

Proposed Zoning Changes to regulate Low-Rise Residential Infill in the General Urban Area

Introduction

In 2015, two zoning by-law amendments were approved by the former Ontario Municipal Board that brought Council's residential infill regulations into effect. The Mature Neighbourhoods Overlay (MNO) was created with zoning rules based on the look along any street, with specific attention given to both how front yards and corner side yards are used for landscaping, driveways and parking, walkways, and to whether the front door of the dwelling unit is visible from the street. The Streetscape Character Analysis (SCA) process requires the documentation of these incidental uses within the front and corner side yards to determine the dominant look along the street. It must be completed prior to submitting development applications, including land use applications, building permits and private approach permits. The dominant character along the street must be reflected and enhanced in new developments and additions to existing dwellings that would be visible from the street.

The Infill 2 Alternative Development Standards for Residential Uses in the Urban Area zoning regulations are intended to reduce the impact felt by the introduction of new development by lowering maximum allowable dwelling heights, increasing rear yard setbacks, regulating projections into rear yards, and regulating rooftop terraces.

Council passed a Motion directing staff to monitor the effects of both infill by-laws and report back in two years. A detailed summary of findings was presented to Planning Committee on May 22, 2018 (ACS2018-PIE-EDP-0030). Based on those findings, as well as input received from stakeholders, a zoning strategy is being proposed that would create new regulations for front and corner side yards that puts soft landscaping first, before driveways, parking, walkways and ground-level projections such as landings, stairs and porches.

Because infill developments are occurring throughout the residential neighbourhoods within the Greenbelt, the proposed strategy outlined herein will introduce rules that would affect all such urban residential neighbourhoods, and not only those within the Mature Neighbourhoods Overlay. Appendix A identifies the boundaries of the MNO and the Infill 2 residential neighbourhoods within the Greenbelt.

Further, to ensure that new development and additions reflect and enhance the mature streetscapes, the SCA process and related zoning requirements will continue to apply only within the Mature Neighbourhoods Overlay, as specified herein.

Rationale for Proposing Changes to the Infill Zoning Rules

What's the Problem we are Trying to Solve

For more than thirty years, City of Ottawa Official Plans have had general policies to encourage infill to meet the demands for housing within the Greenbelt while discouraging additional sprawl. Infill is to be designed to fit in within the existing lot and building fabric, recognizing the zoning allowances for different residential areas.

Concerns with new infill, created on existing residential streets, are universal. Infill, by definition, is the creation of a new lot by cutting an existing one into two or more lots. An infill lot will generally be narrower than those neighbouring lots that have not been severed. It may also contain a different type of dwelling than exists on other lots along the street where the zoning permits this. How the front and corner side yards are used, when lots become narrower and yards are smaller, is complex when trying to maintain the look along the street.

The City of Ottawa Zoning By-law's Residential subzones were created based on the prevailing lot fabric and built form of established communities. It is for this reason that the impacts of infill where lot fabric and/or built form is changing are felt more greatly. As an example, an existing lot may contain a house with an individual driveway that fits the front yard pattern adequately. If this lot is subsequently severed into two, and replaced with two separate infill houses each with an individual driveway, this represents an increased impact in terms of hard surfacing, since there are now two driveways occupying the original lot width.

Since the beginning of the infill study in 2010, staff have heard that the absence of landscaping and trees, in favour of paved front yards¹ for driveways and parking, and garages dominating the front faces of homes are the biggest problems as these often conflict with the softly landscaped front yards of existing lots. Council and communities want to maintain, if not enhance, the look along their residential streets. This means that new infill, new dwellings and additions to existing homes should complement the look along the affected street.

The greatest challenge when introducing more dwelling units within a streetscape has been to maintain the street's character while attempting to ensure that all the uses of a front yard are enabled on smaller amounts of land. Front yards have many incidental uses including: 1) soft landscaping between the dwelling and the street for safety and privacy; 2)

¹ Corner side yards have similar function to, and will be subject to the same regulations as, front yards. For purposes of brevity, wherever the terms 'front yard' and 'front yard setback' are used, such will also apply to corner side yards and their setbacks, unless otherwise noted.

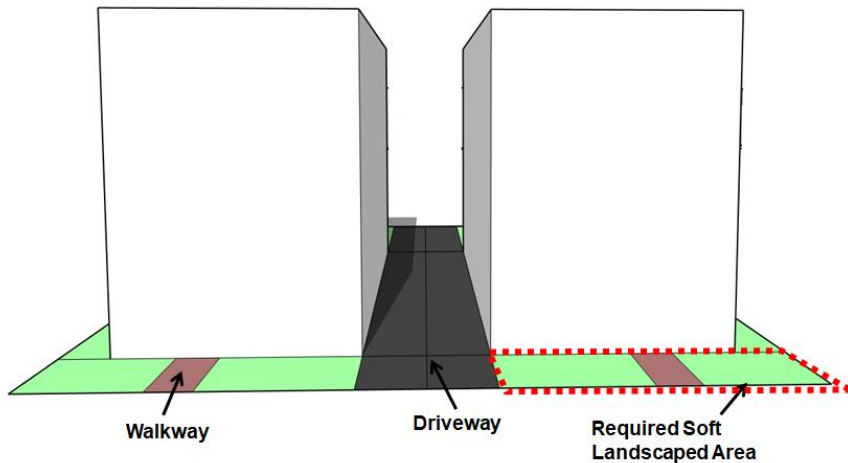
pedestrian access by walkway or driveway; 3) car access; and 4) at-grade projections to access the front door, as shown in Figure 1.

Figure 1. Illustration of the Incidental Uses of Front and Corner Side Yards² including soft landscaped areas, driveways, walkways, paths to the front door, and projections.

Driveways

Individual and double-wide driveways are permitted based on the lot width, and whether they are the dominant pattern along a street. Their presence affects the amount of yard area capable of being retained in soft landscaping.

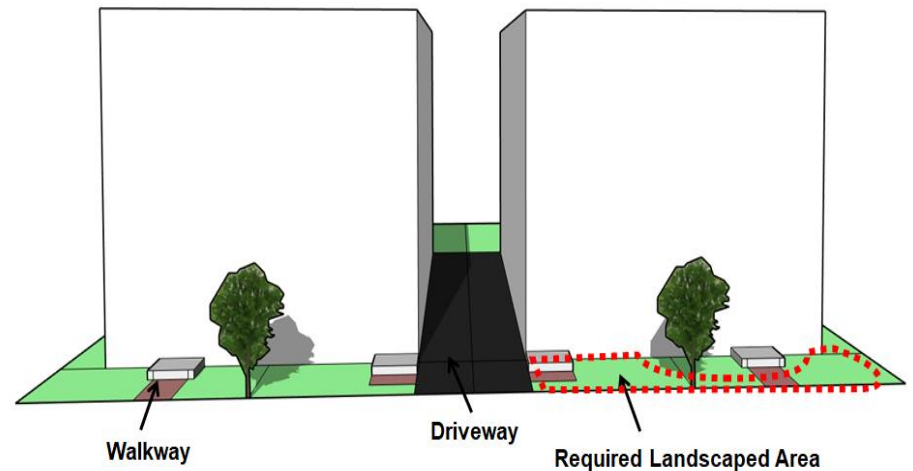
The sketch below highlights a shared driveway of 3 m that provides the opportunity to build two dwellings using less width than would be necessary for two individual driveways (between 5.2 m – 6 m) that provides access to side or rear yard parking resulting in no attached or integral garages / carports facing the street and a substantial amount of yard area available for soft landscaping and trees.



Projections

Projections provide some variety and interest along a street and can range from small landings with a stair or two, to many stairs and a porch or patio. On small lots with narrow widths or small front yard setbacks, the provision of soft landscaping becomes more challenged due to a need to attempt to accommodate all four incidental uses into a front or corner side yard.

By putting soft landscaping first, a trade-offs on other incidental uses will need to be considered, such as individual driveways, front patios and porches, and whether a walkway from the street to the main door is really necessary.



² All sketches herein are intended to show the uses of front and corner side yards only. The dwelling block shapes are not intended to present a favoured type of building design and are only included for perspective. In addition, projections are only shown on the After sketches merely as a reminder that these take up space in a front/corner side yard and these may be traded-off where necessary to meet the minimum required soft landscaped area.

Infill zoning regulations do not deter development from occurring. Rather, they regulate based on the context in which the new lot, new dwelling or addition is located. However, despite the intent of the Mature Neighbourhoods Overlay that landscaping trumps parking, soft landscaping continues to often be relegated to whatever spaces are 'left over', after driveways, walkways and projections are created. Often these leftover spaces are no more than narrow landscaped strips, which may or may not consist of soft vegetation, which often stands in stark contrast to the existing streetscape.

Three challenges related to infill were identified in the May 2018 Infill Monitoring report that required further review and resolution to achieve greater compatibility with the existing neighbourhood streetscapes. These are:

1. Retention and renewal of soft landscaping and the mature tree canopy,
2. Location and management of parking and vehicular access, both on and off site, and
3. Dwelling type and design compatibility, including typical zoning measures such as bulk, massing and height, as well as the look that the dwelling presents to the street.

Retention and Renewal of Soft Landscaping and a Mature Tree Canopy

Concern over the loss of "green space" and the tree canopy remains a significant concern, and a flashpoint of discontent with new infill and intensification development projects both within and beyond the Mature Neighbourhoods Overlay area. While the rear yard amenity area and increased setback regulations appear to be successful in maintaining permeable space, the same cannot be said for the front yard.

Introducing a soft landscaped area requirement in front and corner side yards, as proposed herein, will provide much needed permeable soft surfaces to echo neighbouring front lawns and allow for on-site stormwater retention and snow storage. In many cases, the soft landscaped area will be able to support a tree, thus increasing the urban tree canopy which, in turn, assists in reducing carbon emissions.

Parking and Access

While the established character of a neighbourhood may be characterized by wider lots, wider façades and more space to balance a green front yard, attempting to accommodate all of a front yard's uses on narrower lots has resulted in parking continuing to dominate the façades and streetscapes. As a result, the more prominent and distinguishable elements of community character, including green front yards and the presence and visibility of front doors and living space windows,

rather than garage doors, either disappear or are relegated to secondary importance. As long as on-site parking remains a desired element among home purchasers, it will remain a critical driver for architectural design of at-grade façades and create tension with the community's desire for soft landscaping whenever infill lots are created. Further regulatory direction is intended to be proposed to implement fully the intent of the Infill By-laws.

Architectural Compatibility and Design

The continued intensification pressure to develop on smaller lot widths has led to a desire to expand the building envelope to the maximum as permitted by the underlying subzones. The reductions in bulk and massing as a result of the Infill 2 zoning regulations have been generally successful. However, the design of the front face of infill dwellings and the continued focus on the provision of individual driveways and on-site parking continues to be of concern.

In particular, integral garages began to pop up that do not represent the look of many older homes within the Mature Neighbourhoods Overlay. An attached garage is located next to the dwelling and its front door and is accessed by a driveway along the interior side lot line. By contrast, integral garages and carports take up much of the first storey front face of the building reducing the opportunity for entrances and wide windows along the front of the house. The integral garage drives the design of the building itself, as well as the uses of the front yard, ensuring that the primacy of cars over landscaping continues. This is despite the fact that these neighbourhoods were designed prior to the commercialization of the automobile in the 1950's.

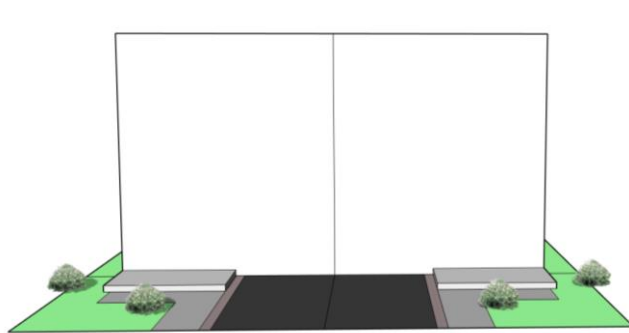
Similarly, integral carports are being created underneath the first storey creating what appear to be houses on stilts. These designs continue to prioritize car parking and storage over soft landscaped yards. These newer designs do not fit well with those mature neighbourhood streets where garages and carports are not the dominant character. As such, new regulations for garages are proposed to be introduced, as discussed herein.

What have we observed?

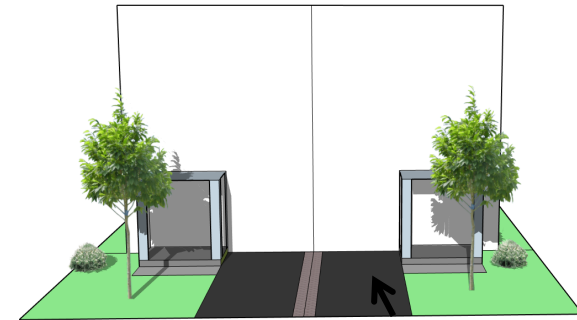
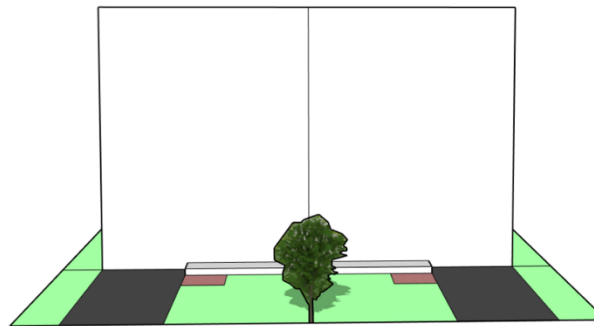
While the current infill regulations have been effective in prohibiting driveways and new curb cuts on the narrowest lots and on streets without driveways, the loss of soft landscaping continues to be significant. There is a need to rebalance the varied demands of a front yard and front façade and make decisions - particularly on small lots - on what front yard

uses will take priority. Soft landscaping, pedestrian-oriented design, and compatibility with existing context should have higher priority, and should be the drivers for design as these neighbourhoods evolve and intensify per the Official Plan.

What we are getting in MNO

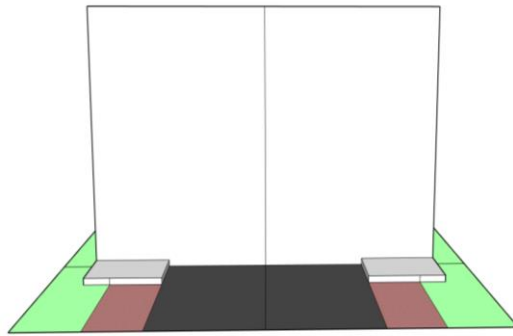


What we would like to see

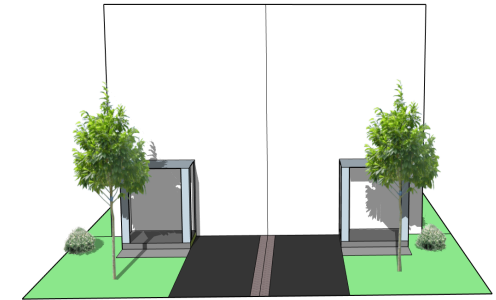
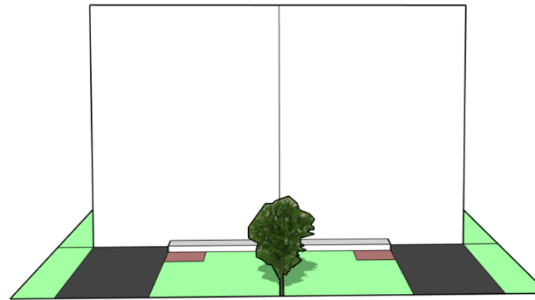


In the Infill 2 area outside of the Mature Neighbourhoods Overlay, the larger driveway and walkway widths are permitted, where the latter are allowed to be next to the driveway, have led to the creation of implicit driveway widenings and unauthorized front yard parking. As a result, new infill in these urban neighbourhoods changes the streetscape dramatically, removes most soft landscaping from the front yard, and creates significant enforcement challenges for the City's By-law enforcement team. It has become clear that the rules governing driveways and walkways in the Infill 2 area need to be re-examined to restore balance in how front yards are used. Doing so will provide opportunity to retain and renew the mature tree canopy that forms a critical part of the character of many of these neighbourhoods.

What we are getting in Infill 2 outside MNO



What we would like to see



Proposed Strategy to Address the Problem

With this proposed infill zoning strategy focussed on the provision of Soft Landscaping First, trade-offs will have to be made on small lots with short front yard setbacks such as whether to develop a driveway, a walkway, and the type and size of any at-grade projections such as window wells, landings, stairs, and porches. Appendix B illustrates the various incidental uses of front and corner side yards. For example, using shared driveways rather than individual ones leaves more space for soft landscaping and projections. On smaller lots, it is more efficient to have pedestrians access the property via the driveway rather than create a separate walkway, thereby leaving more room for soft landscaped yard area that also meets the on-site need for snow storage.

Appendices B and C illustrate Before and After designs, in the Mature Neighbourhoods Overlay and Infill 2 Areas outside of the MNO respectively. These show how the proposed zoning strategy will help to retain the primacy of soft landscaped yards along streets. In many cases the proposed aggregated minimum required soft landscaped yard area will assist in providing sufficient soil volume to enable the planting of a tree either on-site or to supplement the conditions for a street tree within the right-of-way.

Neighbourhoods Requesting to be added to the Mature Neighbourhoods Overlay (MNO)

In the Memo that went to Planning Committee May 22, 2018, staff recommended that neighbourhoods be given a comprehensive zoning review prior to any proposed addition to the Overlay. However, since that memo was presented, the infill zoning strategy has evolved, in some respects as a direct result of these other neighbourhoods. It is proposed that the new infill zoning rules will apply to all urban residential neighbourhoods located within the Greenbelt. As a result, staff expect that the infill concerns expressed by residents in neighbourhoods outside of the MNO will be mediated by the zoning strategy proposed here.

Existing zoning requirements of, and proposed zoning changes to, the Mature Neighbourhood Overlay neighbourhoods are noted in Table 1. Table 2 details the existing zoning regulations and proposed zoning changes to the urban neighbourhoods inside of the Greenbelt, but outside of the Overlay. Table 3 details existing Infill 2 zoning regulations that are proposed to be modified and affect both the MNO and the remaining urban neighbourhoods.

Changes to the Mature Neighbourhoods Overlay

Proposed changes to the Mature Neighbourhoods Overlay will affect residential development of four storeys or less, including new lots, new dwellings and additions in the front, side and corner side yards.

Staff propose to remove the application of the MNO to multiple non-residential zones. Rather it would apply only to the R1-R4 Zones, commensurate with the current application of the Alternative Development Standards Infill 2 regulations. Applying residential infill regulations to residential lots located in commercial zones would hinder the application of appropriate commercial and mixed-use land use objectives.

In addition, Lebreton Flats was inadvertently included in the Mature Neighbourhoods Overlay, but given that it is a redevelopment area with no existing streetscape, the area should be removed from the Overlay.

Table 1. Existing and Proposed Zoning Regulations for development in the Mature Neighbourhoods Overlay

Issue	Existing Rules Mature Neighbourhoods Overlay	Proposed Strategy
Ensure that new dwellings and additions maintain the look and build-to line of other houses along the street	Based on the average of the dwelling front yard setbacks on abutting lots. This provision is effective; however, staff propose a revision to the rule so that it is effective across all urban neighbourhoods.	<p>The current regulation is that the minimum front and corner side yards are based on the average front yard setback of the two abutting lots (on either side) but need not exceed 6 metres. Staff suggest that the latter part of the regulation be revised to reflect the minimum front yard setback applicable in the Residential Subzone or area-specific exception zone.</p> <p>The intent of the existing MNO rule is to not require that a dwelling be set back further than the established minimum required in the subzone. Many urban residential subzones have lesser setbacks of 3 m rather than of 6 m.</p> <p>Further, the intent is to provide a reasonable standard, and not reflect those cases where the established setback is larger than required, which would result in the underdevelopment of the permissible building envelope.</p>
Ensure yards abutting streets consist of soft landscaping	<p>The current requirement is that new development must provide the same extent of landscaping as determined by the SCA's confirmed dominant landscaped character.</p> <p>S. 139 Table 10 sets the type and amount of lot width that may be taken up by a driveway. Other than for lot widths of less than 6 m where individual driveways are not permitted, calculations based on these regulations result in, at the most permissive, no individual driveway permitted to take up more</p>	<p>The following proposed zoning regulations would apply to replace the SCA requirement to document landscaped areas with specific development and performance standards:</p> <ol style="list-style-type: none"> 1. Require minimum percentage of the front yard and of the corner side yard areas that must be used for soft landscaping only. Requiring a percentage of front and corner side yards being devoted solely to soft landscaping puts "Landscaping First", before cars and the inevitable need for access, parking and on-site storage.

Issue	Existing Rules Mature Neighbourhoods Overlay	Proposed Strategy
	<p>than 40% of the lot width. However, there is no upset limit of the amount of yard area that may be used for everything other than soft landscaping, because walkways and at-grade projections also take up front or corner side yard area.</p> <p>Subsection 139 (16) (b) permits a walkway that may extend from the right-of-way (i.e. property line or sidewalk) to the main door. Driveways and walkways, in addition to permitted projections such as landings, porches and stairs, have a direct relationship to the amount of yard area that is used for something other than for soft landscaping.</p> <p>The combined amounts used for the driveway, walkway and projections leaves little front lawn left. The amount of land 'leftover' is what would be used as soft or a combination of soft and hard landscaping.</p>	<ol style="list-style-type: none"> 2. Only once the minimum required soft landscaped area is provided, may a driveway or a walkway, or both where these are permitted, be allowed. 3. The minimum required soft landscaped area must be aggregated, meaning the minimum amount must be combined into one area within the affected yard. 4. Smaller lots, and those with small front yard setbacks will be subject to a lesser percentage required, while the smallest of lots will not have a numerical standard but will have to comply with the regulations noted below in 5-7. 5. In all cases, the required soft landscaped area must be located adjacent to the street property line. In doing so, the combined soil volume will be increased, enabling a street or property tree. Many lots will have sufficient yard area available for soft landscaping which will help in creating optimal circumstances for tree planting. 6. Additional development standards that regulate the permission for, and maximum widths of, driveways and walkways, will result in larger amounts of the front or corner side yard area available to meet the minimum required amount of soft landscaped area. 7. Revise the definition of soft landscaped area to indicate that only organic materials are permitted, though materials such as riverwash stone and mulch are permitted as accessory ground cover. These will only be permitted in an accessory manner, where these materials are secondary to and subordinate to the main use of a garden or tree planting.

Issue	Existing Rules Mature Neighbourhoods Overlay	Proposed Strategy
Simplify and capture the important uses of front yards through the SCA process	<p>The SCA Process quantifies how many of upwards of 21 lots consist of one or more of these land use attributes as seen from the street:</p> <ul style="list-style-type: none"> - How much of a yard consists of soft landscaped area, - The driveway width to lot width ratio (less than 1/3rd, between 1/3rd and 1/2, 1/2 or more of the lot width), - Whether any of the affected lots consist of legally-created front yard parking, if new FYP is being proposed, and - The orientation of the main entranceway (facing or not facing the street on which the entrance is located). 	<p>Simplify the SCA documentation and add conditions of the land use attributes that must be documented. To simplify the documentation:</p> <ul style="list-style-type: none"> - no need for review/calculation of landscaped area, - remove driveway: lot width calculations - continue to identify whether a main door faces the street - continue to document legally-established cases of front yard parking if an application for a new space is intended; and - <p>The following new conditions to be documented would include:</p> <ul style="list-style-type: none"> - whether driveways exist or not, and whether driveway character is of single- or double-wide driveways. <p>Staff continues to have concerns with the introduction of an attached or integral garage or carport on some streets within the MNO, where these are not the dominant character along the front face of the dwelling, because doing so reaffirms the primacy of the car in the design of the lot and of the attached garage/carport on the design of the dwelling and its façade which goes against one of the main principles of the Mature Neighbourhoods Overlay. Staff is considering whether to require the documentation of attached garages/carports where these exist along the front face of the dwelling.</p> <p>The results of the SCA process identify the dominant streetscape character, and therefore the appropriate infill zoning regulations by which an application must conform.</p>

Issue	Existing Rules: Mature Neighbourhoods Overlay	Proposed Strategy
Driveway Access and Parking	<p>No parking is required for any dwelling type that contains less than 13 dwelling units.</p> <p>However, where parking is provided, the MNO has several regulations to manage this on-site, including:</p> <ul style="list-style-type: none"> - prohibiting front (and corner side) yard parking - prohibiting individual single driveways (and curb cuts) on narrow lots (of less than 6 m), - prohibiting driveways on streets where the SCA determines that driveways are not the dominant character - requiring that access must be only via an open and travelable rear lane where this exists - permitting shared driveways wherever driveways are the dominant character - requiring maximum driveway widths based on lot width - Restricting double-wide driveways to lots with widths of 15 m or more; and - Requiring maximum double-wide driveway width based on lot width. 	<p>All the current MNO prohibitions, restrictions and permissions affecting driveways and parking continue as noted in Column 2, though some would be modified.</p> <p>Additional regulations would also be introduced. Proposed changes include the following:</p> <ul style="list-style-type: none"> - Increase the minimum lot width at which individual, single driveways would be permitted (greater than 7 m) - Prohibit double-wide driveways except where these are the dominant character - Introduce a minimum landscaped area required between side-by-side driveways, where this extra width could also be used for egress from a car where necessary. <p>The purpose of this rule would be to break up the monolithic hard surface, and provide a visual cue indicating that side-by-side driveways are not double-wide driveways, the latter of which may not be in character with other driveway widths along the street; and</p> <ul style="list-style-type: none"> - Possible zoning changes could be to only allow attached/integral garages and carports on streets where these are the dominant character, or could include a minimum specified setback (in metres) that is farther from the front lot line than that portion of the front façade that contains the main entranceway.
Walkways	Current MNO regulations include:	Proposed changes will remove the right to a walkway running the length of the front yard from the lot line to the front door on small lots,

Issue	Existing Rules: Mature Neighbourhoods Overlay	Proposed Strategy
	<ul style="list-style-type: none"> - Walkways back from street or sidewalk to main door are permitted on lots with any lot width, regardless of whether a driveway is or is not permitted - Maximum width is 1.25 m - Must not be located next to a driveway - Must not be used for a parking space or a portion of a parking space - Paths that are mostly parallel to the street provide access from the driveway to the front door are permitted to a maximum width and depth of 1.25 m. 	<p>where a driveway is provided, or reduce the amount of yard area taken up by hard-surfaced walkways.</p> <p>On the narrower lots, walkways back from the street lot line or sidewalk to the main entry take up more of what little front yard would otherwise be available for soft landscaping. If infill results in narrower lots, then some incidental use of the yard, other than for soft landscaping, will have to be compromised.</p> <p>A walkway or path would be permitted to cross through an aggregated soft landscaped area, because the soil located beneath the walkway remains available for tree plantings, but the area of the walkway would be excluded from the calculation of the minimum required aggregated soft landscaped area.</p> <p>This is to ensure that the streetscape character of soft landscaped front and corner side yards is maintained when new development is introduced.</p> <p>For walkways back from the street or sidewalk to a main door, the proposed strategy is:</p> <ul style="list-style-type: none"> - To prohibit them on narrow lots, allowing driveways and paths from driveways to main door to function as pedestrian access, excepted as noted herein - Where permitted, a walkway may pass through the minimum required aggregated soft landscaped yard area, but it must not be counted within the provided aggregated soft landscaped area - Continue to permit them, per the above, where a driveway is prohibited or not provided

Issue	Existing Rules: Mature Neighbourhoods Overlay	Proposed Strategy
		<ul style="list-style-type: none"> - Continue to permit one on the frontage that does not contain a driveway in the case of a corner lot - Continue to prohibit a walkway from being used for a parking space or part of a parking space
Break-up hard surfaces by requiring landscaping between them	<p>no current regulation</p> <p>Many new infill lots are designed with individual driveways located next to each other, in the case of attached dwelling units. Often these resemble double-wide driveways that consist of hard, monolithic surfaces, where these are not the dominant look along the street.</p> <p>In addition, while the current regulation prohibits a walkway from locating next to a driveway, so that it may not be used for all, or a portion of, an illegal front yard parking space, there is no specified minimum space required to separate these, resulting in almost continuous driveway/walkway hard surfaces.</p>	<p>Require landscaping strip between side-by-side driveways located along common lot lines or in front of the common wall of attached dwelling units on same lot, and</p> <p>Introduce a minimum required width of a soft landscaped strip between a walkway and a driveway.</p>
Garages / carports attached or integral to dwelling units	<p>Unless the dominant character along a street is of attached garages / carports being flush with the front wall of the dwelling, no garage or carport may be located closer to the front (or corner side) lot line than the front (or corner side) wall of the dwelling.</p>	<p>Staff continues to have concerns with the introduction of an attached or integral garage or carport on some streets within the MNO, where these are not the dominant character, because doing so reaffirms the primacy of the car in the design of the lot and of the attached garage/carport on the design of the dwelling and its façade which goes against one of the main principles of the Mature Neighbourhoods Overlay.</p>

Issue	Existing Rules: Mature Neighbourhoods Overlay	Proposed Strategy
		Possible zoning changes could be to only allow attached/integral garages and carports on streets where these are the dominant character, or could include a minimum specified setback (in metres) that is farther from the front lot line than that portion of the front façade that contains the main entranceway.
Projections into the Front Yard or Corner Side Yard	Projections into Front and Corner Side Yards are regulated per S. 65 of the Zoning By-law 2008-250. Because the proposed minimum aggregated soft landscaped area is new, there is no reference to this in S. 65.	Add a rule that states that no at-grade projection may project into the minimum required aggregated soft landscaped area in the front yard and in the corner side yard.
Long-Semi Detached Development Standards	A long semi-detached may occur on a lot that is minimum 10m in width, but the required lot area is not consistent with the underlying subzones for a lot that is 10m in lot width, thereby forcing a need for variances.	Development standards will be modified where a long semi-detached occurs to regularize the 10m minimum lot width standard with the underlying zoning.

Changes to the Residentially-Zoned Properties in Infill 2

Table 2 identifies proposed changes that will affect residentially-zoned properties within the Infill 2 area that are outside of the Mature Neighbourhoods Overlay, which will have the same effect as those that are applied within the MNO. Many neighbourhoods in Infill 2 represent the second wave of residential development and include the mature outer urban areas located south, west and east of the downtown within the Greenbelt. Many of these areas were the original suburban areas of the city and have developed with low- to mid-densities on wide lots, where not all the potential building envelope has been used resulting in larger side and rear yards than required under zoning.

The proposed zoning changes affect how front and corner side yards will be used, giving primacy to soft landscaping which must be provided above all other incidental uses. Once the required minimum aggregated soft landscaping area is provided, then a driveway and walkway are permitted subject to other conditions, and projections may be permitted.

Zoning By-law 2008-250 generally permits a maximum 50% of the front yard area to be used for a driveway in the urban residential areas within the Greenbelt³. This results in the other 50% of the front yard being available not only for soft landscaping, but also for a walkway and any projections, including porches and patios, all of which inevitably results in less than 50% being developed with soft landscaping.

In establishing a minimum percent of the front yard and corner side yard that must be soft landscaped, such will be required and provided for first, before designing with the intention of accommodating one or more cars on the property.

Table 2 – Current and Proposed Rules for all Urban Residential Neighbourhoods located within the Greenbelt, outside of the Mature Neighbourhoods Overlay

objective	Existing Rules: Alternative Zoning Standards for Urban Residential Neighbourhoods (Infill 2 area outside the MNO) and Zoning By-law 2008-250 regulations	Proposed Strategy
Ensure that new dwellings and additions maintain the look and build-to line of other houses along the street	<p>Zoning By-law 2008-250 establishes the minimum front and corner side yard setbacks for residential land uses in the residential subzones.</p> <p>Section 123 allows a front yard setback to be reduced based on the average of the abutting residential lots but does not require this. The provision was created at a time when the</p>	<p>Propose that the minimum front and corner side yards must be based on the average of the two abutting lots (on either side) but need not exceed the minimum required yard setback identified in the affected Residential Subzone or area-specific exception zone, as is in effect in the Mature Neighbourhoods Overlay.</p>

³ Driveways may be increased to a maximum size of 2.6 m x length of the front or corner side yard, but in no case may take up more than 50% of the yard.

objective	Existing Rules: Alternative Zoning Standards for Urban Residential Neighbourhoods (Infill 2 area outside the MNO) and Zoning By-law 2008-250 regulations	Proposed Strategy
	<p>landowner would have had to pay for two building location surveys, one per abutting lot that would have been costly to undertake, with no guarantee that abutting landowners would allow surveyors onto their lots.</p> <p>With the advent of GeoOttawa http://maps.ottawa.ca/geottawa/, the interactive land use map of the City of Ottawa available online, the location of all principal and accessory buildings on all lots is shown, and measurement of their actual front and corner side yards is easy to undertake with the use of the “I Want” dropdown menu.</p>	<p>The intent of the rule is to maintain setbacks that are consistent with dwellings on bordering properties.</p>
Ensure yards abutting streets consist of soft landscaping	<p>The current rule establishes the left over spaces that must be used for soft landscaping: All lands within front and corner side yards that are not used for parking spaces, driveways, aisles, permitted projections, accessory buildings or structures or walkways must be landscaped with soft landscaping.</p>	<p>The following new regulations are proposed:</p> <ol style="list-style-type: none"> 1. Require minimum percentage of the front yard and of the corner yard areas that must be used for soft landscaping. Requiring a percentage of front and corner side yards being devoted solely to soft landscaping puts “Landscaping First”, before cars and their need for on-site access, parking and storage 2. Only once the minimum required soft landscaped area is provided, may a driveway or a walkway or both, where these are permitted, be allowed.

objective	Existing Rules: Alternative Zoning Standards for Urban Residential Neighbourhoods (Infill 2 area outside the MNO) and Zoning By-law 2008-250 regulations	Proposed Strategy
		<ol style="list-style-type: none"> 3. The minimum required soft landscaped area must be aggregated, meaning it must be combined into one area within the affected yard. 4. Smaller lots, and those with small front yard setbacks will be subject to a lesser percentage required, while the smallest of lots will not have a numerical standard but will have to comply with the regulations noted below in 5-7 below. 5. In all cases, the required soft landscaped area must be located adjacent to the street property line. In doing so, the combined soil volume will be increased, enabling a street or property tree. Many lots will have sufficient yard area available for soft landscaping which will help in creating optimal circumstances for tree planting. 6. Additional development standards that regulate the permission for, and maximum widths of, driveways and walkways, will result in larger amount of the front or corner side yard area available to meet the minimum required amount of soft landscaped area. 7. Revise the definition of soft landscaped area to indicate that only organic materials are permitted, and where materials such as riverwash stone and mulch are permitted as accessory ground cover.

objective	Existing Rules: Alternative Zoning Standards for Urban Residential Neighbourhoods (Infill 2 area outside the MNO) and Zoning By-law 2008-250 regulations	Proposed Strategy
Driveway Access, maximum widths and on-site parking	<p>Parking is not permitted in any front yard or corner side yard.</p> <p>Individual driveways are permitted on all lots or per each attached dwelling unit.</p> <p>The minimum driveway width is 2.6 m.</p> <p>Driveways may be increased to a maximum size of 2.6 m x length of the front or corner side yard, but in no case may take up more than 50% of the yard.</p>	<p>Proposed changes include the following:</p> <ul style="list-style-type: none"> - Prohibit individual driveways on lots with lot widths of 7 m or less - Introduce maximum driveway widths based on lot width, with a maximum individual driveway width of 3 m, and maximum double-wide driveway of 5.5 m. <p>Introduce a minimum landscaped area required between side-by-side driveways, where this extra width could also be used as egress from a car where necessary.</p> <p>The purpose of this rule would be to break up the monolithic hard driveway surface, and provide a visual cue indicating that side-by-side driveways are not double-wide driveways, the latter of which may not be in character with other driveway widths along the street.</p>
Walkways	<p>The same rules apply for walkways back from the street to the main door and for paths that are mostly parallel to the street, providing access from the driveway to the door:</p> <p>Walkways are permitted to a maximum width of 1.8 m on lots of any lot width.</p>	<p>Proposed changes will remove or reduce the amount of yard area taken up by hard-surfaced walkways. On the narrower lots, walkways back from the street lot line or sidewalk to the main entry take up more of what little front yard would otherwise be available for soft landscaping.</p> <p>Where infill results in narrower lots, or where the front yard setback is best reflective of short setbacks on bordering lots, then some incidental use of the yard, other than for soft landscaping, will have to be compromised.</p>

objective	Existing Rules: Alternative Zoning Standards for Urban Residential Neighbourhoods (Infill 2 area outside the MNO) and Zoning By-law 2008-250 regulations	Proposed Strategy
	No separation space is required between a driveway and a walkway back from the street or sidewalk to the main door.	<p>A walkway or path would be permitted to cross through an aggregated soft landscaped area, because the soil located beneath the walkway remains available for tree plantings, but the area of the walkway would be excluded from the calculation of the minimum required aggregated soft landscaped area. This is to ensure that the streetscape character of soft landscaping is maintained when new development is introduced.</p> <p>For walkways back from the street or sidewalk to a main door, the proposed strategy is:</p> <ul style="list-style-type: none"> - To prohibit them on narrow lots, allowing driveways and paths from driveways to main door to function as pedestrian access, excepted as noted herein - Where permitted, a walkway may pass through the minimum required aggregated soft landscaped yard area, but it must not be counted within the provided aggregated soft landscaped area - permit a walkway, where a driveway is proposed to be prohibited or not provided - Continue to permit one on the frontage that does not contain a driveway in the case of a corner lot - prohibit a walkway from being used for a parking space or part of a parking space
Break-up hard surfaces by	no current regulation	Require a landscaping strip between side-by-side driveways located along common lot lines or in front of

objective	Existing Rules: Alternative Zoning Standards for Urban Residential Neighbourhoods (Infill 2 area outside the MNO) and Zoning By-law 2008-250 regulations	Proposed Strategy
requiring landscaping between them		the common wall of attached dwelling units on same lot, and Require a minimum width of soft landscaping strip between a walkway and a driveway.
Garages and Carports	Attached garages and carports may not be located closer to the street lot line than the 'front wall' of the dwelling (which is often interpreted to mean the closest point of any part of the dwelling wall, as opposed to be the main portion of the front façade that is closest to the lot line).	The dwelling's front façade should be more prominent than any garage or carport. Revise to state that any attached garage or carport must be set back a specified minimum distance (in metres) further than that portion of the front façade on which is located the main entranceway.
Projections not allowed in aggregated soft landscaped areas	Projections into Front and Corner Side Yards are regulated per S. 65 of the Zoning By-law 2008-250. Because the proposed minimum aggregated soft landscaped area is new, there is no reference to this in S. 65.	Add a rule that states that no at-grade projection may project into the minimum required aggregated soft landscaped front yard and corner side yard areas.
Flag Lot Configuration for Long semi-detached dwellings	No current regulation.	The flag lot requirements introduced in the MN Overlay also apply in the case of the Infill 2 areas, though the wording differs. The wording will be revised to be the same as what currently applies within the Mature Neighbourhoods Overlay, including the minimum lot width required of 10 m.

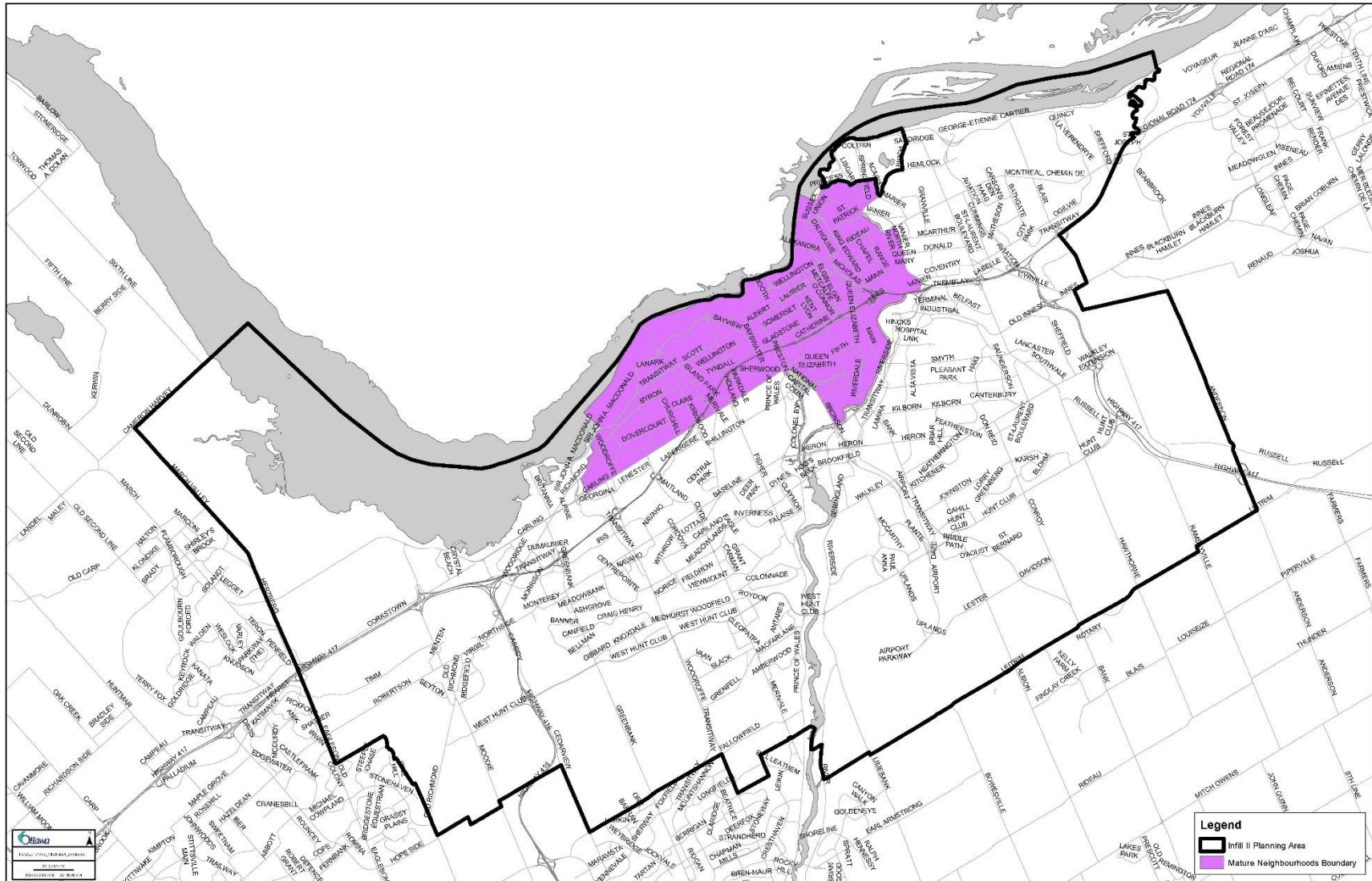
objective	Existing Rules: Alternative Zoning Standards for Urban Residential Neighbourhoods (Infill 2 area outside the MNO) and Zoning By-law 2008-250 regulations	Proposed Strategy
		<p>The intent is that the minimum 3 m of frontage continues to apply, but the flagpole need only be 1.5m wide. The lot that will have its dwelling located in the front yard closest to the street lot line will also have a minimum of 1.5m width. An easement is required where the minimum width is 1.5 metres. Allowing the 1.5 m width permits the dwelling closest to the street lot line to contain windows, which must be 3 m from a lot line.</p>
<p>Maximum height in the R3W Zone in Old Ottawa East</p>	<p>Maximum height for a triplex with a flat roof is 10 m and with a peaked roof is 11m. However, the R3W subzone shows a maximum of 8 metres.</p>	<p>This matter was raised during the Infill II OMB Hearing of concern to Old Ottawa East, which is aware of this issue. Recommend that the maximum height for triplexes in the R3W be revised to 10m and 11m respectively based on type of roof.</p>

Table 3. Proposed Changes to the Alternative Development Standards (Infill 2) that would affect residential lands within both the Mature Neighbourhoods Overlay and within the Infill 2 boundary

Objective	Alternative Development Standards for Urban Residential Neighbourhoods (Infill II)	Proposed Strategy
Soft Landscaped Area between a house and the street must not be replaced by a rooftop terrace	Rooftop terraces are permitted as amenity area. These obviously cannot replace the purpose and intent of the minimum aggregated soft landscaped front and corner side yards.	<p>In no case may the creation of a rooftop terrace remove the requirement to provide the minimum aggregated area of front and corner side yard that must be softly landscaped.</p> <p>The purpose of the soft landscaped area between a dwelling and the street is to provide separation from the street for safety and noise reduction purposes. It is not intended singularly as amenity area.</p>
Projections into Rear Yards	<p>Projections of balconies into the Rear Yard are prohibited on lots of 30 metres or less. The intent of the rule is to prohibit balconies into rear yards on lots with depths of 100 feet, which translates into 30.48 m which is greater than 30 m. As a result, the rule is not effective in meeting its intent that it applies to lots with the common 100-foot lot depth.</p> <p>Projections of bay windows are limited to 0.5 m into a yard on lots of 30 m or less in lot depth.</p>	<p>Modify the regulations on balcony and bay window projections, so that the regulations apply to lots with depths of 31 metres or less.</p> <p>Building Code staff have noticed that virtually all decks must seek minor variances to be able to extend into the rear yard when these are higher than 0.6 m from grade but limited to the floor level of the first floor. Decks should be permitted to project from the floor level of the first floor</p> <p>Permit rear decks to project into the rear yard where these may be higher than the current permitted 0.6 m off of grade, provided these are not higher than the “floor level of the first floor” that provides access to that rear deck.</p>
Emergency egress (switchback stairs)	S. 65 requires that fire escapes, including switchback stairs, project no more than 1.5 m into a yard, however that is insufficient space to allow for switchback stairs.	Allow switchback stairs and landings of no greater than 1 m ² to project 2.2 m into the rear yard where these are intended to provide means of egress for dwelling units located on the second or higher storeys.

Objective	Alternative Development Standards for Urban Residential Neighbourhoods (Infill II)	Proposed Strategy
Require common open space along block's common rear lot lines	<p>The wording of the Infill 2 rule differs from that used in the Mature Neighbourhoods Overlay and does not result in meeting the intent of the rule, which is to require a courtyard ("Interior yard") within which no dwelling or accessory building is permitted. The courtyard is required on a corner lot where one or more dwelling unit fronts on one street, while one or more other dwelling units fronts on the other street. The purpose of this regulation is to round off the open space common areas of backyards along a block.</p> <p>As worded, the regulation may result in very small rear yard setbacks, and not in a courtyard of at least 150 m².</p>	<p>Modify the wording of the Alternative Development Standards to ensure it does not conflict with the current wording of the comparable MNO regulation and that it results in the desired courtyard.</p>
Interior side yard setback in the R1 Zone	<p>The current wording of the R1 Zone, Subsection 155 (7) applies an extremely large combined interior side yard setback as soon as a lot has a width of 36 m, such that the change in requirement from 3m on a lot with a width of 35.9m jumps to 14.4 m as the width increases by 0.1 m to 36 m.</p> <p>The intent of the minimum interior side yard setbacks is that these should increase incrementally as the lot width increases, rather than apply the maximum of 40% of the lot width to all lots of 36 metres or greater.</p>	<p>Revise to state that the minimum combined interior side yard increases by 1 metre for each additional 1 m of lot width, to a maximum of 40% of the lot width.</p>
R1 Zone does not contain Alternative Rear Yard Setback Regulation	<p>no current regulation</p>	<p>R1 development of detached dwellings on corner lots is not subject to the increased Rear Yard setbacks. This was not intended and must be corrected, recognizing that the rear yard is that yard opposite the front yard.</p>

Appendix A - Map identifying the boundaries of the Mature Neighbourhoods Overlay and the Alternative Development Standards for Residential Uses in Urban Neighbourhoods (Infill II)

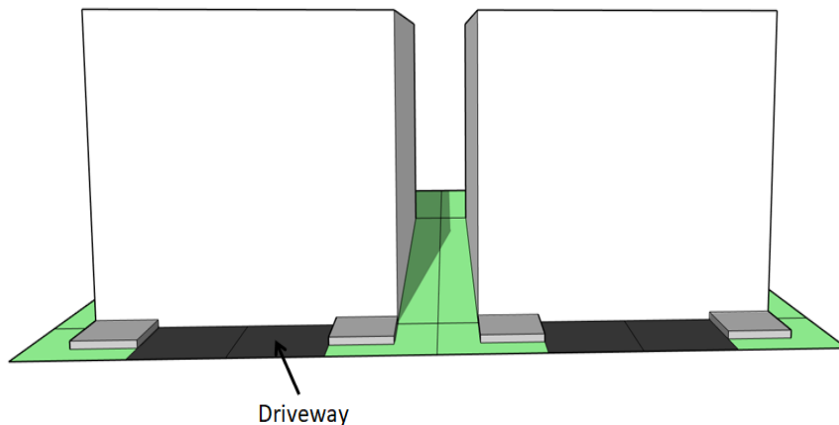


Appendix B Before and After Sketches – Any Residential Lot within the Mature Neighbourhoods Overlay

1. Two Semi-detached dwellings on narrow lots with 3-metre front yard setbacks

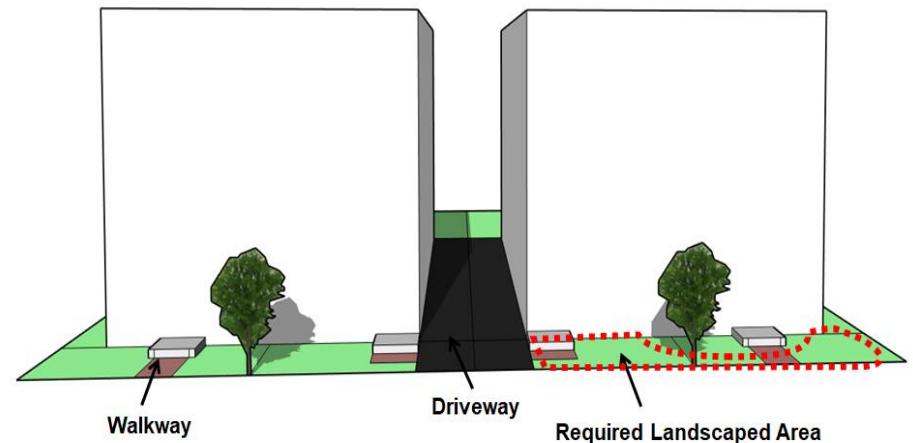
Before:

each of four principal dwelling units has its own individual driveways, and mid-sized projections, leaving very little useable soft landscaping areas in the front yards and only minimal strips along the exterior lot lines.



After:

Both semi-detached dwellings are on narrow lots where individual driveways would be prohibited, and in which access is by one shared driveway to side or rear yard parking, where two of the units have walkways back from the street, and those units abutting the shared driveway have paths from them to the door. This leaving more front yard area available for soft landscaping; and for shared front lawns that when combined, and abutting the street lot line, would be able to sustain a tree.

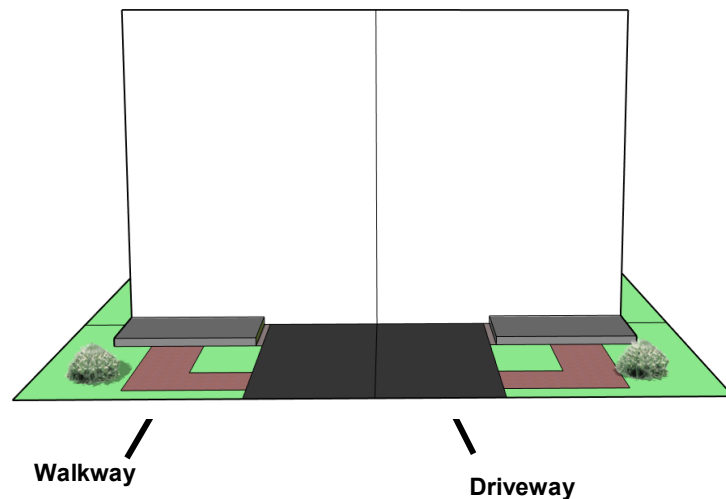


2. One Semi-detached dwelling on two lots with 6-metre front yard setbacks, each dwelling unit of which is permitted an individual single driveway

Before:

One semi-detached dwelling, where each dwelling unit is permitted a single-wide driveway with a maximum width of 2.75 m. Note the side-by-side driveways resemble double-wide driveways which are overbearing on such narrow lots, take up too much of the front lawns with hard monolithic surface that is not in keeping with many streetscapes.

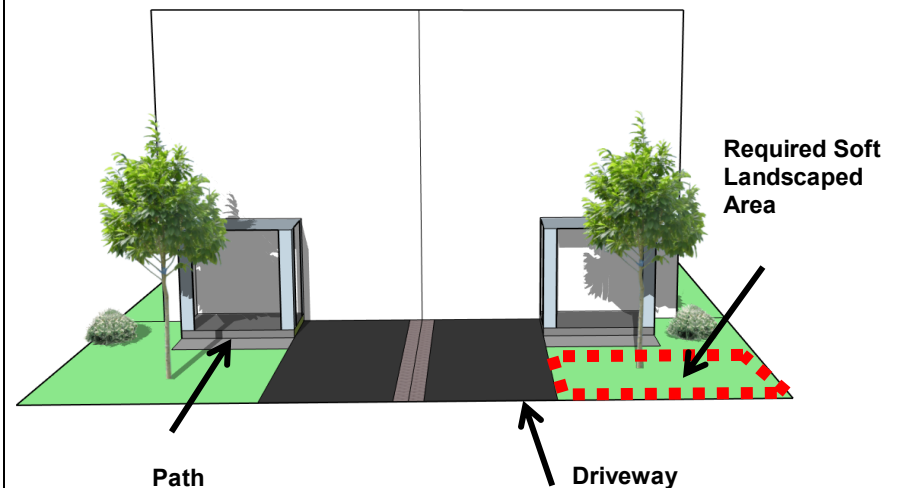
Individual walkways are permitted, though these are much larger than needed both in area and in width.



After:

One semi-detached dwelling, with side-by-side driveways, of smaller widths of 2.75 m, and landscaped buffer strip between the two of them that gives a visual cue of these being individual driveways serving each of the two dwelling units.

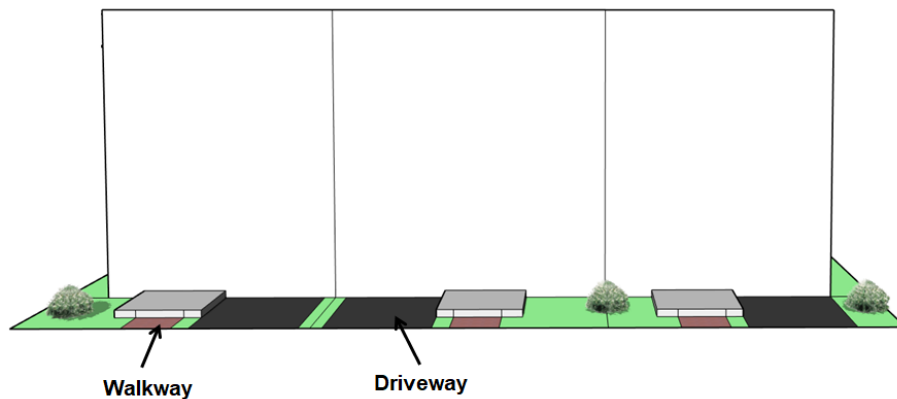
Individual walkways are prohibited with the driveways providing both car and pedestrian access. Paths from the driveway to the main door are permitted to a lesser maximum width, but wide enough to support a manual wheelchair and double-wide stroller. The projection is somewhat smaller. This design enables a mid-sized tree for each half of the semi-detached.



3. Three attached townhouses on lots with 3-metre front yard setbacks, permitted individual driveways of 2.75 m and individual walkways

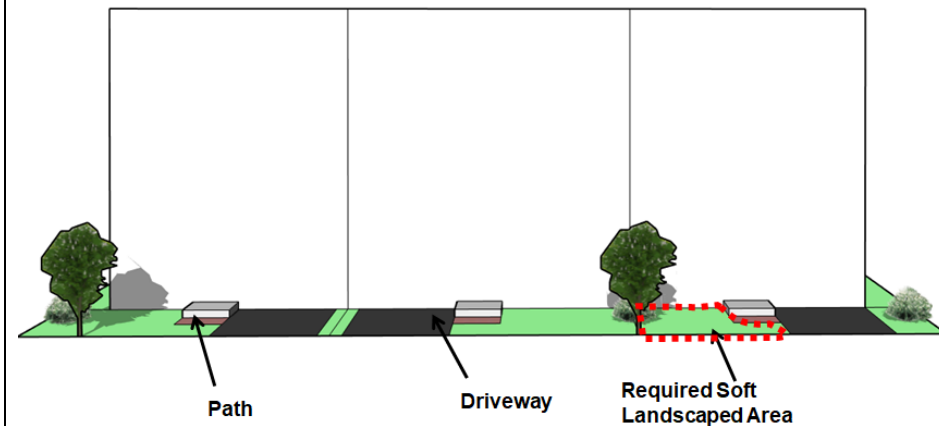
Before:

Each townhouse has a 3-metre front yard setback, is permitted a driveway with a maximum width of 2.75 m, a walkway of 1.25 m, and any-sized projection leaving minimum soft landscaped area and no room for any tree. The walkway must be separated from the driveway by a softly landscaped area.



After:

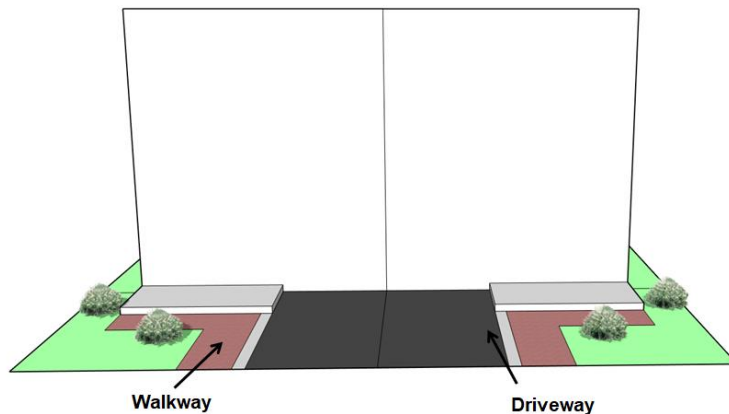
Each townhouse has a 3-metre front yard setback, is permitted a driveway with a width of 2.75 m, and no walkway back from the street or sidewalk is permitted. A path of 1.2 m is permitted that provides access from the driveway to a smaller projection accessing the front door. A path of 1.2 m is permitted that provides access from the driveway to a smaller projection accessing the front door.



4. A semi-detached dwelling with a 6-metre front yard setback on a lot that is permitted a maximum driveway width of 3 m

Before:

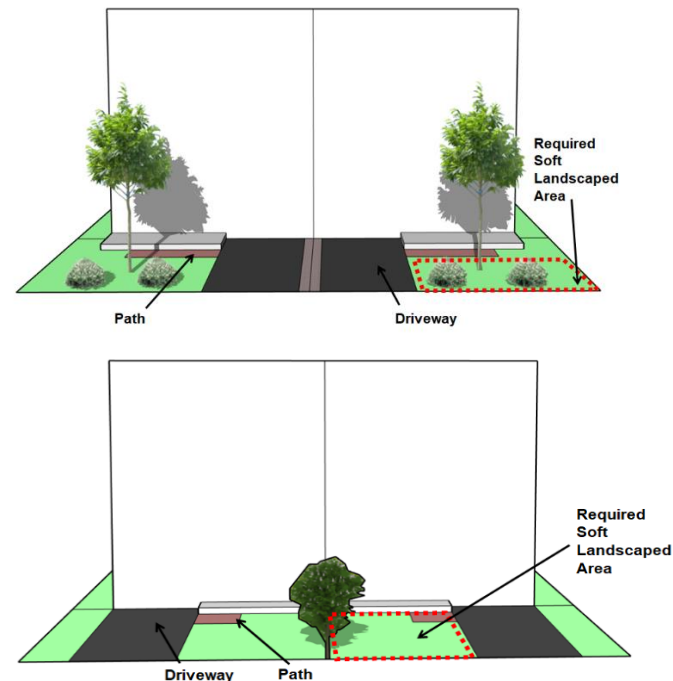
A semi-detached dwelling that is permitted 3-m wide driveways per each unit with these located side-by-side, and appear as wide as a double-wide driveway of 6 m, where these are not the dominant look along the street. Two 1.25 m walkways back from the street lot line are also permitted, one per each unit, and these must be separate from each driveway.



After:

Either a semi-detached dwelling with side-by-side, individual single-wide driveways of 3 m each plus a landscaped strip between them; with no walkways, and a path of maximum 1.2 m width from the driveway to similar-sized landings to the main entries or driveways to each side, where the soft landscaped strip along the side lot line is not part of the aggregated soft landscaped area.

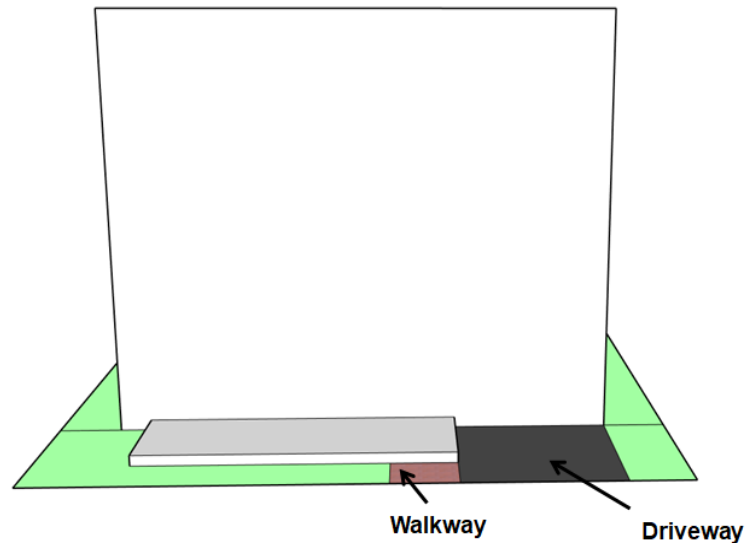
The absence of walkways back from the street lot line allows for sufficient soft landscaping in the front yards where a mid-sized tree could be supported on each of the two lots in the first instance, or at least one in the middle of the abutting front yards.



5. A detached dwelling on a mid-sized lot width, with a single driveway and a walkway from the street

Before:

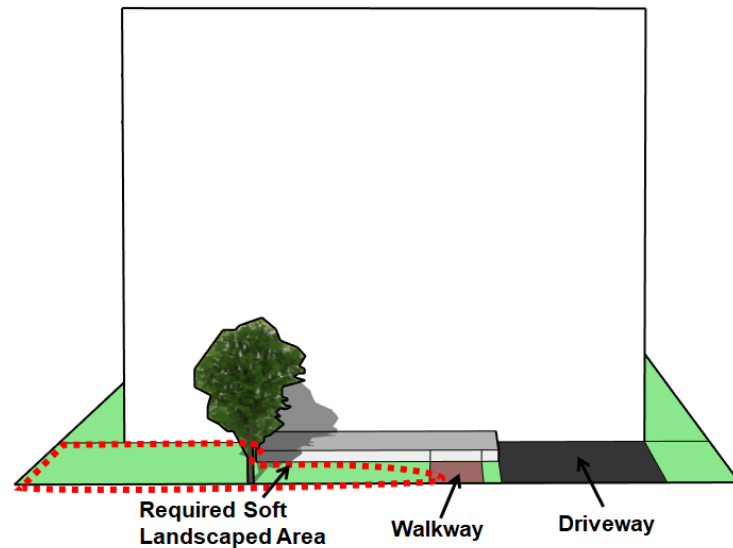
The detached dwelling is permitted a wide driveway and a wide walkway, leaving too little room on-site for soft landscaped area. A tree would not be able to be supported on-site.



After:

The detached dwelling lot with a 3-metre front yard setback, that permits a reduced maximum driveway width and a reduced walkway width that is separated from the driveway by a soft landscaped strip.

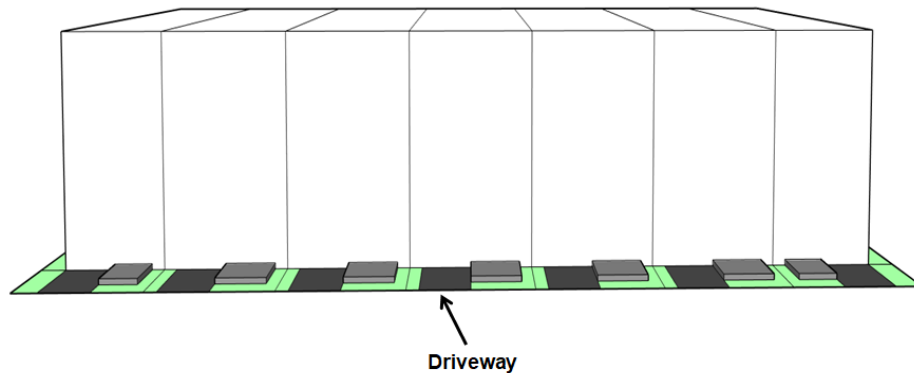
The propose changes would result in soft landscaped area that is less than 1 m² below the minimum area needed to support a small tree. By locating the soft landscaped area adjacent to the street lot line, little additional soil volume would be needed from the right-of-way to support a small tree.



6. Seven attached townhouse units, with 3-m front yard setbacks and two communal driveways located at either end of the site.

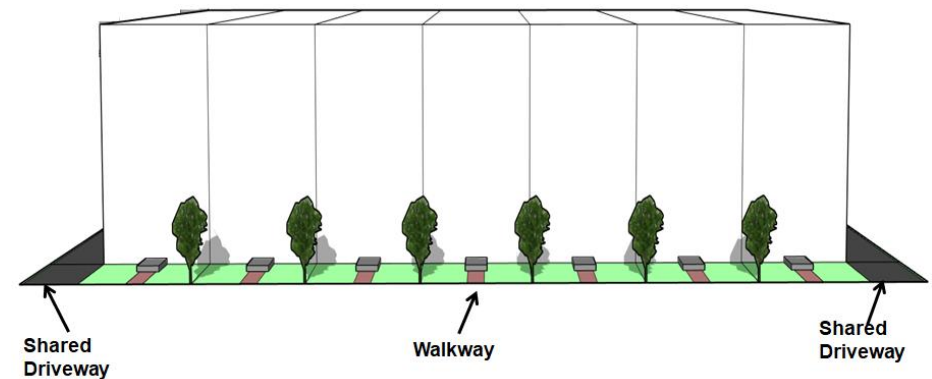
Before:

Seven attached townhouses with lot widths of 6 m are permitted individual, single driveways. They are also permitted walkways from the street or sidewalk back to the door, but these are not shown. With the driveway and projection, there is very little left-over yard area for soft landscaping. No trees would be able to be supported along the street frontage.



After:

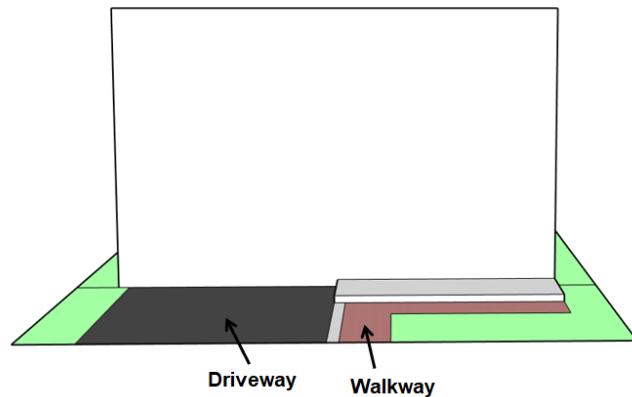
Townhouse units with less than 7 m of lot width are not permitted to have individual driveways. This leaves most of the front yards available for soft landscaping and a reduced walkway width. Though insufficient space for a tree planting because the front yard is only 3 m, requiring that the soft landscaped area be located next to the street lot line will provide additional soil volume necessary for a street tree within the right-of-way.



7. Detached dwelling on a wide lot, with a double-wide driveway where this is the dominant pattern along the street.

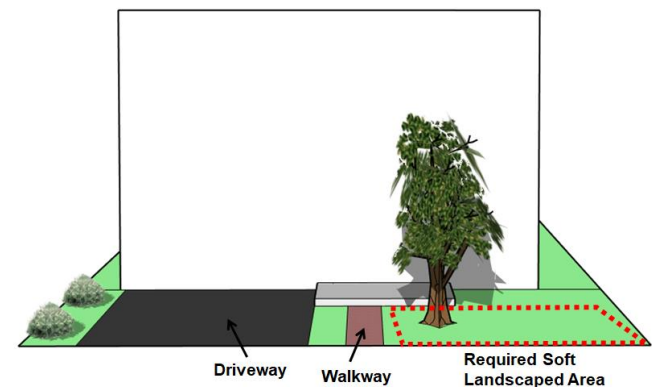
Before:

A double-wide driveway with a walkway adjacent to the driveway that leads to a wide projection, with hard landscaping in front of the landing results in little soft landscaped area in front yard.



After:

A double-wide driveway, with a required softly-landscaped area between it and a walkway with a reduced width, leaves sufficient room for multiple trees, or for a large tree.

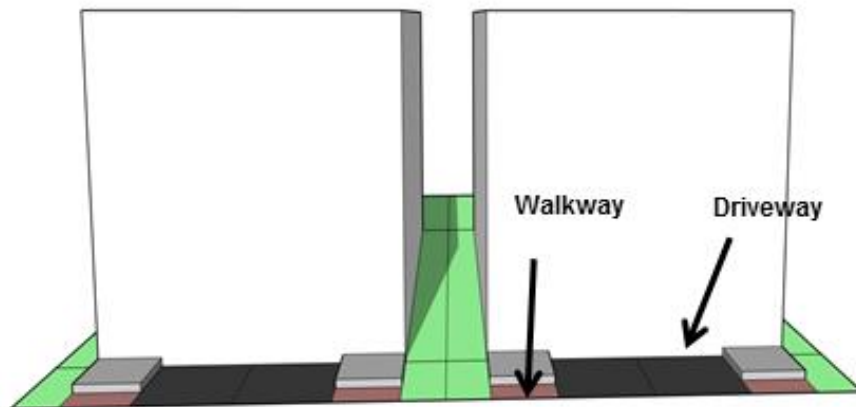


Appendix C- Before and After Sketches – Any R1-R4 Zoned Residential Lot in Infill 2 within the Greenbelt (outside MNO)

1. Two Semi-detached dwellings on narrow lots with 3-metre front yard setbacks

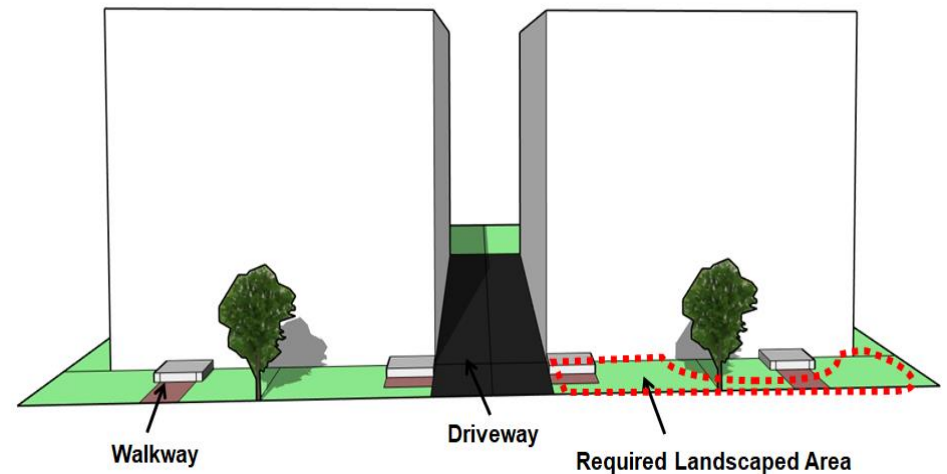
Before:

each of four principal dwelling units has its own individual driveways of 2.6 m x yard depth or 50% of yard area whichever is greater, individual walkways of 1.8 m maximum adjacent to driveways, and mid-sized projections, leaving very little useable soft landscaping areas in the front yards and only minimal strips along the exterior lot lines.



After:

Both semi-detached dwellings are on narrow lots where individual driveways would be prohibited, and in which access is by one shared driveway of 3 m to side or rear yard parking, where two of the units have maximum 1.2 m walkways back from the street, and those units abutting the shared driveway have 1.2 m-wide paths from them to the door. This leaving more front yard area available for soft landscaping; and for shared front lawns that when combined, and abutting the street lot line, would be able to sustain a tree.

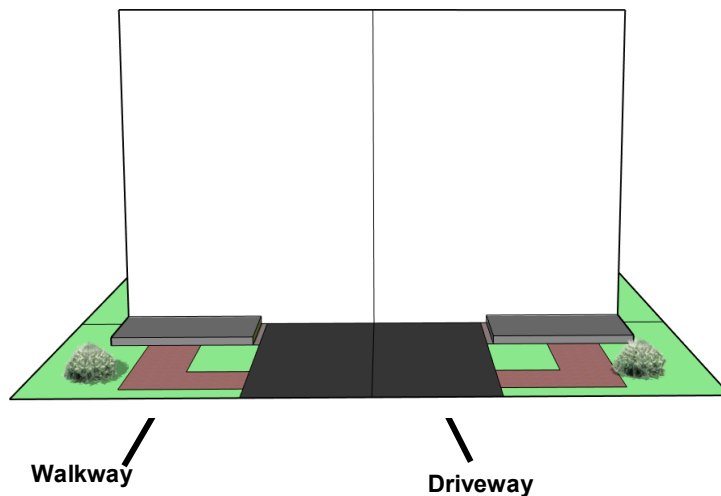


2. One Semi-detached dwelling on two lots with 6-metre front yard setbacks, each dwelling unit of which is permitted an individual single driveway

Before:

One semi-detached dwelling, where each dwelling unit is permitted a single-wide driveway with a maximum width of 2.6 m x yard depth or 50% of the yard area whichever is greater. Note the side-by-side driveways resemble double-wide driveways which are overbearing on such narrow lots, take up too much of the front lawns with hard monolithic surface that is not in keeping with many streetscapes.

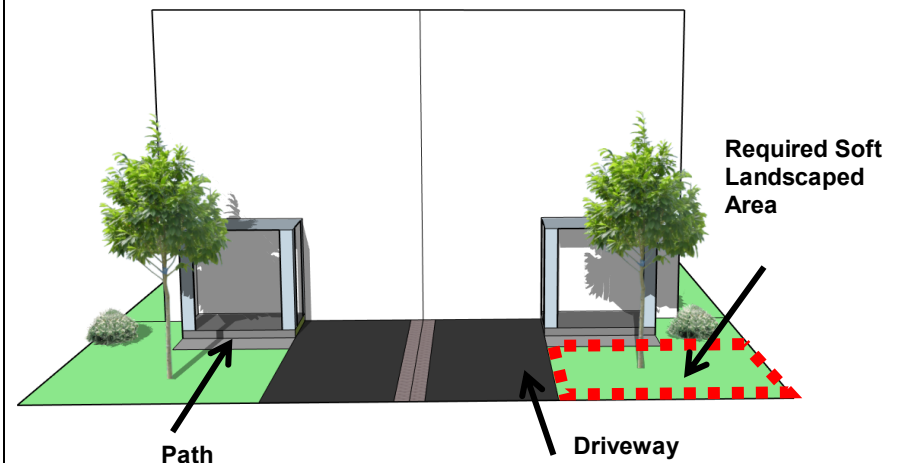
Individual walkways are permitted, though these are much larger than needed both in area and in width.



After:

One semi-detached dwelling, with side-by-side driveways, of widths of 3 m, and landscaped buffer strip between the two of them that gives a visual cue of these being individual driveways serving each of the two dwelling units.

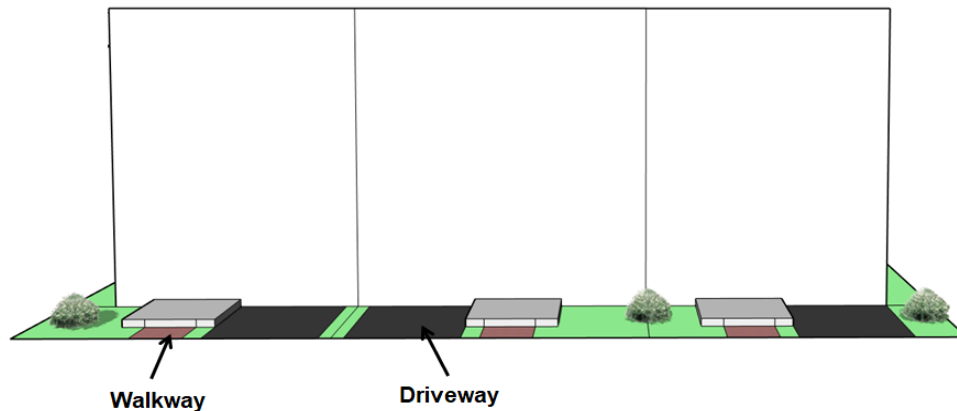
Individual walkways are prohibited with the driveways providing both car and pedestrian access. Paths from the driveway to the main door are permitted to a lesser maximum width, but wide enough to support a manual wheelchair and double-wide stroller. The projection is somewhat smaller. This design enables a mid-sized tree for each half of the semi-detached.



3. Three attached townhouses on lots with 3-metre front yard setbacks, permitted individual driveways of 2.75 m and individual walkways

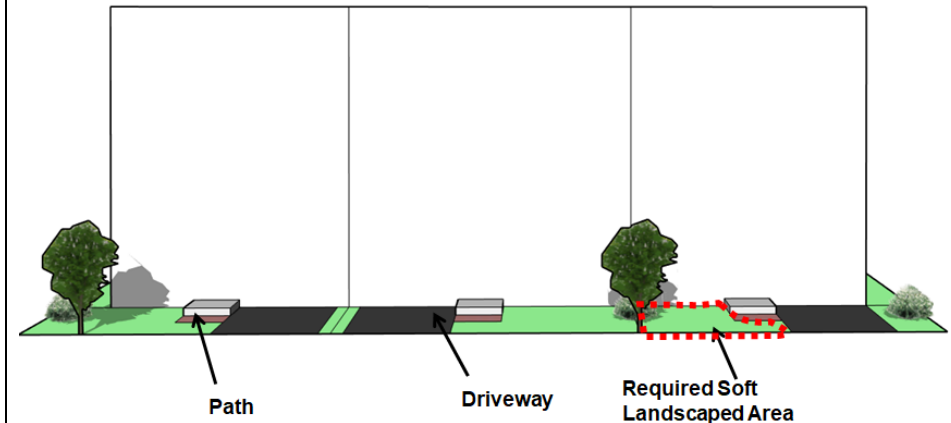
Before:

Each townhouse has a 3-metre front yard setback, is permitted a driveway with a width of 2.6 m x yard depth or max 50% of yard area whichever is greater, a walkway of 1.8 m next to driveway, and any-sized projection leaving minimum soft landscaped area and no room for any tree.



After:

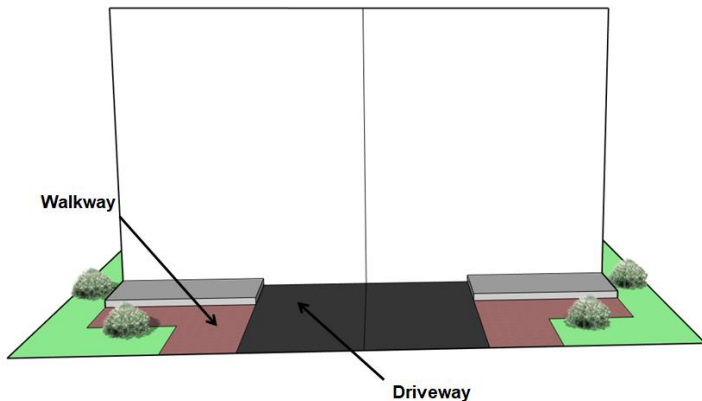
Each townhouse has a 3-metre front yard setback, is permitted a driveway with a maximum width of 2.75 m, and no walkway back from the street or sidewalk is permitted. A path with a narrower width is permitted that provides access from the driveway to a smaller projection accessing the front door.



4. A semi-detached dwelling with a 6-metre front yard setback on a lot that is permitted a maximum driveway width 3 m

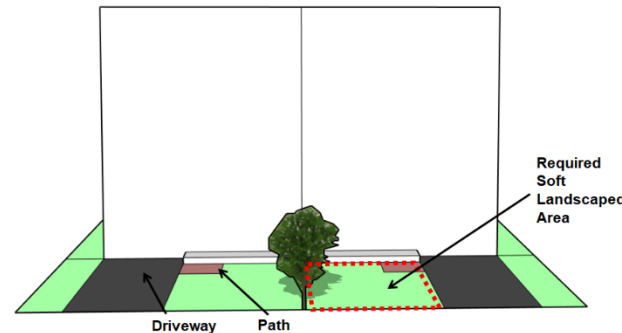
Before:

A semi-detached dwelling that is permitted 3-m wide driveways per each unit, with these located side-by-side, and appear as wide as a double-wide driveway of 6 m, where these are not the dominant look along the street. Two 1.8 m walkways back from the street lot line are also permitted, one per each unit, and these may be next to each driveway.



After:

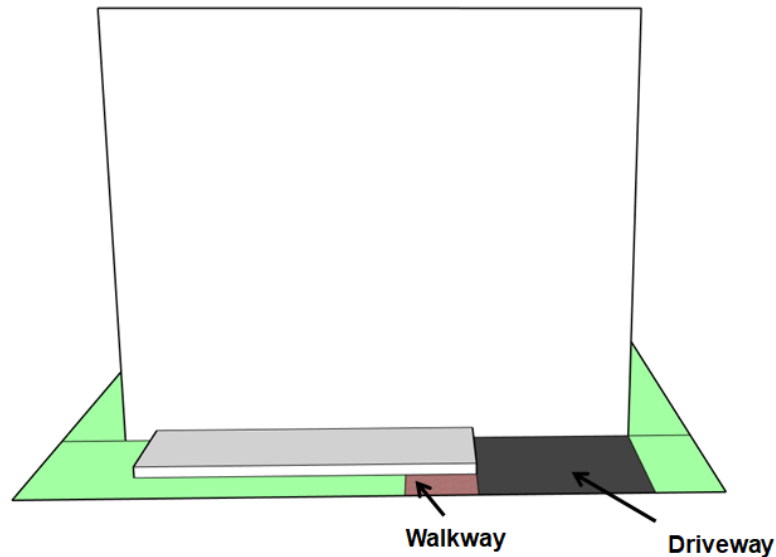
Either a semi-detached dwelling with side-by-side, individual single-wide driveways of 3 m each plus a landscaped strip between them; with no walkways, and a narrower maximum 1.2 m path from the driveway to similar-sized landings to main entries, or with driveways to each side yard, where the soft landscaped strip along the side lot line is not part of the aggregated soft landscaped area. The absence of walkways back from the street lot line allows for sufficient soft landscaping in the front yards where a mid-sized tree could be supported on each of the two lots in the first instance, or at least one in the middle of the abutting front yards.



5. A detached dwelling on a mid-sized lot width, with a single driveway and a walkway from the street

Before:

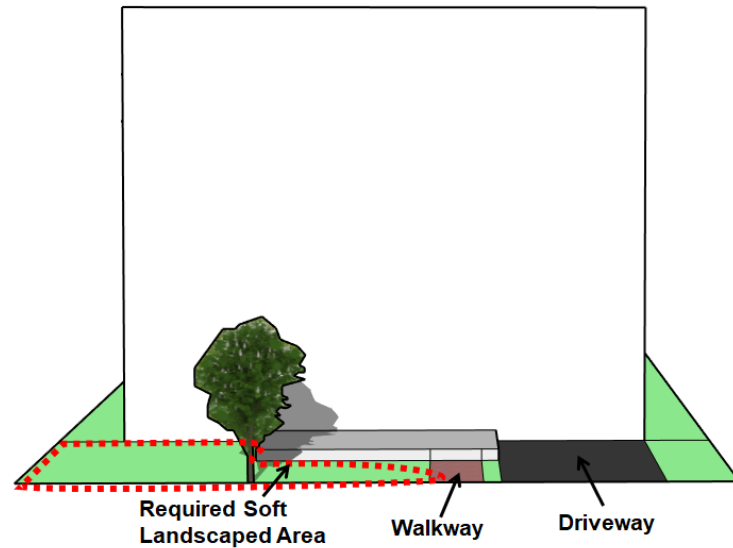
The detached dwelling is permitted a wide driveway and a wide walkway, leaving too little room on-site for soft landscaped area. A tree would not be able to be supported on-site.



After:

The detached dwelling lot with a 3-metre front yard setback, that permits a reduced maximum driveway width and a reduced walkway width that is separated from the driveway by a soft landscaped strip.

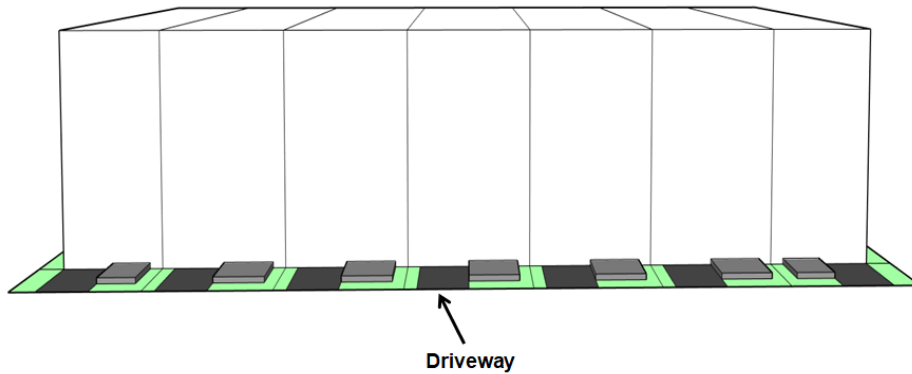
The propose changes would result in soft landscaped area that is less than 1 m² below the minimum area needed to support a small tree. By locating the soft landscaped area adjacent to the street lot line, little additional soil volume would be needed from the right-of-way to support a small tree.



6. Seven attached townhouse units, with 3-m front yard setbacks and two communal driveways located at either end of the site.

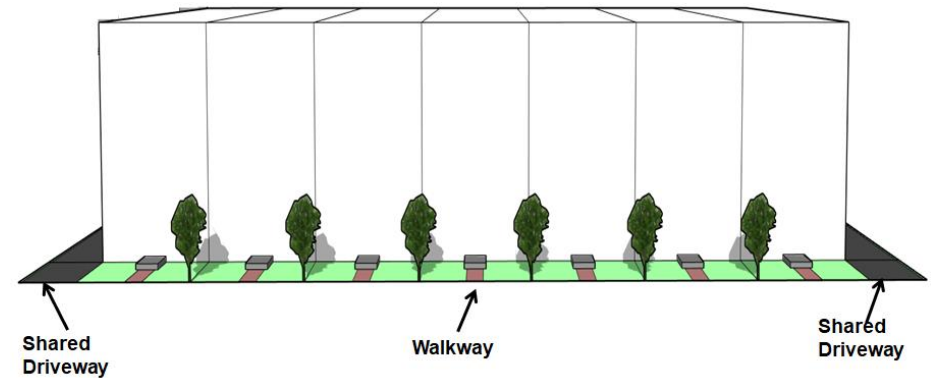
Before:

Seven attached townhouses with lot widths of 7 m or less are permitted individual driveways to a maximum of 2.6 x yard depth or max 50% of the yard area, whichever is greater. Each unit is also permitted a maximum 1.8 m walkway from the street or sidewalk back to the door, but these are not shown. With the driveway and projection, there is very little left-over yard area for soft landscaping. No trees would be able to be supported along the street frontage.



After:

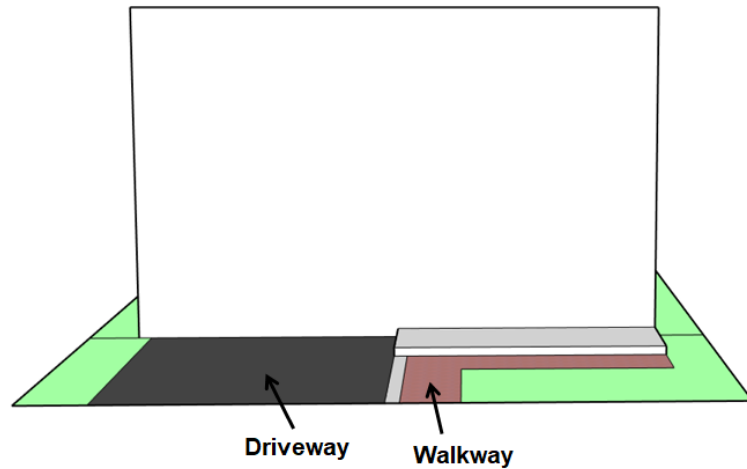
Townhouse units with less than 7 m of lot width are not permitted to have individual driveways. This leaves most of the front yards available for soft landscaping and a reduced walkway width of 1.2 m. Though insufficient space for a tree planting because the front yard is only 3 m, requiring that the soft landscaped area be located next to the street lot line will provide additional soil volume necessary for a street tree within the right-of-way.



7. Detached dwelling on a wide lot, with a double-wide driveway where this is the dominant pattern along the street.

Before:

A double-wide driveway with a walkway adjacent to the driveway that leads to a wide projection, with hard landscaping in front of the landing results in little soft landscaped area in front yard.



After:

A double-wide driveway, with a required softly-landscaped area between it and a walkway with a reduced width that must be separated from the driveway by soft landscaping, leaves sufficient room for multiple trees, or for a large tree.

