

WESTBORO INFILL STUDY PROPOSED ZONING CHANGES – DRAFT VERSION:

Below are the changes that are proposed to be brought forward within the Westboro Interim Control By-law Area. These are preliminary and subject to discussion.

Note that for the purposes of the below, a “junior R4” zone is one that is subject to a maximum number of units (normally 4 units, as in R4A through R4L). A “senior R4” zone has no specific unit maximum (as in R4M through R4Z).

- 1) Rezone **Area A (Churchill)** on Document 1 from R3R to senior R4-c.
- 2) Rezone **Area B (Byron, Dovercourt)** on Document 1 from R3R to senior R4.
- 3) Rezone **Area C (Transition/Corner Lots)** on Document 1 from R3R to junior R4 H(11), with maximum 8 units permitted in a low-rise apartment building.
- 4) Rezone **Area D (Local Streets)** on Document 1 to add an exception to permit townhouse dwellings and add the relevant provisions noted below.

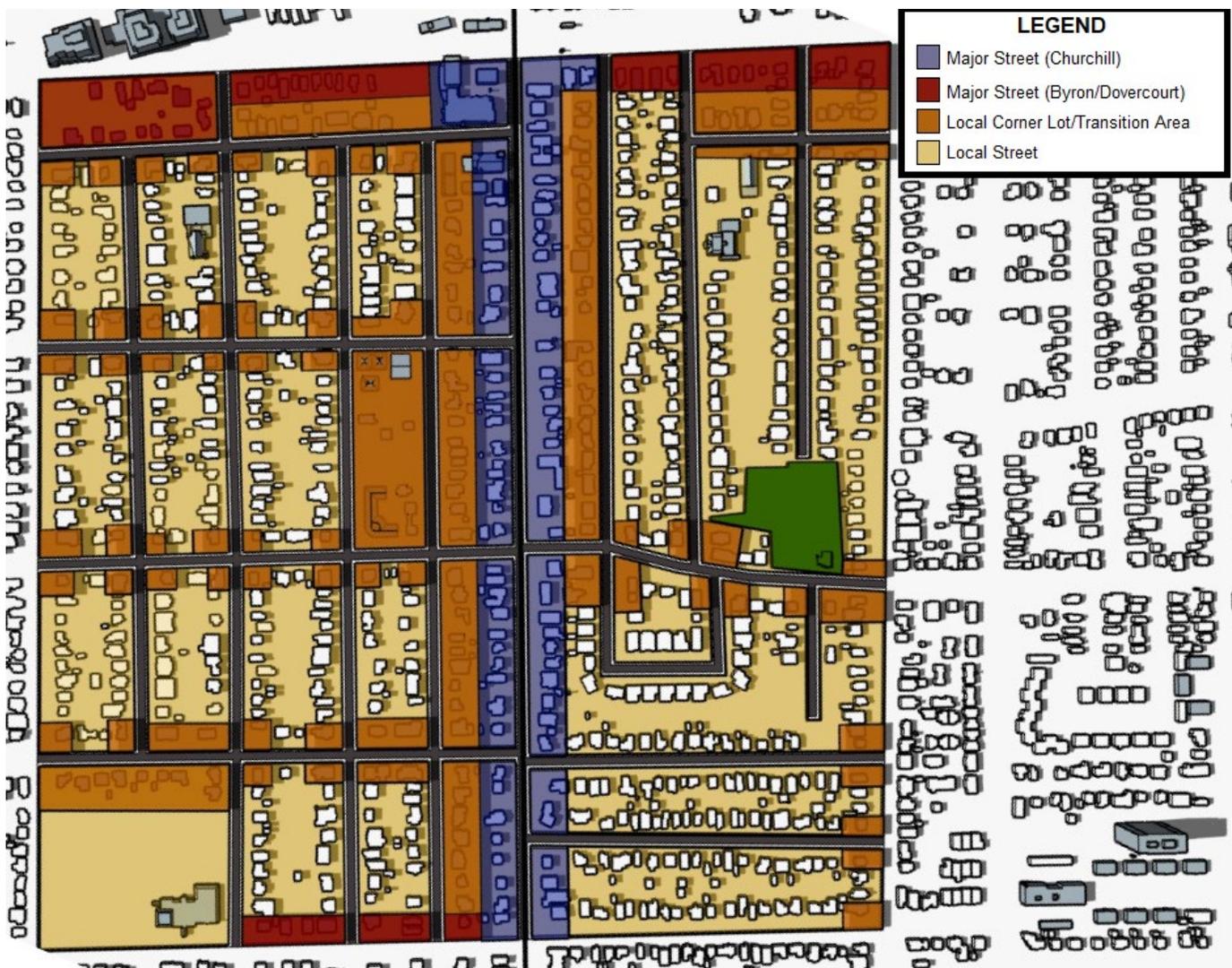


Figure 1: Map of the study area, showing locations for the proposed zoning changes in this amendment.

NEW PERMITTED USES (AREA A):

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This is intended to be applicable to Churchill Avenue.

As noted in the second Discussion Paper, Churchill Avenue represents the primary north-south corridor within the Westboro study area. It is designated as a “Major Collector” on the Urban Road Network (Schedule E) of the current Official Plan, and contains a transit route as well as bicycle infrastructure. Consequently, this represents a logical place to concentrate density in the neighbourhood.

As such, it is contemplated to permit 4-storey development along Churchill Avenue. In zoning terms, this means upzoning to a “senior R4” zone which permits apartment dwellings, townhouses, and stacked townhouses in addition to what the R3R zone presently permits.

Any new development that occurs along this street must not be low-density in order to meet the intent of this direction. Thus, new detached or semi-detached dwellings (those not existing prior to when the zoning changes) would not be allowed. Detached or semi-detached dwellings already existing as of the zoning changes would be recognized by the new zoning, such that a homeowner who wishes to construct additions or similar renovations to their houses may do so in accordance with the zoning, but new construction that occurs will be required to comprise higher-density built forms.

Finally, this will also add the “neighbourhood commercial” (“-c”) suffix, which permits limited retail uses within residential buildings. This allows a limited degree of small scale retail or similar uses along this major street, within walking distance of local streets within the study area.

It should be noted that on corner lot sites along Churchill Avenue, additional height to a mid-rise category of land use over and above what is proposed through this amendment may be appropriate subject to site-specific review with respect to context and design, and use of appropriate transitional elements in roofline and articulation.

Proposed to be rezoned from R3R to the following:

Equivalent to a “senior R4 zone” (including townhouses, low-rise apartments, rooming houses and stacked dwellings). 4 storeys permitted (maximum building height: 14.5 m).

Detached dwellings and semi-detached dwellings other than long semi-detached dwelling to be **prohibited**, except those existing prior to the date of passing of the By-law.

Add local commercial “-c” suffix, permitting limited non-residential uses (e.g. retail, restaurants, personal service business) subject to Section 141.

Minimum lot sizes:

The present lot requirement for most uses is 12 m of lot width and 360 sq m of lot area (i.e. a 12 m x 30 m lot).

Lots within the study area are most commonly of one of three widths: 10 m, 15 m, or 20 m, and consequently many developments involving Committee of Adjustment involve the severance of 20 m wide lots into 10 m wide lots (regardless of the uses proposed on said lots).

The proposed changes are intended to recognize the actual lot and development patterns encountered within the study area. The direction in the Official Plan under development is to regulate development based on its form rather than on the number of units within the building. Hence, the goal

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is to ensure that minor variances are not required for “typical” lot development cases based on Westboro’s lot fabric.

Minimum 10 m lot width and 300 sq m lot area for all uses except those noted below.

Minimum 6 m lot width and 180 sq m lot area for townhouse dwellings.

Minimum 15 m lot width and 450 sq m lot area for apartment dwellings and stacked dwellings containing more than 8 dwelling units.

NEW PERMITTED USES (AREA B):

This is intended to be applicable to streets noted as “Major Streets” in the Discussion Paper other than Churchill Avenue. This includes Byron Avenue and Dovercourt Avenue west of Churchill.

These streets are also of greater prominence than other local streets within the neighbourhood, although of a lesser importance than Churchill Avenue. These streets are designated as “Collector” roads on Schedule E of the current Official Plan. Byron Avenue is the closest street to the Transitway/future LRT corridor to the north, as well as to Richmond Road, a Traditional Mainstreet. Dovercourt Avenue contains a transit route as well as the Dovercourt Recreation Centre. As such, these are appropriate areas for increased density compared with local streets in the study area, although not to the same degree as Churchill Avenue.

It is contemplated to permit 3-storey development along these streets, with opportunity for increased housing units commensurate with access to transportation and community infrastructure. Similar to Churchill Avenue, this would mean upzoning to a “senior R4” zone, except that a maximum height of 3 storeys is permitted, and detached and semi-detached dwellings would not become prohibited uses.

Proposed to rezone from R3R to the following:

Equivalent to a “senior R4 zone” (including townhouses, low-rise apartments, rooming houses and stacked dwellings). 3 storeys permitted (maximum building height: 11 m).

Minimum lot sizes:

The present lot requirement for most uses is 12 m of lot width and 360 sq m of lot area (i.e. a 12 m x 30 m lot).

Lots within the study area are most commonly of one of three widths: 10 m, 15 m, or 20 m, and consequently many developments involving Committee of Adjustment involve the severance of 20 m wide lots into 10 m wide lots (regardless of the uses proposed on said lots).

The proposed changes are intended to recognize the actual lot and development patterns encountered within the study area. The direction in the Official Plan under development is to regulate development based on its form rather than on the number of units within the building. Hence, the goal is to ensure that minor variances are not required for “typical” lot development cases based on Westboro’s lot fabric.

Minimum 10 m lot width and 300 sq m lot area for all uses except those noted below:

Minimum 6 m lot width and 180 sq m lot area for semi-detached and townhouse dwellings.

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Minimum 15 m lot width and 450 sq m lot area for apartment dwellings and stacked dwellings containing more than 8 dwelling units.

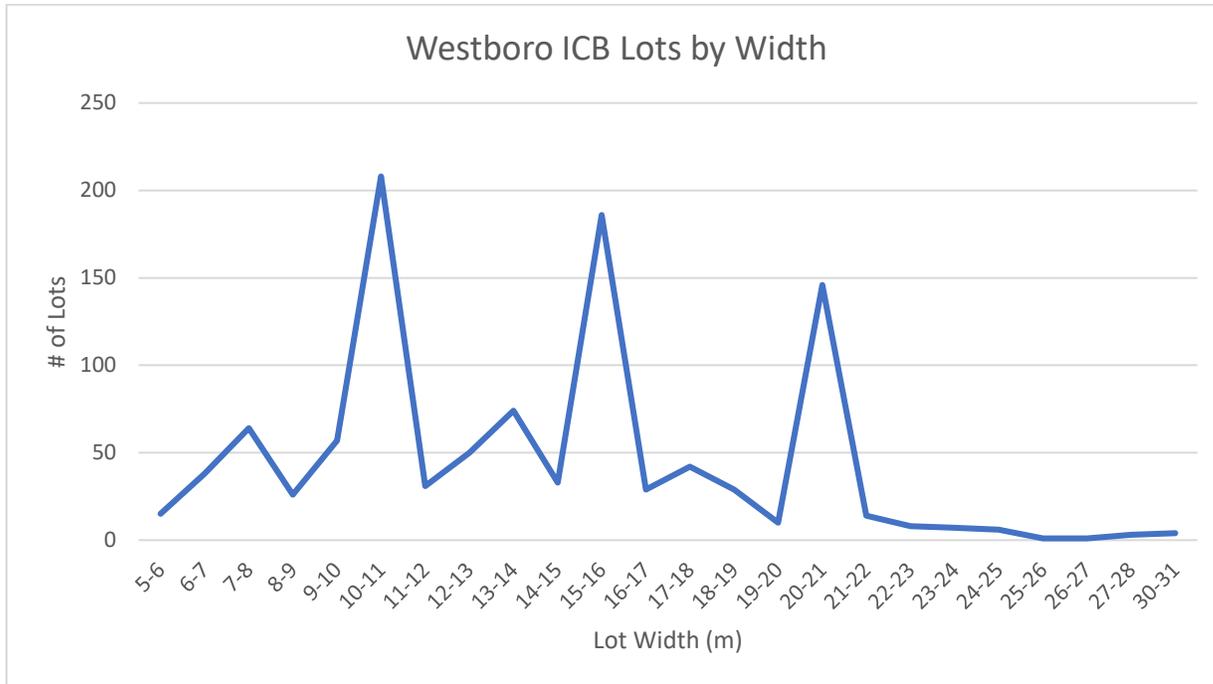


Figure 2 A chart of lot widths encountered in the Westboro study area. Note that while 12 m lot widths are required under the zoning, 10 m lot widths are the most common, followed by 15 m and 20 m lots.

NEW PERMITTED USES (AREA C):

This is intended to be applicable to corner lots on local streets, as well as lots adjacent to lots fronting on major streets (“transition zones”) within the study area. These represent areas that are either in direct proximity to major streets, or in the case of corner lots, areas that frame local blocks and have fewer direct neighbouring properties. These represent opportunities for density to be introduced into local streets.

It is intended to permit a broader range of uses than presently permitted, namely townhouse dwellings, and buildings containing up to 8 dwelling units.

The following additional uses are proposed to be permitted:

- townhouse dwelling
- apartment dwelling, low rise containing maximum 8 dwelling units
- rooming house

Minimum lot sizes:

The present lot requirement for most uses is 12 m of lot width and 360 sq m of lot area (i.e. a 12 m x 30 m lot).

Lots within the study area are most commonly of one of three widths: 10 m, 15 m, or 20 m, and consequently many developments involving Committee of Adjustment involve the severance of 20 m wide lots into 10 m wide lots (regardless of the uses proposed on said lots).

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The proposed changes are intended to recognize the actual lot and development patterns encountered within the study area.

Minimum 10 m lot width and 300 sq m lot area for all uses except those noted below:

Minimum 6 m lot width and 180 sq m lot area for semi-detached and townhouse dwellings.

Minimum 12 m lot width and 360 sq m lot area for low-rise apartment dwellings.

NEW PERMITTED USES (AREA D):

This is intended to be applicable to all other streets within the study area.

It is intended to permit a broader range of uses than presently permitted, namely townhouse dwellings. However, it will generally otherwise permit the same range of uses presently permitted in the R3R zoning, with some modifications to provisions surrounding minimum lot sizes as noted below.

Townhouse dwellings are normally permitted in most R3 zones, and are similar in form and configuration to semi-detached dwellings, an already permitted use (save for the number of units contained within the building). It is appropriate to add townhouses as a permitted use as they can be built in a form that is similar to existing buildings within the study area.

The following additional uses are proposed to be permitted:

-townhouse dwelling

Minimum lot sizes:

The present lot requirement for most uses is 12 m of lot width and 360 sq m of lot area (i.e. a 12 m x 30 m lot).

Lots within the study area are most commonly of one of three widths: 10 m, 15 m, or 20 m, and consequently many developments involving Committee of Adjustment involve the severance of 20 m wide lots into 10 m wide lots (regardless of the uses proposed on said lots).

The proposed changes are intended to recognize the actual lot and development patterns encountered within the study area.

Minimum 10 m lot width and 300 sq m lot area for all uses except those noted below:

Minimum 6 m lot width and 180 sq m lot area for semi-detached and townhouse dwellings.

FAÇADE TREATMENT

In general, front facades should provide habitable space and fenestration that directly contributes to the public realm. As such, the front of a new building should present a respectful “good neighbour” face to adjacent properties. Thus, it is proposed to set out requirements for building articulation, as well as front windows, to ensure that this intent is achieved in building design.

The purpose of the front façade is also generally to provide the principal entranceway to a building. Presently, this is normally required as part of the Streetscape Character Analysis process required as part of new infill, which requires that new infill meet the “dominant characteristics” of a given

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streetscape. Front-facing entrances are typically one such dominant characteristic, and thus an entrance facing the street is almost always required.

20% Articulation Requirement on Front Façade to a depth of 0.6m

The front facade must comprise at least 25 per cent windows.

PERMITTED BUILDING SIZE AND HEIGHT

These standards are intended to deal with the size and massing of infill development.

The issue of infill massing and how it relates to the context has been dealt with extensively through the Infill 1 and Infill 2 By-laws, which set restrictions on setbacks, as well as on permitted building heights in certain residential zones.

With that in mind, it is acknowledged that there are still cases where new construction is out of context with surrounding properties in terms of its size or height. The rules in this section intend to address certain circumstances where this occurs.

FRONT YARD SETBACK (AREAS A, B, and C)

The purpose of front yards is to provide a consistent “street wall” along residential streets and provide an opportunity for soft landscaped area and trees next to streets. Setbacks in an urban setting with high pedestrian activity are intended to allow for more intense use, and so closer setbacks allowing the use of patios and porches with areas of intensive landscaping and trees are appropriate.

It should be noted that where existing setbacks of neighbouring buildings are less than the zoning requirement, the Zoning By-law presently allows a front yard setback equal to the average of the existing setbacks of those buildings. This is not proposed to change in this study.

Minimum front yard setback is proposed to be 4.5 metres within Areas A, B, and C.

INTERIOR SIDE YARD SETBACK

Unlike front and rear yards, the primary purpose of interior side yards is functional, as opposed to landscaping. Side yards serve as a means of access from the front yard to the rear yard. They can manage light and air flow between buildings, provide a route for equipment and waste management, and can allow for necessary infrastructure including HVAC, utilities, and servicing requirements. It is proposed to slightly increase the minimum required setback to ensure additional space for these features, particularly in the case of multi-unit buildings. Increasing this for all building types will ensure that all setback standards are harmonized, to ensure consistency and a “level playing field” with respect to permitted built form.

Minimum interior side yard setback is proposed to be 1.5 metres for all building types.

MAX BUILDING DEPTH: (AREA C AND D):

This is intended to regulate the maximum building depth and size on deep lots within the study area.

Lots within the study area are varied in depth. On some blocks, this depth is slightly over 30 metres (100 feet), a standard lot depth over much of urban Ottawa. However, there are some blocks containing deeper lots, in the 35-40 metre range.

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A distance of 24 m from the front lot line equates to the setback presently required under the Infill 2 By-law for a lot that is 35 m in depth. As such, this rule will have no effect on lots that are 35 m or less in depth.

In the case of corner lots, it is intended to continue to apply the rules that apply to corner lots as set out under the Infill By-laws, which prescribe an “interior yard” abutting the interior side and rear lot line, while allowing the building to wrap around the corner.

As noted above, this is intended to limit the size of infill on deeper lots and will not affect the permitted setbacks on a “standard” 30.5 m (100 ft) deep lot.

Where on an interior lot, no part of the principal building may be located further than 24 m away from the front lot line.

Where on a corner lot, Infill 2 applies with respect to the interior side and rear yards, except that the interior yard required by that section must start at a depth of x m from the front lot line.

Despite the above, permitted projections under Section 65 may project into the rear yard beyond that point in accordance with the restrictions of that section.



--- Maximum Building Distance from Front Lot Line

Figure 3: An example of how maximum building depth would be applied as a distance from the front lot line.

MAXIMUM BUILDING HEIGHT:

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These heights are intended to be consistent with the discussion paper. In particular, 4 storeys for Churchill Avenue, 3 storeys for other major streets and corner lots, and 2 storeys for local streets. This includes potential incentives for taller heights on local streets where providing a pitched roof.

Area A: 4 storeys (14.5 m)

Area B and C: 3 storeys (11 m)

Area D: 2 storeys (8.5 m), but an increase in height to 10 m where providing a roof with a minimum 1:2 pitch.



Note that as per the Zoning By-law definition of building height, the height of pitch roofs is measured to the midpoint between peak and eaves. As such, a 10 m building height allows for 2 storeys with a large pitch roof, comparable to that commonly encountered in older house styles.

LANDSCAPING REQUIREMENTS

One of the most common concerns noted by commenters with respect to infill development is its potential impact on greenspace and landscaping, as well as space for new and existing trees.

There is a tension between the need for landscaped space and amenity space to support trees, and the need for functional spaces on a site such as parking and waste management.

MINIMUM LANDSCAPING (AREA A AND B):

While higher density is contemplated on major streets, it is necessary to ensure that these developments reduce impact to lots on abutting streets. Providing landscaped area within the rear yard for all portions of the lot not necessary for supporting other functions, will help to support rear

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yards abutting those lots on major streets by congregating space for trees and buffering from higher density buildings.

A minimum soft landscaped buffer of 3 m is required to be provided abutting the rear lot line.

Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, and permitted driveways, parking aisles and parking spaces, must be softly landscaped.

MINIMUM LANDSCAPING BUFFER (AREA C AND D):

The purpose of this requirement is to ensure that room for greenspace is emphasized in rear yards. While zoning cannot directly stipulate a requirement for new tree plantings nor for existing trees, it should be noted that this additional space can be used to provide soil volume that supports stormwater management, existing tree cover and new tree plantings.

The requirement for soft landscaping where not occupied by other features is intended to maximize the overall availability of greenspace on site, while still providing some flexibility within the rear yard to ensure that sufficient space is available to provide supporting functions to a residential building. These supporting functions may include accessory buildings for waste management, walkways and paths of travel, projections such as decks and balconies, and bicycle parking.

A minimum soft landscaped buffer of 4.5 m is required to be provided abutting the rear lot line.

In the case of a corner lot where the Infill 2 corner lot rules are applied, the buffer need only extend into the rear yard a distance of 30% of the lot width from the interior side lot line.

Accessory buildings 10 sq m or less in size may be located within the buffer.

Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, and permitted driveways, parking aisles and parking spaces, must be softly landscaped.

PERMEABLE PAVERS (ALL):

This sets out a requirement that parking areas containing more than one parking space, as well as driveways leading to them, must be permeable.

Where more than one parking space is located within the rear yard and not contained within a building, as well as any driveway or aisle accessing that parking area, must be surfaced with a permeable or porous surface, in addition to the requirements of section 100(6).

PARKING RESTRICTIONS:

Parking was cited as a major concern with infill development in the neighbourhood.

While on-site parking is not required for buildings containing twelve or fewer units, many infill developments within the neighbourhood continue to desire parking. A number of commenters throughout the study process have expressed concerns about there being sufficient parking for new units being developed in the area.

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At the same time, it must be recognized that there is a limited space on any given lot to accommodate supporting functions for a development, especially in the case of parking. Where parking is provided as surface parking, as has often been the case for multi-unit development in Westboro, it reduces the remaining area available for other functions, particularly landscaped area that can support the tree canopy, a major characteristic of the neighbourhood.

Note in particular that in most cases, there is a potential alternative available for a development that wishes to provide parking on-site. In general where surface parking is prohibited by the rules below, parking located within the building envelope is a permissible alternative. This allows the front and rear yards of properties to be dedicated to other uses including greenspace and amenity space.

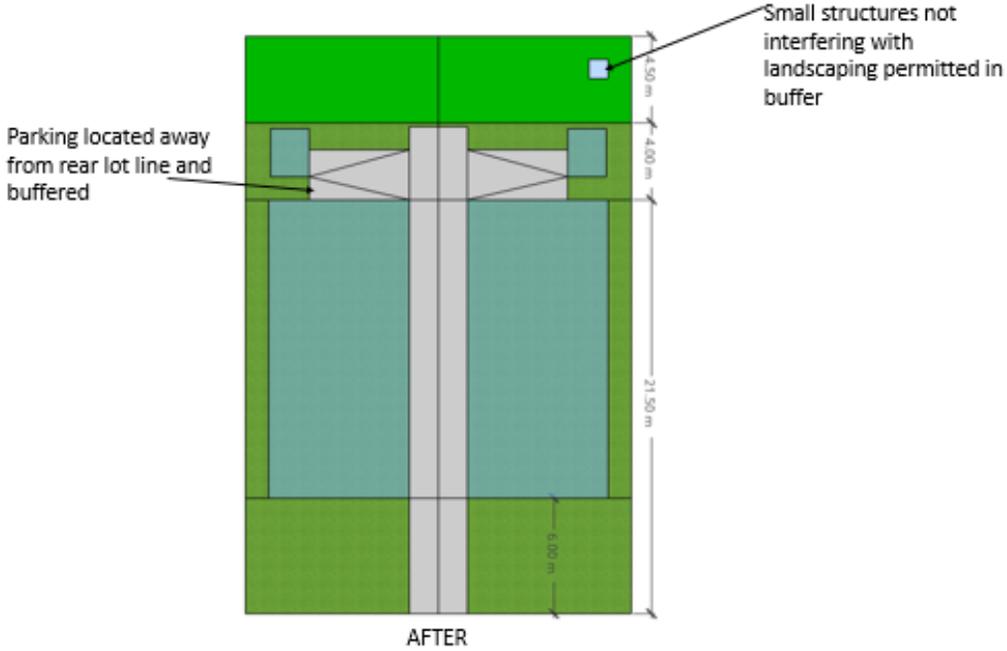
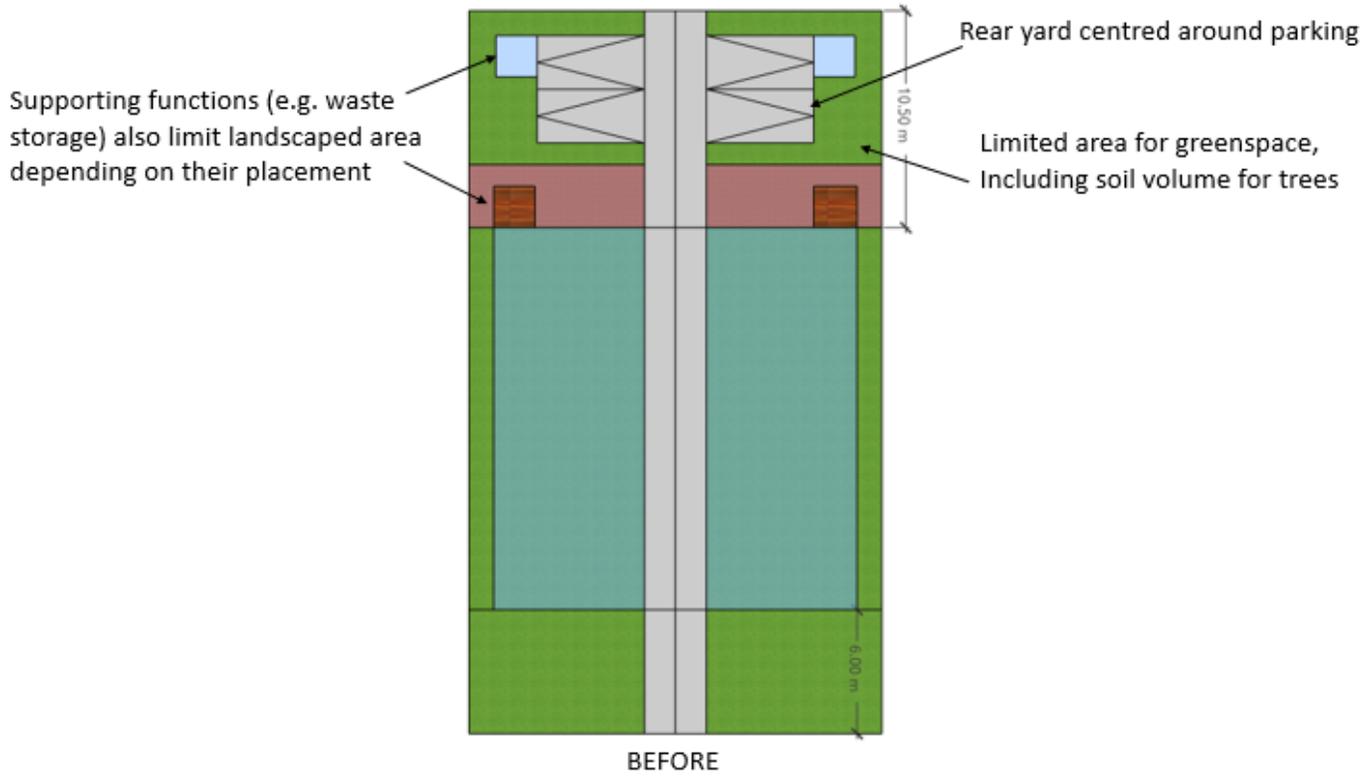
The requirement for a landscaped buffer on lots on local streets ensures that where parking is permitted, it does not take up a significant portion of a lot and continues to allow for adequate greenspace.

That said, where a low-rise apartment dwelling (4 or more units) is proposed on a small lot, that lot is prohibited from containing any parking on-site. This is consistent with what is proposed in the R4 Zoning Review.

The requirement for solid, permanent fixtures in the front and corner side yard is intended to ensure that areas intended to be landscaped within the front yard are not paved over for parking spaces.

Where an interior lot is less than 15 metres in width, on-site parking is prohibited for a low-rise apartment building.

The front yard and corner side yard must be equipped with solid, permanent fixtures sufficient to prevent motor vehicle parking in contravention of this bylaw, and such fixtures may include trees, raised planters, bollards, bicycle racks, benches, wheelchair ramps or lifting devices, ornamental fences or some combination thereof.

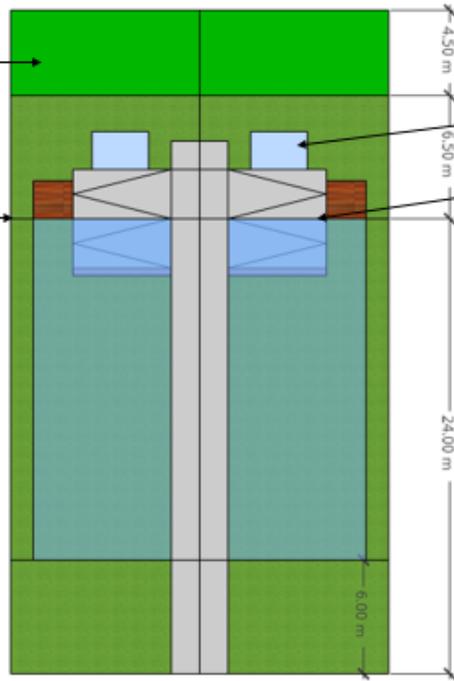


30 m deep lot

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4.5 m landscaped buffer required toward rear yard, reducing Impacts on neighbouring lots

Maximum building depth reduces impact of building envelope permitted on deep lots



Space available away from rear lot line for accessory uses

Parking impact reduced in rear yard, by restricting the number of spaces permitted to locate there

AFTER

35 m deep lot

RELATED BY-LAWS

A number of concerns have been expressed by commenters throughout the study that pertain to other initiatives and Zoning By-law Amendments that are being conducted by Staff. These apply to the urban area of the City more generally, however are relevant to the concerns of infill development in Westboro and are noted here for reference.

Issue	Related Study/By-law
Excessive hard surfacing and/or insufficient greenspace in front yards	The Infill By-law Amendments propose to introduce a minimum aggregated landscaped area in front yards, which must be met prior to providing any other features including driveways and permitted projections. This aggregated area must abut the front lot line, such that it can contribute to greenspace on the City Right-of-Way and provide space for front yard or street trees.
Driveways in front yards	<p>The Infill By-laws set maximum limits on the width of driveways in front yards. There are also restrictions on permitted parking configurations via the requirement for a Streetscape Character Analysis in association with new development.</p> <p>The amendments to these By-laws also set out the requirement that a single width (or double width) driveway is only permitted where that type of driveway is confirmed to be a dominant characteristic through the Streetscape Character Analysis process.</p>
Permitted parking configurations	<p>This study intends to address permitted parking arrangements involving side and rear yards.</p> <p>The Infill By-law Amendments, through changes to the Streetscape Character Analysis and introduction of a minimum landscaped area, will also impact regulations for permitted parking to ensure that such features are not out of context with the neighbourhood.</p>
Tree coverage/tree removal and replacement	The Urban Tree By-law Refresh, which was passed by Council this year, includes major revisions to how the City will regulate and maintain the urban tree canopy, particularly in the context of infill and redevelopment.
Exterior design of infill buildings (facades, projections, building materials)	While certain aspects of exterior design, such as the materiality of buildings, are outside the purview of zoning, the City is in the midst of developing updated Low-Rise Infill Urban Design Guidelines with the intent of addressing the issue of compatibility of design.
Waste management of multi-unit buildings	The R4 Zoning Review (Phases 1 and 2), while focusing mainly on provisions specific to R4 zones, introduced provisions relating to waste management requirements for multi-unit buildings of a certain size. In particular, it is required for waste management areas to be contained within a building (either the principal building or an accessory building), and there must be a clear path

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	available for waste and recycling containers to be brought to the street.
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