

# 266-268 Carruthers Avenue and 177 Armstrong Street Planning Rationale Addendum

December 18, 2023

**Mr. Adrian van Wyk**

Planner I – Development Review, Central  
City of Ottawa  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1

**RE: Zoning By-law Amendment & Site Plan Control  
266 & 268 Carruthers Avenue and 177 Armstrong Street  
Planning Rationale Addendum**

Dear Mr. van Wyk,

On behalf of Theberge Homes, Fotenn Planning + Design (“Fotenn”) has prepared the following Planning Rationale Addendum referencing the revised Site Plan and details of the planning applications in response to technical circulation comments received on August 11<sup>th</sup>, 2023. The technical circulation comments address the third submission of materials supporting the Zoning By-law Amendment and Site Plan Control applications (D02-02-22-0106 & D07-12-22-0162) related to the proposed development at 266 & 268 Carruthers Avenue and 177 Armstrong Street in the City of Ottawa.

In support of the resubmission and the revised design, please find enclosed the following:

- / Carruthers Avenue Development Architectural Drawings, prepared by S.J. Lawrence Architect Inc., dated December 18, 2023;
- / Notes and Legend Sheet (C001), prepared by exp Services Inc., dated December 15, 2023;
- / Site Servicing Plan (C100), prepared by exp Services Inc., dated December 15, 2023;
- / Site Grading Plan (C200), prepared by exp Services Inc., dated December 15, 2023;
- / Erosion and Sediment Control Plan (C300), prepared by exp Services Inc., dated December 15, 2023;
- / Storm Drainage Plan (C400), prepared by exp Services Inc., dated December 15, 2023;
- / Site Servicing and Stormwater Management Report, prepared by exp Services Inc., dated December 15, 2023;
- / Landscape Plan (L.1), prepared by James B. Lennox & Associates Inc. Landscape Architects, dated December 15, 2023

In our professional opinion, the enclosed submission appropriately addresses comments raised by City Staff and request that this file proceed to the next available Planning and Housing Committee meeting.

Should you have any questions on the revised submission, please do not hesitate to reach out to the undersigned at [warren@fotenn.com](mailto:warren@fotenn.com) or [alain@fotenn.com](mailto:alain@fotenn.com).

Sincerely,



Patricia Warren, M.Pl.  
Planner



Scott Alain, RPP MCIP  
Senior Planner

**FOTENN**

# 1.0 Introduction

## 1.1 Application History

In November 2022, Fotenn Planning + Design (“Fotenn”) submitted a Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 266 and 268 Carruthers Avenue. The proposed concept included a 3.5 storey apartment building with no vehicle spaces being provided and 18 bicycle parking spaces. A shared rear yard with 177 Armstrong Street was also proposed. A Minor Zoning By-law Amendment and Site Plan Control applications were submitted to facilitate the proposed development, with the Minor Zoning By-law Amendment seeking to amend the following:

- / A reduction in minimum lot area of 26.27 square metres from 450 square metres to 423.73 square metres;
- / A reduction in minimum front yard setback of 0.16 metres from 3.91 metres to 3.75 metres;
- / A reduction in minimum rear yard setback of 8.4 metres to 0 metres;
- / A reduction in minimum interior side yard setback of 1.5 metres to 0 metres; and
- / An increase in the maximum number of units for a low-rise apartment in the R4UB zone to 18 units from 12 units.

Technical circulation comments were received on January 13, 2023 and a public meeting held on January 19, 2023 to discuss the proposed development with the community and receive additional feedback.

In response to the first round of comments, the proposed development was updated to a Planned Unit Development, with the “one lot for zoning” provisions being proposed to apply to 266 and 266 Carruthers Avenue and 177 Armstrong Street. A revised Planning Rationale was prepared and submitted to the City as part of the first resubmission package on March 28, 2023.

The proposed development has been subject to two additional rounds of technical circulation comments, with the most recent comments received on August 11, 2023. In response to urban design and servicing comments, the proposed development has been redesigned from an L-shaped building to a more rectangular shaped building, increasing the rear yard setback, providing more direct access to the rear yard, and providing an alternative entrance/exit to/from the proposed building.

The intent of this Planning Rationale Addendum is to assess the revised proposal against the applicable policy and regulatory framework, and to provide an analysis of how the proposed revisions to the development achieve good design and is appropriate for the site. This Planning Rationale should be read in conjunction with the November 2022 and March 2023 Planning Rationale documents, as information that did not require any further clarification or discussion has not been included within this report, but remains applicable for consideration.

## 1.2 Summary of Revisions

As a result of comments received through the technical circulation period and through discussions with City staff, the proposed development and planning applications have been amended as detailed below.

The proposed development, as outlined in the July 2023 submission, has been revised to distribute part of the building mass to the portion of the building, resulting in a building that is more of a rectangular shape as opposed to an L-shape.

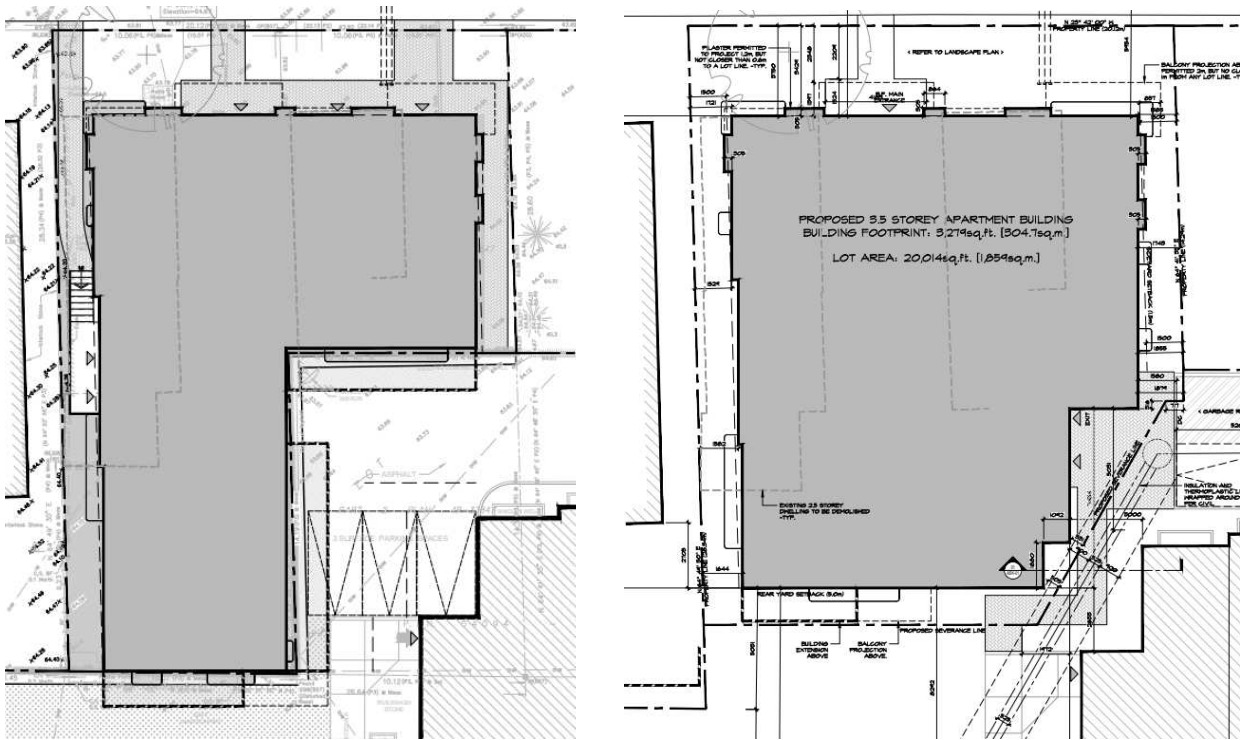


Figure 1. Design evolution of the proposed development. Previous (July 2023) design is shown on the left and the revised design is shown on the right.

The redesign of the building has resulted in a change to the unit mix, however the total number of units remains the same. The proposed unit mix will now consist of 13 one-bedroom units and 5 two-bedroom units. Studio units have been eliminated as part of the revised design.

In addition to the change in unit mix, another significant change is the increased rear yard setback. The rear yard setback has been increased from 13.1 metres to 19.6 metres. The increased setback provides additional area for the shared rear yard, while also providing additional space for a walkway providing access from the side of the proposed building and the driveway.



Figure 2. Visual comparison of the south side of the previous design (top) and proposed design (bottom)

### 1.3 Required Applications

The required planning applications remain generally consistent with the originally submitted applications, with the exception of the requirement to apply to the Committee of Adjustment for a lot line adjustment to address servicing comments. The intent is that the lot line adjustment application would be submitted after the Zoning By-law Amendment is considered by Planning and Housing Committee and City Council.

## Proposed Development & Design Brief

As a result of comments received through the technical circulation period and through discussions with City staff, the proposed development has been revised from the July 2023 proposal, which was consistent with the proposal submitted in November 2022. The revised amendments to the Zoning By-law as a result of the revised design are outlined in a later section of this Report.

As outlined above, the proposed development has been redesigned to relocate some of the building mass to the south side of the building, resulting in a more rectangular-shaped building, as shown in Figure 3. The previous proposal resulted in 18 units of varying sizes, ranging from studio units to two-bedroom units. The proposed building height was 11.30 metres with a mechanical penthouse of 2.9 metres incorporated as a permitted projection. No vehicular parking was proposed as part of the previous development; however, bicycle parking was proposed at a 1:1 ratio.

The revised development still proposes a total of 18 units varying in sizes from one-bedroom units to two-bedroom units. Studio units have been removed as part of the revised design. The proposed building height has been reduced to 11 metres with the mechanical penthouse of 2.9 metres incorporated as a permitted projection. As the site will be treated as one-lot for zoning purposes with 177 Armstrong Street, which already has a Site Plan Approved development under construction, no new parking is proposed as part of the proposed development. The project at 177 Armstrong Street will include one (1) parking space, a deviation from the approved Zoning for that project.

The secondary entrance/exit for the building has been relocated in the revised design, maintaining two (2) entrances/exits for the building – one on the Carruthers Avenue frontage and one from the driveway from Armstrong Street.

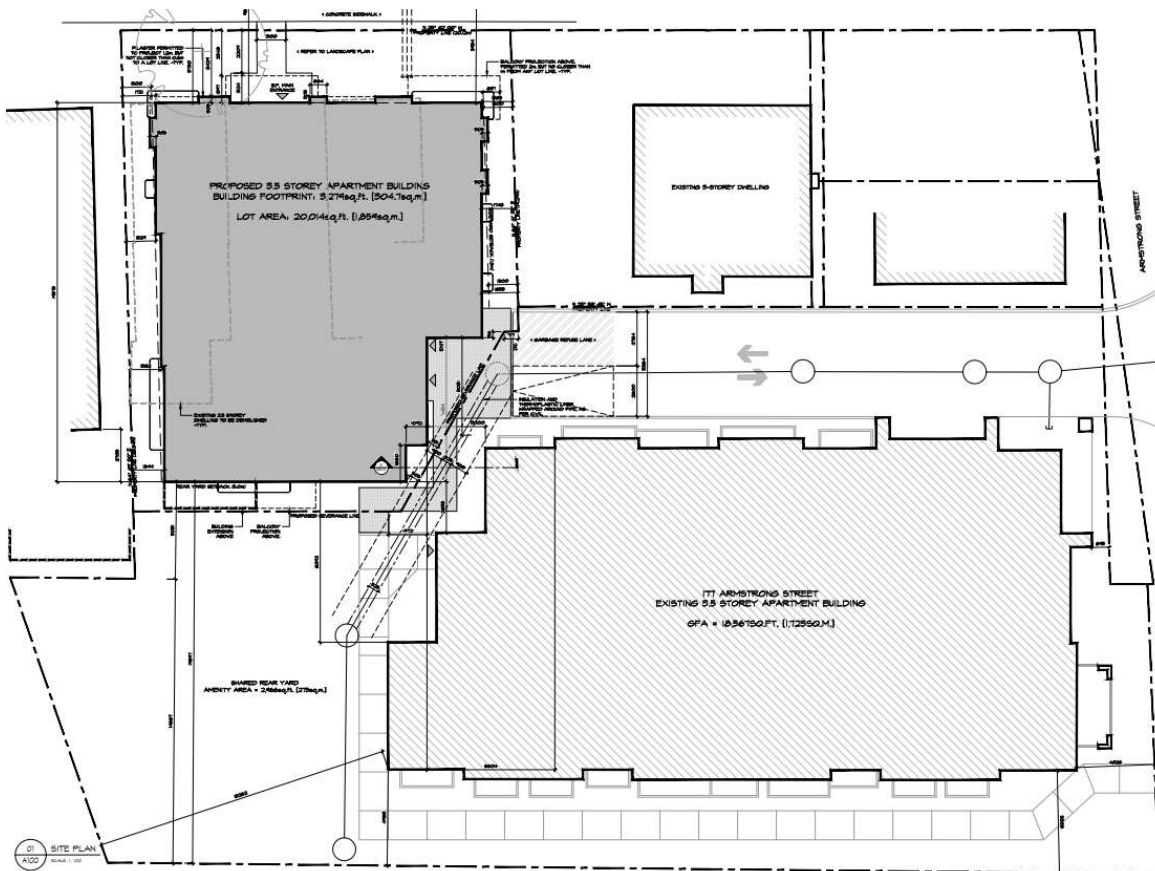


Figure 3. Revised Site Plan (December 2023)

### 2.1 Building Design

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 locate low-rise residential development in an area characterized by low-rise housing. The proposed development represents intensification within the Neighbourhood Designation of the Inner Urban Transect, which is appropriate for the subject property due to its proximity (approximately 600 metres) to a rapid transit station and Evolving Overlay. As the proposed development is consistent and compatible with the existing heights in the area, height transition in the form of angular plane has not been applied.



Figure 4. Rendering of the proposed development from Carruthers Avenue

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.

As part of the revised design, the depth of the building has been decreased, allowing for a greater rear yard area, and to create an improved interface with the property to the north. The reduced building depth will allow for more sunlight exposure to the rear yard of the property to the north. The revised design has also resulted in a relocated secondary entrance from the driveway, contributing to the site functioning more like a planned unit development as opposed to two separate lots.

As part of the revised design and in response to comments regarding servicing, a future lot line adjustment will be completed to allow for servicing to come from both Carruthers Avenue and Armstrong Street. The revised site plan reflects the proposed new lot line. Despite the lot line adjustment maintaining the site as two separate properties, the lot line adjustment is technical in nature and will not impede the function of the site as a planned unit development.



Figure 5. Revised view of the north side of the proposed development



Figure 6. Revised view of the south side of the proposed development

## 2.2 Pedestrian Experience and Public Realm

An important focus of the design for the proposed development is to enhance the public realm along Carruthers Avenue. As demonstrated in the Landscape Plan below, 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, applying the principle 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.

Through the revised design, bicycle parking and garbage has been relocated within the building and will be accessed by the secondary entrance on the south side of the building, while the front entrance along Carruthers Avenue will be the primary entrance for residents. The proposed balconies have been located on the second and third floors, with a balcony allocated for each unit facing the street.

## 2.3 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. The private balconies account for approximately 32.8 square metres of amenity space, while the rooftop terrace accounts for approximately 121 square metres of amenity space (Figure 7). Residents of both the proposed development and existing development comprising the planned unit development will be able to access the shared rear yard space, which is approximately 275 square metres in size.



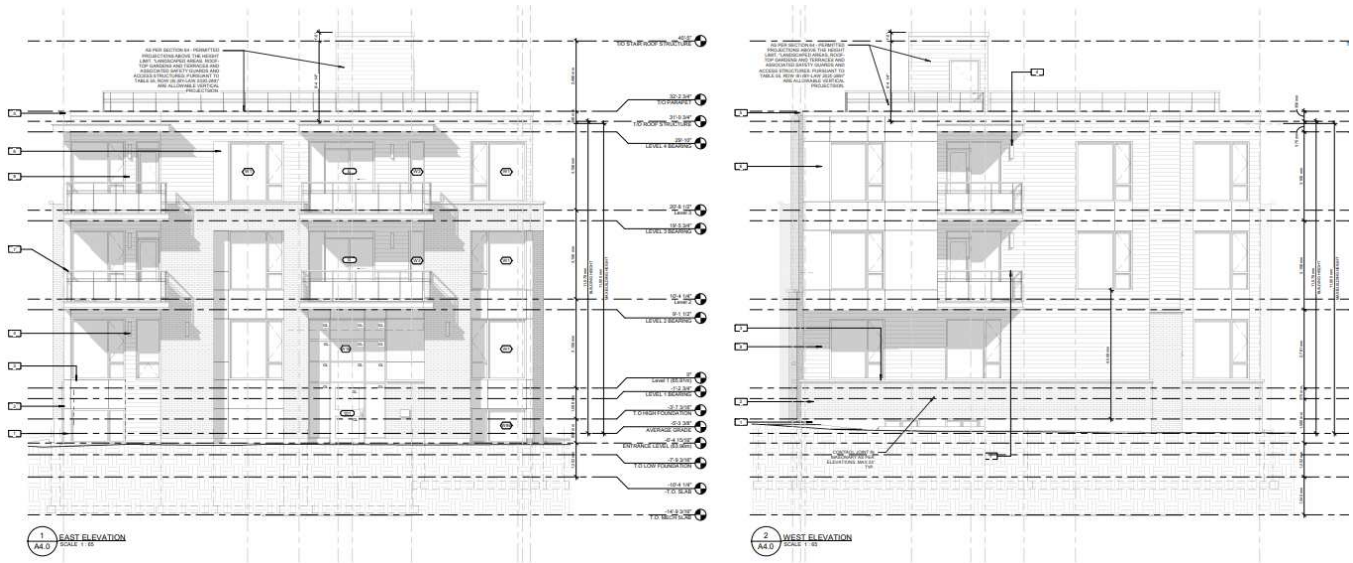


Figure 7. East (left) and west (right) building elevations showing the proposed balconies within the development.

The outdoor rear yard amenity space will be accessible from a pathway that extends from the proposed secondary entrance and the driveway from 177 Armstrong Street. The proposed rooftop amenity area will continue to be accessed from an internal staircase. No indoor area is proposed as part of the rooftop amenity area, consistent with previous designs.



Figure 8. South elevation of the proposed development, showing the secondary entrance and the rooftop amenity area

## 3.0 Policy & Regulatory Framework

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) was reviewed in detail in the November 2022 and March 2023 Planning Rationale documents. The discussion within the report as it relates to the PPS is unchanged and remains valid in reference to the revised development. The revised development continues to propose a low-rise apartment that will introduce additional residential units and housing options to an area in close proximity to transit and complementary non-residential uses.

**The March 2023 Planning Rationale should be referred to for a full discussion regarding the PPS.**

### 3.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (2022) was reviewed in detail in the March 2023 Planning Rationale. The discussion within the report as it relates to the Official Plan is unchanged and remains valid as it relates to the revised development. The revised development continues to propose a low-rise apartment which is supported in the Inner Urban Transect and on lots designated “Neighbourhood”, under the Evolving Overlay. The revised development continues to contribute to creating a range a housing types and tenure within the City of Ottawa, while also supporting the existing public transportation network by locating high-density residential in proximity to rapid transit, a transit priority corridor and the cycling network.

**The March 2023 Planning Rationale should be referred to for a full discussion regarding the Official Plan.**

### 3.3 Scott Street Secondary Plan (2022)

The Scott Street Secondary Plan (2022) was reviewed in detail within the March 2023 Planning Rationale. The discussion within the report as it relates to the Secondary Plan is unchanged and remains valid as it relates to the revised development. The revised development continues to reinforce and respect the character of the existing neighbourhood by designing a low-rise residential building.

**The March 2023 Planning Rationale should be referred to for a full discussion regarding the Scott Street Secondary Plan.**

### 3.4 Urban Design Guidelines for Low-rise Infill Housing (2022)

The Urban Design Guidelines for Low-rise Infill Housing (2022) were reviewed in detail in the November 2022 and March 2023 Planning Rationale documents. The discussion within the reports as it relates to the Urban Design Guidelines remain valid as they relate to the revised development. The revised development continues to respond to the Urban Design Guidelines for Low-rise Infill Housing.

**The November 2022 and March 2023 Planning Rationale’s should be referred to for a full discussion regarding the Urban Design Guidelines for Low-rise Infill Housing.**

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

As outlined in the November 2022 and March 2023 Planning Rationale documents, the subject properties are currently zoned 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 (R4UB[2701]-c).

As noted in previous sections of this report and in the March 2023 Planning Rationale, Section 93 (One-Lot for Zoning Purposes) is to be applied to the properties outlined in Figure 4, and as such, the proposed development is considered to be a Planned Unit Development and subject to the provisions of Section 131 of the Zoning By-law.

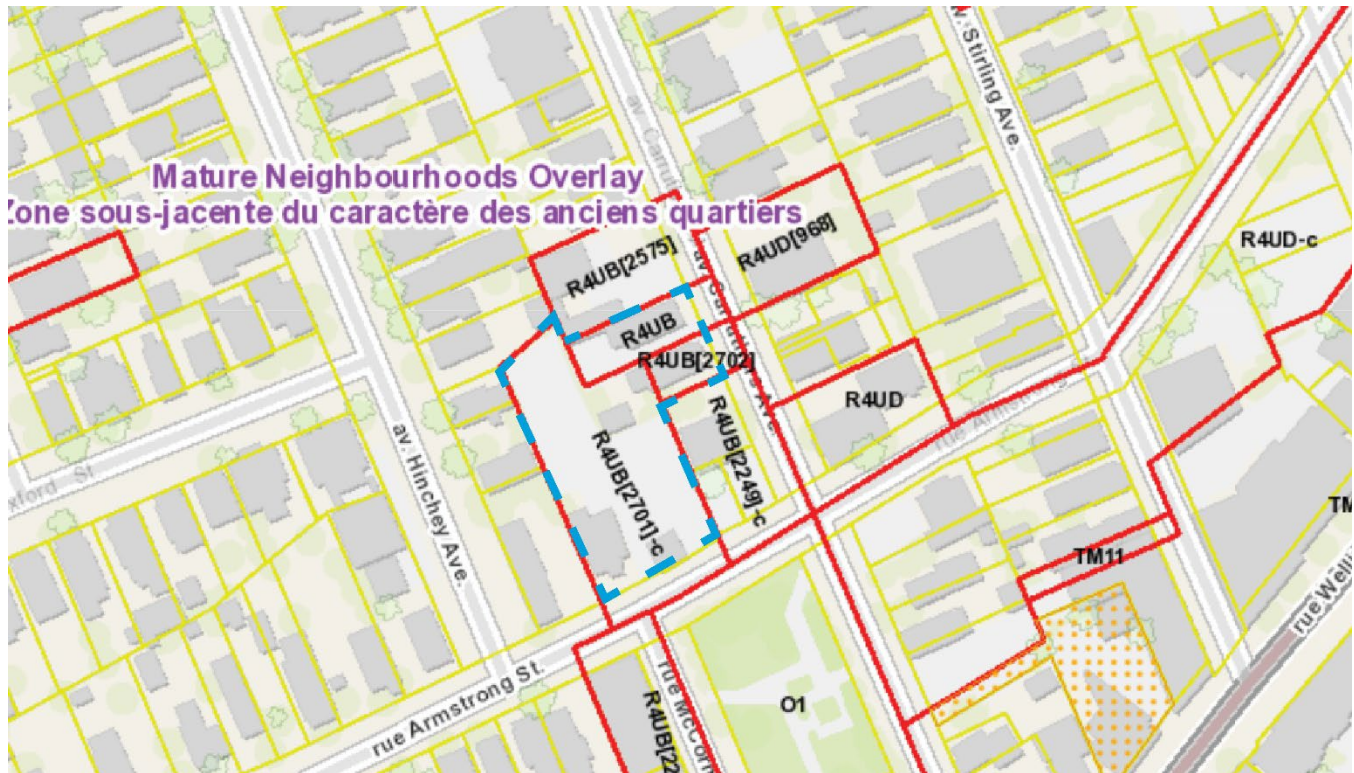


Figure 9. Zoning Map

Table 1, below, outlines the required zoning provisions for the site and assesses the compliance of the revised development concept. It is understood that as part of the Zoning By-law Amendment application, Urban Exceptions 2701 and 2703 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.

Table 1. Zoning Compliance Review

Zoning Mechanism	R4UB Provisions (PUD)	Proposed	Compliance
<b>Minimum Lot Width</b>	N/A	20.12 m	✓
<b>Minimum Lot Area</b>	1,400 m <sup>2</sup>	1,859 m <sup>2</sup>	✓
<b>Maximum Building Height</b> As per building type (low-rise apartment, maximum of 12 units)	11 m	11 m	✓
<b>Minimum Front Yard Setback</b> Sec. 144 Carruthers Avenue	3.91 m (measurement for 276 Carruthers)	3.75 m	✗

Zoning Mechanism	R4UB Provisions (PUD)	Proposed	Compliance
<b>Minimum Corner Side Yard Setback</b> Armstrong Street	1.5 m	>1.5 m	
<b>Minimum Rear Yard Setback</b> Section 144 (5)	1.2 m	19.6 m	✓
<b>Minimum Interior Side Yard Setback</b> 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 for full length of building  South: 1.5 m	✗  ✓
<b>Interior Yard Area</b> Section 144 (6)	A minimum interior yard is required that abuts the rear yard and interior side yard by extending a parallel line from the minimum required rear yard setback (1.2 m) affecting the abutting lot, across the longest shared common line into the affected site for a distance equal to 30% of the affected lot's actual width.	No interior yard area is proposed, however, a rear yard of 275 m <sup>2</sup> is proposed.	✗
<b>Maximum Number of Units for a Low-Rise Apartment in R4UB</b>	12	18	✗
<b>Low-Rise Apartment Dwellings in R4UB Zone</b> Section 161	No motor vehicle parking is permitted on a lot less than 450 m <sup>2</sup>	N/A	N/A
	In the case of a lot of 450 m <sup>2</sup> or greater: At least 25% of dwelling units must have at least 2 bedrooms	28%	✓
<b>Principal Entrance</b> Section 161	1 entrance	1 barrier-free main entrance	✓
<b>Front Façade</b> Section 161	25% windows	33.6%	✓
<b>Front Yard Fixtures</b> Section 161	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	✓

Zoning Mechanism	R4UB Provisions (PUD)	Proposed	Compliance
<b>Balcony</b> Sec. 161	1 balcony or porch for every unit that faces a public street at or above the first storey; and  Total balcony area of 2 m <sup>2</sup> minimum	1 balcony for each unit facing the street on the second and third storeys  All balconies >2 m <sup>2</sup> area	 ✘  ✔
<b>Landscaped Area (total lot area)</b> Sec. 161	30%	38.4% (714.15 m <sup>2</sup> )	✔
<b>Landscaped Area (rear yard)</b> Sec. 161	Any part of the rear yard not occupied must be softly landscaped	Rear yard is proposed to be softly landscaped	✔
	The minimum area of soft landscaping per (a) must be at least 50 percent of the rear yard	Rear yard = 275 m <sup>2</sup> and proposed to be softly landscaped	✔
<b>Landscaped Area (front yard)</b> Sec. 161	40% = 30 m <sup>2</sup>	78% = 58.8 m <sup>2</sup>	
<b>Minimum Width of a Private Way</b> Sec. 131	6 m	5.3 m	✘
<b>Minimum Setback for any Wall of a Residential Use Building to a Private Way</b> Sec. 131	1.8 m	1.87 m	✔
<b>Minimum Separation Distance between Buildings</b> Sec. 131	Where the height of abutting buildings within the PUD is equal to or less than 14.5m: 1.2 m	3 m	✔
<b>Amenity Area</b> Sec. 137	R4UB zone not required to have amenity space.	Private: 32.8 m <sup>2</sup>  Communal: 121 m <sup>2</sup> (rooftop) & 275 m <sup>2</sup> (shared rear yard)	✔
<b>Urban Exception 2701 – 177 Armstrong Street</b>			
<b>Maximum Number of Dwelling Units</b>	33	No change	Exception to remain
<b>Residential Parking</b>	Not required	No change	Exception to remain
<b>Minimum Parking Space Width</b>	2.4 m	2.6 m	Exception to be removed

Zoning Mechanism	R4UB Provisions (PUD)	Proposed	Compliance
<b>Minimum Parking Space Depth</b>	4.6 m	5.2 m	Exception to be removed
<b>Minimum Rooftop Access Setback from the Front Wall for a Maximum Width of 6.5 m</b>	0 m	No change	Exception to remain
<b>Maximum Rooftop Access Area</b>	46.3 m <sup>2</sup>	No change	Exception to remain
<b>Principal Entrance</b>	Only one principal entrance is required	No change	Exception to remain
<b>Maximum Lot Area</b>	1,430 m <sup>2</sup>	1,859 m <sup>2</sup>	Exception to be removed
<b>Urban Exception 2702 – 268 Carruthers</b>			
<b>Minimum Lot Area</b>	143.7 m <sup>2</sup>	1,859 m <sup>2</sup>	Exception to be removed
<b>Parking Requirements (Sec. 101, 102, 111)</b>	<b>Requirement</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Minimum Parking Rates</b> Area X of Schedule 1A Sec. 101 & 102	<b>Dwelling, Low-rise:</b> 0.5 spaces / unit (after the first 12 units) = 3 spaces  <b>Visitor:</b> 0.1 spaces / unit (after the first 12 units and up to a maximum of 30 spaces per building) = 1 space  <b>Total:</b> 4 spaces	1 spaces	x
<b>Maximum Parking Rates Near Rapid Transit</b> Located within 600 m of Tunney's Pasture Sec. 103	<b>Area B Schedule 1:</b> 1.75 spaces / unit (total resident + visitor)	1 spaces	✓
<b>Parking Space Provisions</b> Section 106	<b>Minimum:</b> 2.6 m x 5.2 m  <b>Maximum:</b> 3.1 m x 5.2 m  <b>Parallel Parking Length:</b> 6.7 m	2.6 m x 5.2 m	✓
<b>Aisles and Driveways</b> Section 107 Parking not located in a parking lot or parking garage	<b>Driveways:</b> Minimum width: 2.6 m	Driveway: 5.3 m	✓

Zoning Mechanism	R4UB Provisions (PUD)	Proposed	Compliance
<b>Bicycle Parking Spaces</b> Sec. 111	0.5 spaces/dwelling unit = 9 spaces	18 spaces	✓
<b>Bicycle Parking Space Provisions</b> Sec. 111	Horizontal: 0.6 m x 1.8 m (minimum 50% of spaces) Vertical: 0.5 m x 1.5 m Stacked: 0.36 m x 1.8 m Access Aisle: 1.5 m	18 stacked spaces (0.6 m x 1.8 m)  Aisle: 1.5 m	✓  ✓

### 3.5.1 Proposed Zoning By-law Amendment

As outlined in the March 2023 Planning Rationale and in the May 24, 2023 revised zoning table, a Zoning By-law Amendment is being proposed in order to establish site-specific zoning provisions that address, front yard setback, interior side yard setback, interior side yard area, maximum number of units, width of a private way and vehicle parking. 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 will be removed, and the existing site-specific exception 2701 that is part of 177 Armstrong Street will be updated and carried over to a new site-specific exception that applies to all three properties.

#### 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.
- / **Minimum Interior Side Yard Setback:** As shown on the enclosed site plan and outlined in the table above, the zoning requires an interior side yard setback of 1.5 metres for the first 18 metres of lot depth and 7.5 metres for the remainder of the site; however, an interior side yard setback of 1.5 metres for the full extent of the lot depth is being proposed. Through the revised design of the building, the length of the building has been reduced, reducing the amount of lot depth subject to a reduced setback. The reduction in the interior yard setback beyond 18 metres of lot depth allows for the building to be designed in a more efficient manner, and ensures that unit sizes can remain as larger, more liveable units. The reduction in the interior side yard setback is not anticipated to create undue adverse impacts on the abutting neighbour to the north and is therefore considered appropriate.
- / **Interior Yard Area:** As outlined in Table 1 above, the zoning requires an interior yard area to be provided due to the property being a corner lot with principal dwellings with entranceways that face different streets. As part of the Zoning By-law Amendment, it is requested that this requirement not be applied to the subject property, as a shared rear yard is already being provided. The shared rear yard, which is 275 square metres in size provides space for residents of both of the buildings that will be on site. Providing this rear yard area also results in a rear yard setback of 19.6 metres, which far exceeds the required 1.2 metre setback. The proposed shared rear yard meets the intent of the interior yard area, providing an outdoor space for residents to congregate, in addition to other amenity areas provided in both buildings. As such, the amendment is considered to be appropriate.
- / **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.

- / **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, one (1) new parking space is proposed. The proposed parking space will be a shared space that can be used by future residents of the proposed development and future residents of the building currently under construction. The existing site-specific zoning on the site for the building currently under construction does not require vehicle parking, and this exception is proposed to be maintained in the new site-specific zoning. The proposed development 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, the reduction in vehicle parking is considered appropriate.
- / **Minimum Number of Balconies:** As outlined in Table 1 above, Section 161 of the Zoning By-law requires one (1) balcony or porch for every unit that faces a public street at or above the first storey and that these balconies have a minimum area of 2 square metres. The proposed development has included balconies for every unit facing Carruthers Avenue above the first floor. The proposed development has not included balconies on the first floor due to the half sunken basement units. In order to ensure ample egress through the windows of the basement units, balconies have not been included on the first floor. Walk-out/porches are also not proposed due to the first floor being elevated above grade. The proposed balcony locations maintain the intent of the Zoning By-law provision by ensuring that there are eyes on the street and opportunity for animation of Carruthers Avenue. As such, the proposed amendment is considered to be appropriate.

#### **Amendments specific to 177 Armstrong Street:**

- / **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.
- / **Minimum Parking Space Provisions:** The existing site-specific exception 2701 permits a minimum parking space width of 2.4 metres and depth of 4.6 metres. Through the proposed development, the number of parking spaces has been reduced, and as such, the proposed vehicle parking space will now adhere to the typical minimum parking space provisions. As such, it is proposed that these site-specific provisions be removed.

#### **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, however, Section 107 requires a driveway providing access to parking spaces other than in a parking garage or parking lot must have a minimum width of 2.6 metres. The revised development has proposed a minimum width of 5.3 metres for the private way. The private way is part of the previously approved development at 177 Armstrong Street, however, the application of one lot for zoning purposes has triggered the required to review the planned unit development zoning provisions. The private way is intended to serve two lanes of vehicles and provide access to one (1) vehicle parking space and garbage pickup associated with the existing and proposed building. The width of the private way was previously approved to be 5.5 metres, however, the reduction by 0.2 metres is not anticipated to create any issues with respect to ingress and egress on the property.



## Conclusions

It is our professional opinion that the revised Zoning By-law Amendment and Site Plan Control applications to facilitate the development of the proposed low-rise apartment represents good planning as follows:

- / The proposed development remains consistent with the Provincial Policy Statement by providing residential development that will provide increased 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, RPP MCIP  
Senior Planner