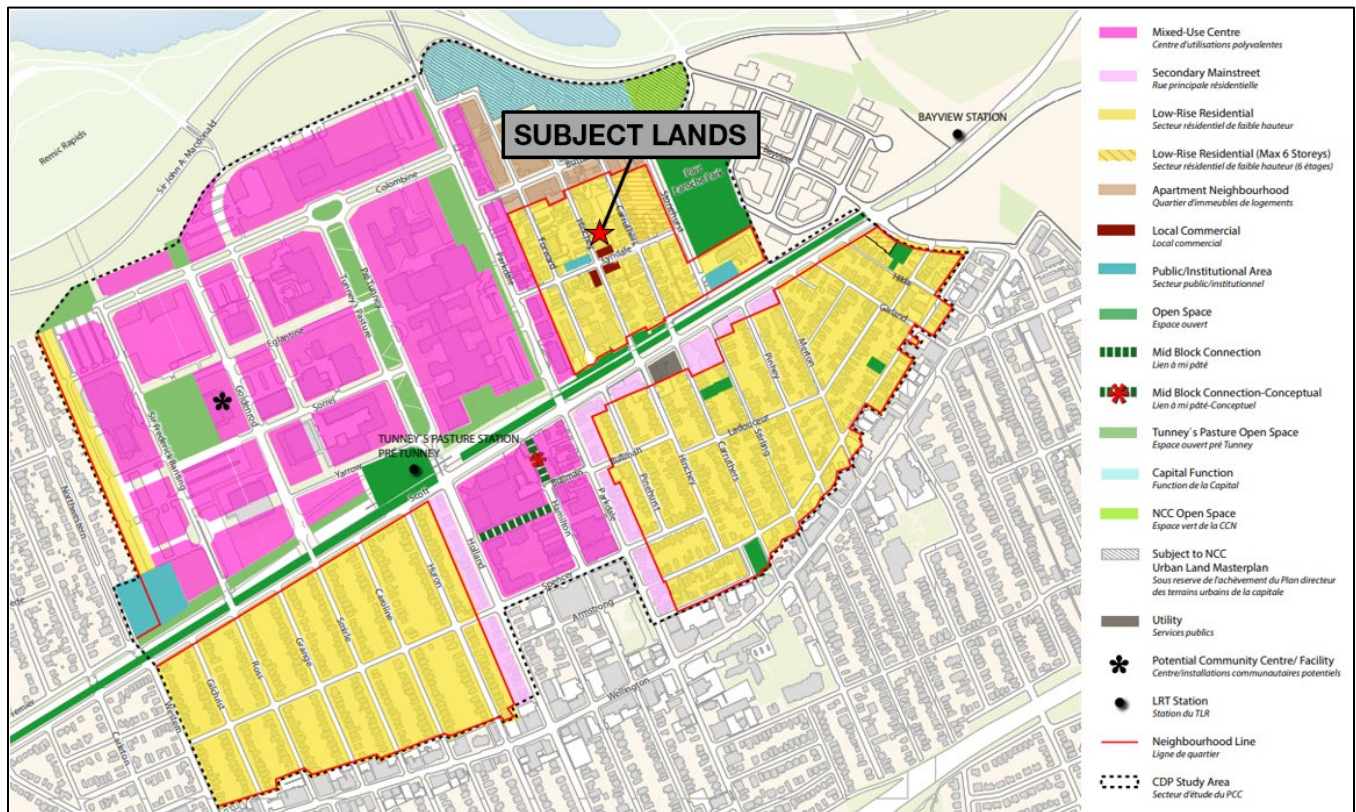


Figure 15. Scott Street Community Design Plan - Proposed Land Use Designations.

Additionally, the CDP’s Proposed Height Map, as shown in Figure 16, recognizes the subject lands as being within an area contemplated for heights up to 14.5 metres or four storeys.

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.

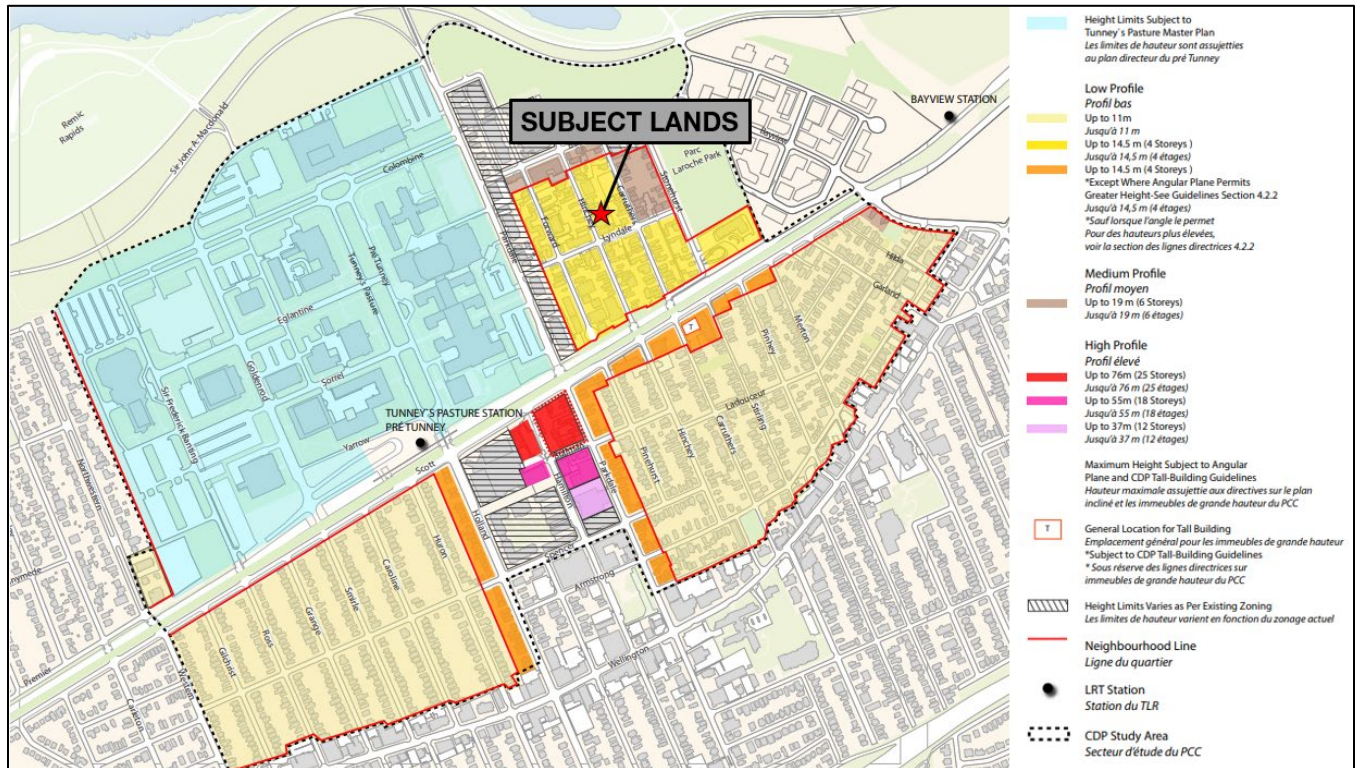


Figure 16. Scott Street Community Design Plan - Proposed Height Map.

3.5 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 following guiding recommendations, among others, are applicable to the subject lands and are met by the proposed development:

- 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 ² 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.

The proposed development meets many of the recommended guidelines in the Urban Design Guidelines for Low-rise Infill Development.

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

The subject lands are currently zoned 'R4S' or 'Residential Fourth Density, Subzone S' (Figure 17).



Figure 17. Subject lands highlighted with R4S zoning.

An apartment dwelling, low-rise is a permitted use in this zone.

Zoning Mechanism	R4S	Proposed	Compliance
Minimum Lot Area	450 m ²	458.19 m ²	✓
Minimum Lot Width	15 m	15.31 m	✓
Minimum Front and Corner Side Yard	2.25 m	2.25 m	✓
Minimum Interior Side Yard Setback	For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows: Where the building wall is greater than 11 m in height: 2.5 m	1.5 m	✗
Minimum Rear Yard Setback	Despite the minimum rear yard setback provision in column IX of Table 162A, the minimum required rear yard setback on through lots or interior lots where the rear lot line abuts R1, R2, R3, and R4 zones, and where the minimum front yard setback is up	8.98 m	✓

Zoning Mechanism	R4S	Proposed	Compliance
	to and including 4.5 metres in Area A on Schedule 342 are as follows: (iii) greater than 25 metres, except for a lot containing a Planned Unit Development: a distance equal to 30 per cent of the lot depth which must comprise at least 25 per cent of the area of the lot $30\% \times 29.929 \text{ m} = 8.979 \text{ m}$		
Maximum Building Height	14.5 m, but not greater than 4-storeys.	13.2 m	✓
Minimum Required Resident Parking (Area Z)	Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.	0 spaces	✓
Minimum Required Visitor Parking (Area Z)	Within Areas B, X, Y and Z, no visitor parking spaces are required for the first twelve dwelling units on a lot, and 0.1 spaces per dwelling unit. $15 \text{ units} - 12 \text{ units} = 3 \text{ units} \times 0.1 \text{ spaces} = 0.3 \text{ spaces or } 0 \text{ spaces}$	0 spaces	✓
Minimum Number of Bicycle Parking Spaces	0.5 per dwelling unit $= 15 \text{ units} \times 0.5 \text{ spaces} = 7.5 \text{ spaces or } 8 \text{ spaces}$	8 spaces	✓
Minimum Required Amenity Area	15 m^2 per dwelling unit up to 8 units, plus 6 m^2 per unit in excess of 8. $= 8 \text{ units} \times 15 \text{ m}^2 + 7 \text{ units} \times 6 \text{ m}^2 = 162 \text{ m}^2$	144.03 m^2	✗
Minimum Required Communal Amenity Area	100% of the amenity area required for the first 8 units. $= 120 \text{ m}^2$	101.01 m^2	✗
Landscaping Provisions	Section 161 (8): Thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development that contains any one or more of these dwelling types.	47%	✓
Front Yard Landscaping Provisions	Front yard setback 1.5 m less than 3 m: 20% must be provided as soft landscaping	47.3%	✓

3.6.1 R4 Zoning Review

As part of the City of Ottawa’s ongoing R4 Zoning Review, a report (ACS2020-PIE-EDP-0015) was recently submitted to Planning Committee which outlined the proposed changes to the zoning by-law for R4 zones. This includes the proposed zoning provisions for each new R4 zone category as well as the areas in the City where existing R4 zones are intended to change. The By-law 2020-290 has been adopted by Council, however as of the date of the submission of this application it is still in the appeal period.

The subject property is recognized as being in one of the areas subject to a change of zones. Figure 18 below identifies the areas where the zoning will change, and the legend displays the new zoning. The subject lands are located in Area C which is proposed to change from R4S zoning to R4-UD zoning.

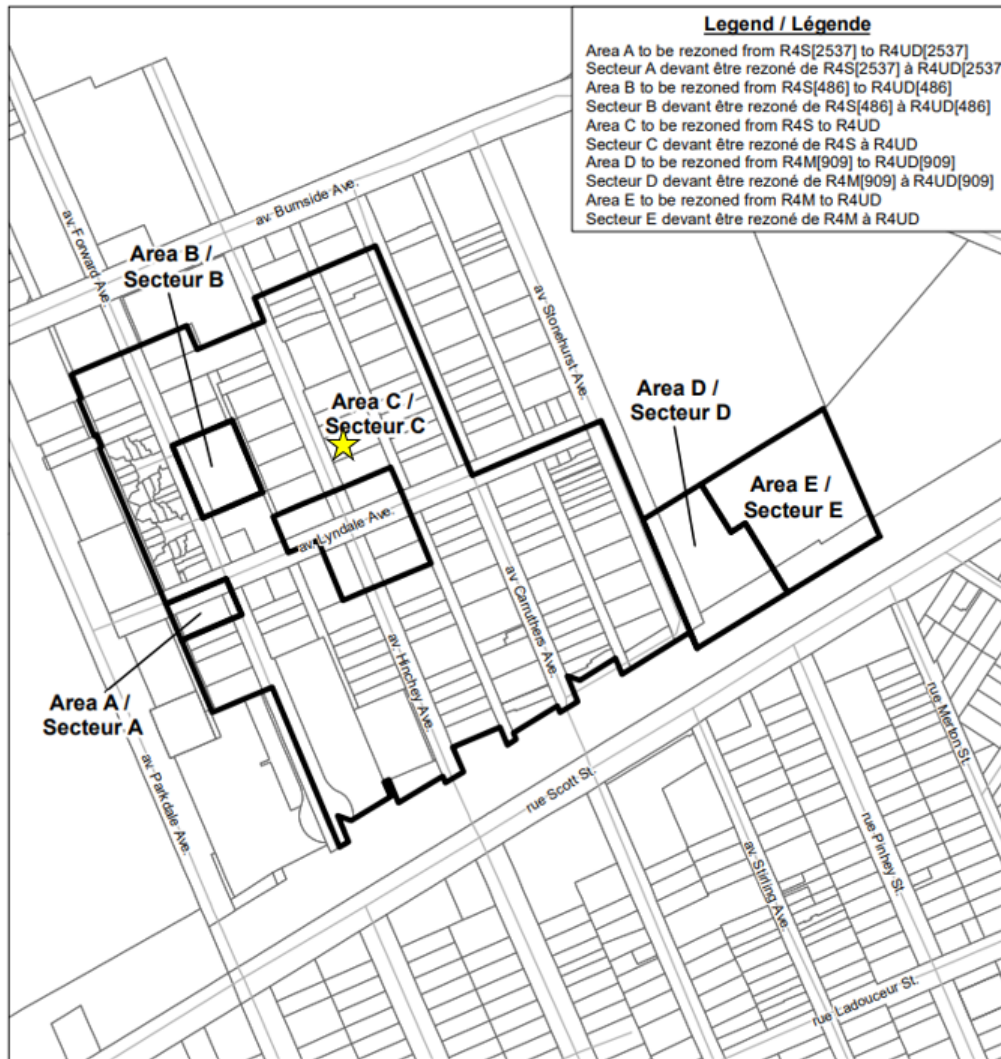


Figure 18. R4 Zoning Review proposed zoning changes to the Mechanicsville area.

Zoning Mechanism	R4-UD	Proposed	Compliance
Minimum Lot Area	450 m ²	458.19 m ²	✓
Minimum Lot Width	15 m	15.31 m	✓
Minimum Front Yard	4.5 m	2.25 m	✓
Minimum Interior Side Yard Setback	1.5 m	1.5 m	✓
Minimum Rear Yard Setback	<p>Despite the minimum rear yard setback provision in column IX of Table 162A, the minimum required rear yard setback on through lots or interior lots where the rear lot line abuts R1, R2, R3, and R4 zones, and where the minimum front yard setback is up to and including 4.5 metres in Area A on Schedule 342 are as follows:</p> <p>(iii) greater than 25 metres, except for a lot containing a Planned Unit Development: a distance equal to 30 per cent of the lot depth which must comprise at least 25 per cent of the area of the lot, but need not exceed 7.5 m</p> <p>30% x 29.929 m = 8.979 m or 7.5 m</p>	8.98 m	✓
Maximum Building Height	14.5 m	13.2 m	✓
Minimum Required Resident Parking (Area Z)	Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.	0 spaces	✓
Minimum Required Visitor Parking (Area Z)	<p>Within Areas B, X, Y and Z, no visitor parking spaces are required for the first twelve dwelling units on a lot, and 0.1 spaces per dwelling unit.</p> <p>15 units – 12 units = 3 units x 0.1 spaces = 0.3 spaces or 0 spaces</p>	0 spaces	✓
Minimum Number of Bicycle Parking Spaces	<p>0.5 per dwelling unit = 15 units x 0.5 spaces = 7.5 spaces or 8 spaces</p>	8 spaces	✓

Zoning Mechanism	R4-UD	Proposed	Compliance
Landscaping Provisions Rear Yard	<p>Except for a lot of less than 450 square metres in area in the R4-UA, R4-UB, R4-UC and R4-UD zones, thirty per cent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development that contains any one or more of these dwelling types.</p> <p>Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, patios, and permitted driveways, parking aisles and parking spaces, must be softly landscaped.</p> <p>The minimum area of soft landscaping must be: (iii) in the case of a lot 450 square metres or greater, at least 50 per cent of the rear yard.</p>	51.7%	✓
Landscaping Provisions Front Yard	Front yard setback 1.5 m less than 3 m: 20% must be provided as soft landscaping	47.3%	✓
Overall Landscaping Provisions	Section 161 (8): Thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development that contains any one or more of these dwelling types.	47%	✓

3.7 Requested Amendments

The following amendments are requested as part of the Zoning By-law Amendment application. Due to the proposed change in R4 zoning regulations coming soon, both the existing and proposed zoning provisions are being included as part of the requested amendments. Depending on the timing of the application submission as well as the enactment of the new R4 zoning provisions, only one of the sets of requested amendments below will be applicable, however, in order to provide a comprehensive submission both are included.

3.7.1 Existing R4S Zoning

To permit a reduced minimum interior side yard setback of 1.5 metres when 2.5 metres is required for any portion of a building wall above 11 metres.

- / The by-law requires that a 2.5 metre setback be provided along each side of the building because the building is over 11 metres in height. In order to make the most efficient use of the site as well as to

provide congruent and well sized interior dwelling units, the setback was proposed at 1.5 metres. Though this is a reduction of 1 metre, a 1.5 metre setback would actually meet the provisions of the new R4-UD zoning regulations that will be applicable in the near future.

To permit a reduced minimum required amenity area of 144.03 square metres when the by-law requires 162 square metres of amenity area.

- / Amenity area for the residents is provided as a combination of private balconies as well as a rear yard amenity area. Due to the space taken up by the 8 bicycle parking spaces in the storage area that is also in the rear yard, the total amenity area requirement cannot be met. There are requirements for the size of spaces, dimensions of pathways, separation distances, etc. that resulted in creating a deficiency of the rear yard amenity area. This was deemed as an acceptable trade-off for promoting active transportation and providing no vehicle parking on site. There are several large green spaces and parks in the nearby area which are easily reachable by residents of the proposed development.

To permit a reduced communal amenity area of 101.01 square metres when 120 square metres is required by the by-law.

- / Similar to the total amenity area provision, the communal amenity area requirement cannot be met due to the location and dimension of the rear yard bicycle parking structure. The rear yard is proposed as the communal amenity area.

4.0 Supporting Studies

4.1 Stormwater Management and Servicing Report

A Stormwater Management Report and Servicing Brief have been prepared in support of the proposed development by LRL Engineering and dated September 29th, 2020. The conclusions of the report state that the watermain within Hinchey Avenue can provide enough pressure and capacity to meet the needs of the proposed development and that the sanitary service capacity is also acceptable. Stormwater quality control is not a requirement for this development and stormwater quantity control objectives will be met through on-site storm water ponding on the roof and sub-surface storage.

4.2 Geotechnical Investigation

LRL Engineering conducted geotechnical investigations on the site and produced a report titled Geotechnical Investigations dated July 2020 in support of the proposed development. The purpose of the investigations was to determine the subsurface conditions of the site in order to inform the engineering and construction design of the building. No major concerns are identified in the report and a number of recommendations are included with regards to excavation and construction that will need to be taken into consideration if and when the site is to be developed.

4.3 Tree Conservation Report

A Tree Conservation Report was prepared by IFS Associates on May 6, 2020 in support of the proposed development. A total of 11 trees were surveyed on the property and along the property lines with every tree save for one observed to be in poor to fair condition. The single tree that was identified as being in good condition will have to be removed due to the construction of the building and the remainder of the trees will also be removed. A small tree is proposed for the front yard area and a medium sized deciduous tree will be introduced in the rear yard.

4.4 Traffic Noise Impact Assessment

Freefield Limited prepared a Traffic Noise Impact Assessment dated September 21st, 2020 for the proposed development to determine whether nearby traffic noise sources would impact new residents. The study concluded that no impacts to the interior spaces from outdoor noise sources would be felt by residents if building materials meet the requirements of the Ontario Building Code. Furthermore, for outdoor areas there are no impacts from daytime noise levels that would require additional noise control measures.

4.5 Phase 1 Environmental Site Assessment

A Phase 1 ESA was prepared by Pinchin and is dated July 7, 2020. The conclusions of the report state that nothing was identified that is likely to have resulted in impacts to the soil, groundwater, or sediment and that no further investigations were required.

5.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application is appropriate, represents good planning, and is in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area which can support transit and contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for General Urban Areas and of the Scott Street Secondary Plan and Community Design Plan. The proposal responds to its context by continuing the existing and desired built form in the Mechanicsville area. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets the majority of applicable R4S requirements and all of the R4-UD requirements of 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.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Nick Sutherland, MCIP RPP, LEED GA
Planner



Kersten Nitsche, MCIP RPP
Senior Planner