



# Durand Neighbourhood Character Study

Final Report

April 2017



## Prepared for:

Civicplan was retained by the Durand Neighbourhood Association (DNA) to develop a better understanding of local character in their downtown urban neighbourhood. This report provides a summary of the findings and outcomes of the Durand Neighbourhood Character Project.



The Durand Neighbourhood Character Citizen survey was conducted using CivicSurveys, a public engagement platform developed by Civicplan.

Civicplan provides innovative land use planning, community engagement, strategy development and research services to the public, non-profit, and private sectors. For more information visit [civicplan.ca](http://civicplan.ca)

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## Executive Summary

The Durand neighbourhood is situated at the intersection of the old and new Hamilton. Its built environment tells the story of generations arriving, building, and growing with the city. Yet today, as newfound energy and renewed dynamism take hold in the city, Durand is at the forefront of the 'new Hamilton.' The juxtaposition of old and new is an ongoing challenge for the neighbourhood, as it attempts to balance intensification and renewal while maintaining the neighbourhood's existing character.

Neighbourhood character, in the context of this study, refers to *the look and feel* of an area. It is made up of a number of factors that contribute to how private homes connect with the public street, or what makes up a streetscape. The Durand Neighbourhood Character Study's purpose is to understand the neighbourhood context and make recommendations for future policy to help maintain neighbourhood character through periods of change.

## The Durand Neighbourhood Character Study Report

The Durand Neighbourhood Character Study Report presents an overview of the results of the Study. It is organized into six sections. The report begins with an introduction to the Durand neighbourhood, its history, its current pace of change, and the existing municipal policy and regulatory frameworks that govern development in the area. The next three sections present research and data related to maintaining neighbourhood character, first with a review of the innovative approach used in Ottawa, Ontario that informed a "Durand-designed" neighbourhood character research approach that included a neighbourhood street audit and resident survey. The last two sections present detailed recommendations informed by the research, and next steps for the Durand Neighbourhood Association (DNA), which initiated this project.

## Durand Neighbourhood Context

The Report's introductory section presents a brief history of the Durand neighbourhood, a review of the level of change over the last 15 years, and finally a more detailed discussion of the existing policy framework that shapes development activity in the area.

The review of existing municipal policy documents for the Durand neighbourhood highlights two key findings. First, that existing regulation, for example the Neighbourhood Plan and primary zoning by-law, are significantly dated. The second finding is that within existing municipal plans and policies, there are useful elements that support creating specific rules to maintain Durand's unique neighbourhood character. For example, in the Urban Hamilton Official Plan, the 1987 Durand Neighbourhood Plan, existing zoning regulations, and the Durand Neighbourhood Built Heritage Inventory.

## Maintaining Neighbourhood Character

The next three sections of the Report present research and data related to maintaining neighbourhood character including a review of the Ottawa case study, followed by the results of a "Durand-designed" model of street audits and a resident survey, as tools to analyze the current neighbourhood.

### Neighbourhood Street Audits

The Ottawa approach served as an inspiration for Durand as it is flexible, targeted, transparent, and enforceable. Civicplan developed a streetscape character auditing tool that expanded on the experience from the Ottawa approach. The basis of the audit tool was for citizen auditors to collect data on 10 streetscape character factors throughout Durand. For the study, 23 zones were identified.

The results of the audit provided a number of insights into the existing built environment and character of the neighbourhood. This includes that there are different areas with distinct character elements throughout Durand, as well as some common elements that reach across the neighbourhood. The Report details the results of each factor and graphically represents these results to illustrate which factors are dominant in different areas across the neighbourhood.

### Neighbourhood Survey

A resident survey was conducted as part of the Study. The goal of the survey was twofold; first was to help inform Durand residents about neighbourhood character, the *look and feel* of their streets. Second was to gather insight from Durand residents about how they view the influence of the 10 different character elements on their streetscapes.

In total, 174 residents responded to the survey, representing a cross section of people who live in the neighbourhood, by age, type of residence and length of time living in the neighbourhood. The results demonstrated valuable insights into which factors the respondents saw as positively influencing their neighbourhood and what sorts of new development they would like to see. The survey results indicated strong parallels between what character factors residents valued and the dominant characteristics of the different areas of the neighbourhood, as identified in the street audits.

## Recommendations and Next Steps

Building on existing neighbourhood policy research, the neighbourhood character audits, and the resident survey, the final sections of the Report provide detailed recommendations for future policy change to maintain neighbourhood character. Additionally, the Report presents next steps to provide direction for the DNA on how to begin to address the issue of neighbourhood character in the short term, while also ensuring that the unique character of the neighbourhood is recognized and maintained in future planning regulation and policies.



## Recommendations for Policy Change

Durand requires a new Secondary Plan as it is an area undergoing change where general policies are insufficient to guide redevelopment and the current Durand plan is 30 years old. The Report presents a number of specific policy recommendations for a new Secondary Plan that build off of existing policy, the neighbourhood audit, and resident survey results.

Also, the Report recommends that the outcomes from the neighbourhood street audits and resident survey should inform the update of the city-wide Comprehensive Zoning By-law when it enters the Residential Zones phase. The results in the Report are useful in the design of how zones may be delineated to allow more compatible development within the existing neighbourhood.

## Next Steps

Finally, the Report provides specific short, medium, and ongoing strategies for the Durand Neighbourhood Association. These include guidance on using the Report research to advocate for changes and updates in municipal policy affecting the neighbourhood, as well the creation of a Zoning Overlay Pilot Project, using a Streetscape Character Analysis, that could assist in maintaining Durand's neighbourhood character.

## 1.0 Introduction

Durand sits at the intersection of the old and new Hamilton. Its built environment tells the story of generations arriving, building, and growing with the city.

You see the story of Hamilton on every street, from the initial settlements and estates, to the Victorian and Edwardian booms, to the intensification of the 1960s and 1970s. It also reflects the legacy of economic turbulence. While much of the neighbourhood remained stable, a number of estate homes became apartments and some buildings fell into decline. Yet today, as newfound energy and renewed dynamism take hold in the city, Durand is at the forefront of the 'new Hamilton.' Historic homes are being renovated and new condo towers are rising, as the neighbourhood's commercial corridors bustle with activity and young families join the community.

The juxtaposition of old and new will be an ongoing challenge for the neighbourhood, as it attempts to balance intensification and renewal with protection of the neighbourhood's existing character.

The Durand Neighbourhood Character Study was undertaken at the direction of the Durand Neighbourhood Association (DNA) as it attempts to manage growth in a way that reflects and respects its community's character. The goals of the study are to provide a greater understanding of neighbourhood character in Durand, to better understand the existing landscape, and finally, to provide the DNA with recommended actions to advocate for maintaining its neighbourhood's character.

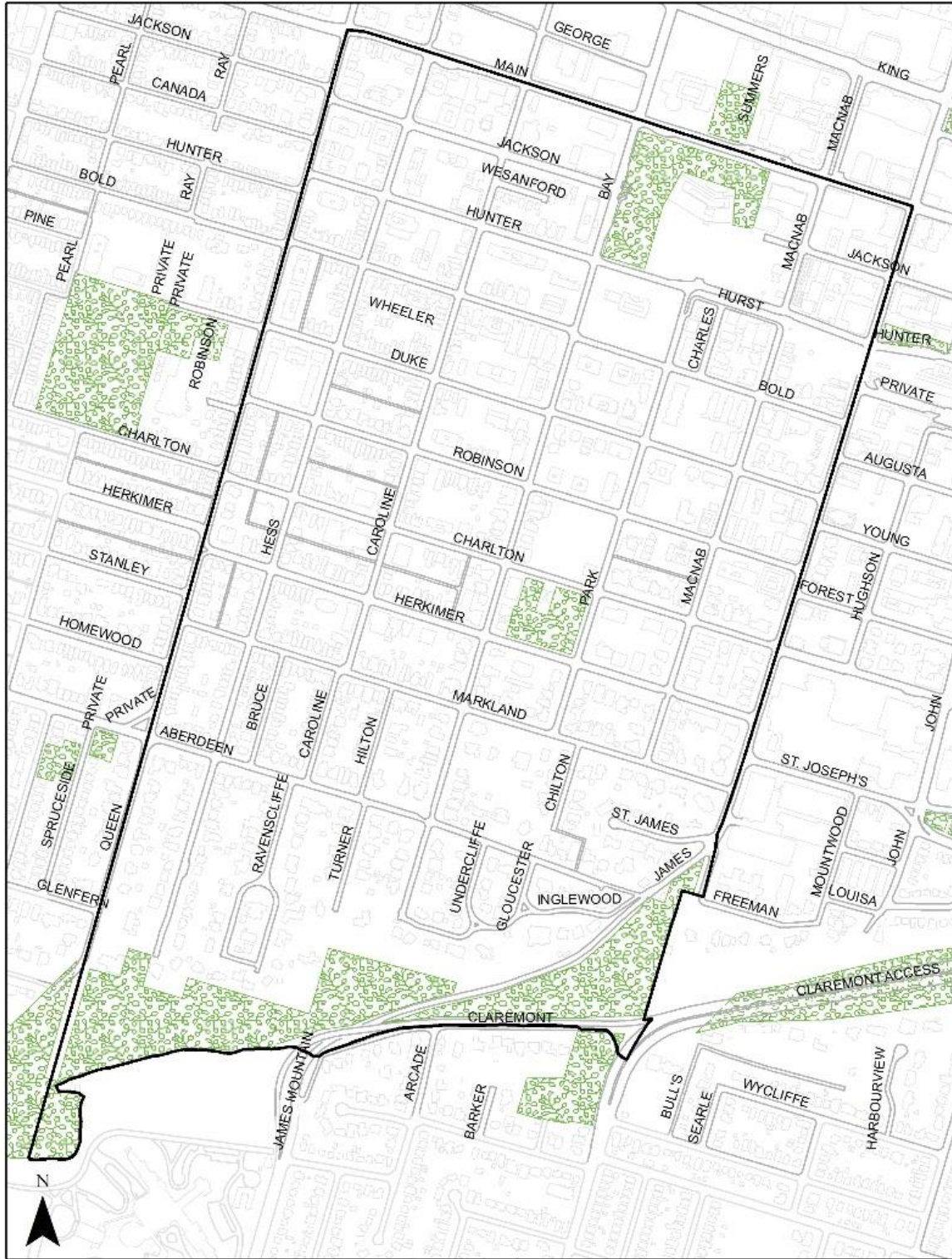
### 1.1 Context and History of Durand

The Durand Neighbourhood is located south of downtown Hamilton and is bounded by James Street to the east, Main Street to the north, Queen Street to the west and the Niagara Escarpment to the south (Figure 1).

The land that is now the Durand Neighbourhood was originally purchased as a 274 acre property in 1791 by a few wealthy speculators, including George Hamilton, the founder of the city.<sup>1</sup> The neighbourhood was named for James Durand, a prominent Hamiltonian. From the 1840s to the mid-1870s the population of the Durand exploded from just a few buildings to being over fifty percent developed. The neighbourhood was fully developed by the end of the 19th century, with a diversity of dwellings being constructed of varied size and scale.<sup>2</sup>

By the mid-20<sup>th</sup> century, change and development were increasing in the neighbourhood, and by the 1970s many examples of earlier architecture had made way for high rise apartment style buildings, particularly in the northern part of the neighbourhood. Strong tensions around development in Durand were at play through the latter part of the 20<sup>th</sup> Century, with the Durand Neighbourhood Association (est.1972) becoming a strong proponent for responsible neighbourhood planning and preservation of neighbourhood character.

Figure 1: Durand Neighbourhood Boundaries



## 1.2 What is Neighbourhood Character?

Neighbourhood character, in the context of this study, refers to *the look and feel* of an area. It is made up of a number of factors that contribute to how private dwellings connect with the public street, or what makes up a streetscape. The Durand Neighbourhood Character study focuses on how to maintain the look and feel of streetscapes. While there are various buildings of all shapes and sizes in any neighbourhood, the focus of this project is on low to mid-rise residential housing, which is six storeys or less in height.

## 1.3 Current Pace of Neighbourhood Change

While there are visible signs of development in the Durand neighbourhood, one tangible way to measure the levels of development over time includes a review of Committee of Adjustment (COA) applications. These provide insight into changes in residential neighbourhoods, as COAs relate to smaller-scale building alterations. These applications, alongside rezoning applications and development applications, are tools used by the municipality to request reports from private developers on the uses and changes to properties, while also providing opportunities to inform the public. A review of the number of COA applications over time can provide a sense of whether the level of change in a neighbourhood is increasing or decreasing. Figure 2 summarizes the number of COA applications in Durand over the last 15 years. Between 2001 and 2016, there was an increase in COA applications, suggesting an uptick in neighbourhood development activity. Note that this does not include development applications or rezoning applications, just COA applications for variances and severances. To get a sense of the types of COA applications these represent, Table 1 provides detail on selected applications.

Figure 2: Durand COA Applications 2001-2016<sup>3</sup>

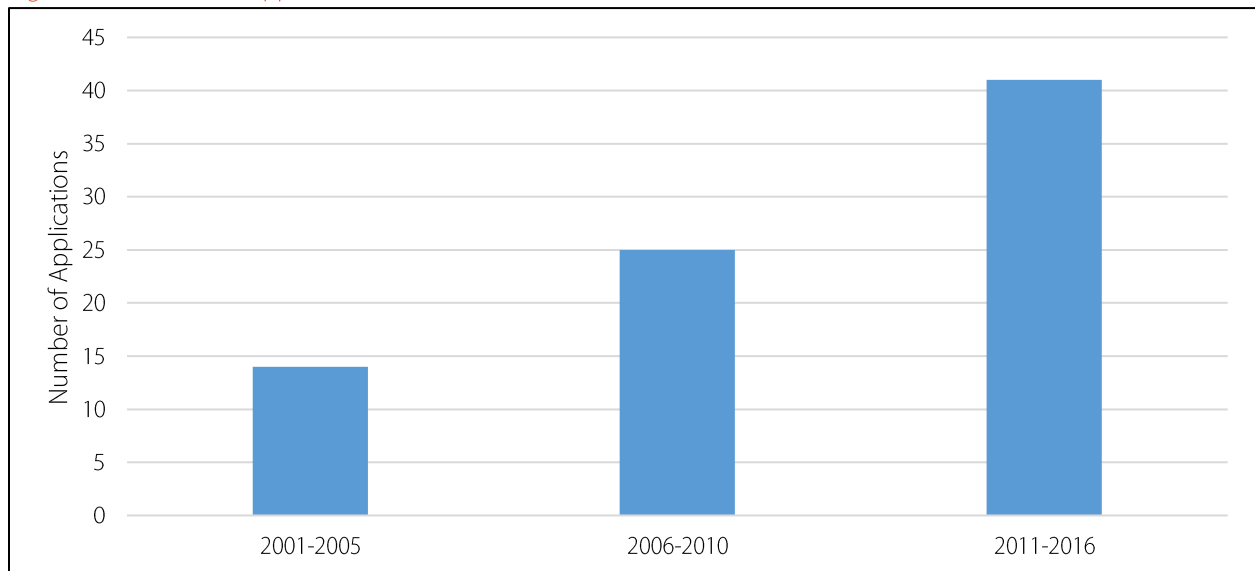


Table 1: Selected COA Application in Durand

Address	File Number/Type	Notes
44 Inglewood Dr	HM/A-15:117 <sup>4</sup>	To permit the construction of a new single family dwelling following the demolition of the existing single family dwelling, altering building footprint
	Minor Variance	
257 Park St S	HM/B-16:86 <sup>5</sup>	To divide up the land and using it for a townhouse development
	Consent/Land Severance	
126 Hess St S	HM/A-15:303 <sup>6</sup>	To permit the construction of a third storey addition to the existing single family dwelling along with altering the allowed building footprint.
	Minor Variance	
167 Bay St S	HM/A-15:08 <sup>7</sup>	To permit the conversion of the existing two (2) family dwelling to a multiple dwelling containing four (4) dwelling units.
	Minor Variance	
	Minor Variance	

## 1.4 Existing Municipal Policy Related to Neighbourhood Character

As a first step in investigating neighbourhood character, a review of relevant existing policy is useful. There are existing rules and guidelines in place that City officials use to evaluate new home construction or additions to an existing house in established neighbourhoods. These are set out in the Official Plan, Secondary (neighbourhood) plans, and zoning by-laws. In terms of Durand, the relevant documents are not all of the same age, which impacts their appropriateness and effectiveness.

### 1.4.1 Official Plan

The Urban Hamilton Official Plan (UHOP) provides high level support for the maintenance of neighbourhood character in Durand. The current UHOP was adopted by City Council in 2009 and was approved by the Province of Ontario in 2011 and therefore provides the most up to date policy context for the neighbourhood. The UHOP sets the goal of establishing, "compact and healthy urban communities that provide opportunities to live, work, play, and learn."<sup>8</sup>

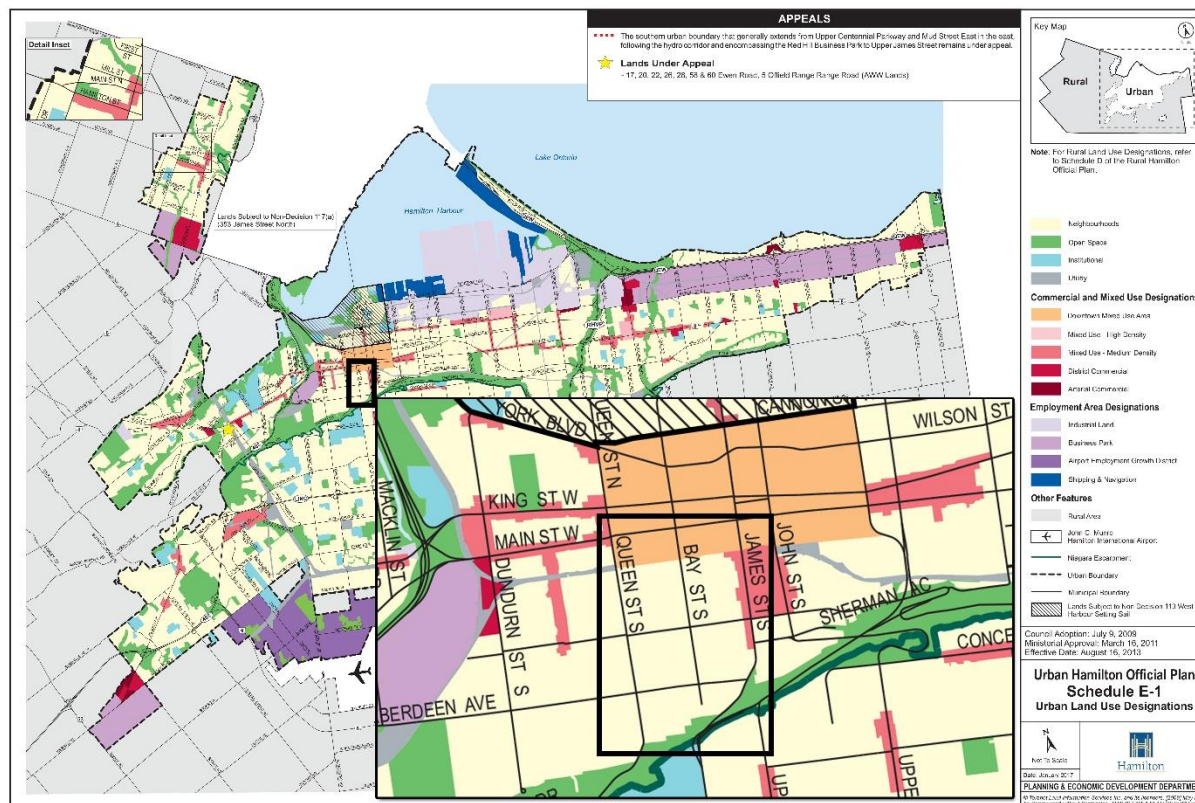
The UHOP identifies elements of Hamilton's urban structure including neighbourhoods, open space, employment areas, and major activity centres. This structure forms the basis for land use designations. The following land use designations are applied to the Durand neighbourhood as shown in Figure 3:

- Neighbourhoods
- Open Space
- Mixed Use – Medium Density
- Downtown Mixed Use

#### An Established Historical Neighbourhood

The UHOP provides relevant policies that pertain to Durand in the Established Historical Neighbourhoods section under General Cultural Heritage Policies for Urban Areas. Specifically, "Established historical neighbourhoods are neighbourhoods that were substantially built prior to 1950. These neighbourhoods exhibit unique character, provide examples of historical development patterns, and contain concentrations of cultural heritage resources." Further, policies state that, "The City shall protect established historical neighbourhoods, as identified in the cultural heritage landscape inventory, secondary plans and other City initiatives, by ensuring **that new construction and development are sympathetic and complementary to existing cultural heritage attributes of the neighbourhood, including lotting and street patterns, building setbacks and building mass, height, and materials.**"<sup>9</sup>

Figure 3: Official Plan Land Use Designations for Durand<sup>10</sup>



### 1.4.2 Durand Neighbourhood Plan

The most current Neighbourhood, or Secondary Plan for Durand was developed in 1987<sup>11</sup>. The Plan breaks down the neighbourhood into 5 character areas (Figure 4) as follows:

#### Area 1: Commercial and Institutional

The northeast quadrant of the neighbourhood was home to various important commercial and institutional buildings that were significant parts of the downtown core, such as City Hall, the YWCA, and Whitehern.

#### Area 2: High Density Residential Area

The area south and west of Area 1, stretching from Main St. to Robinson St., was described as a zone of high-density residential development. The Plan notes that the original 1973-74 Neighbourhood Plan was motivated in part by resident concerns over the spread of this type of development to existing low-density areas.

#### Area 3: Transition Area

The area between Robinson St. and Herkimer St. had a lower density than Area 2, but had a high rate of conversions of single-family homes into multiple units. Maximum permitted building height was often 12 storeys.

#### Area 4: Single Family Residential Area

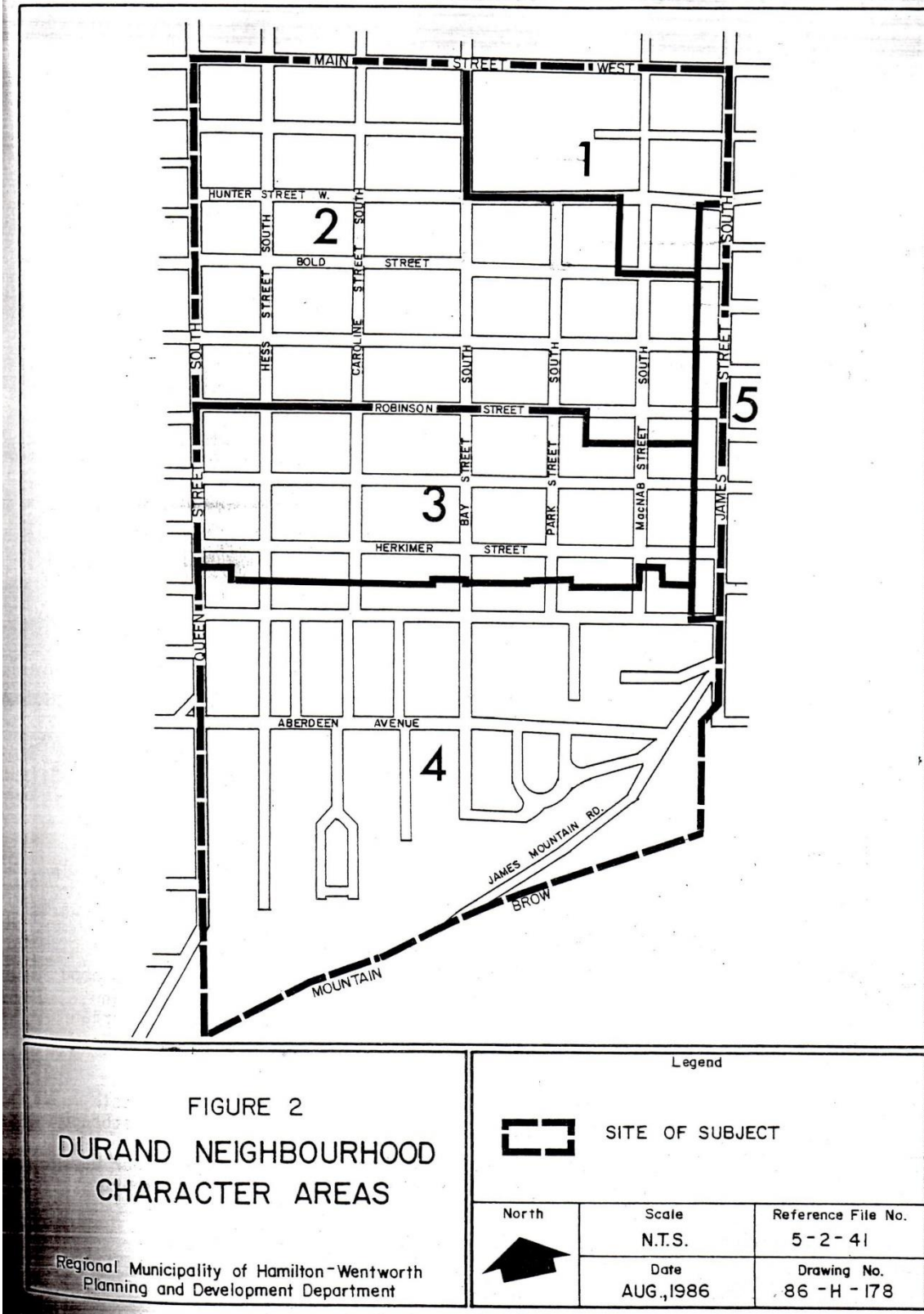
Stretching from Herkimer St. to the Escarpment, this area was characterized by single-family homes on large lots that generally increased in value as they approached the escarpment. This Area was one of the most in-demand residential areas in the city and had remained relatively stable over the years, with limited in-fill.

#### Area 5: James Street Commercial Area

This commercial strip stretching along James from Main St to Markland St. was also one of the city's main transportation arteries. It contained many amenities for local residents, including grocery stores, personal services, and restaurants.



Figure 4: Durand Character Areas from 1987 Neighbourhood Plan<sup>12</sup>



Although it is thirty years old, there are many goals and policies within the 1987 Neighbourhood Plan that are relevant to the issue of neighbourhood character.<sup>13</sup> Specifically, goals exist around:

- Maintaining the distinctive residential nature of the neighbourhood
- Preserving areas of historical and/or architectural significance
- Designing new development or redevelopment in a manner that takes compatible form with the surrounding environment
- Maintaining public participation in the implementation of the plan

Additionally, there are a number of objectives and policies that propose how to implement the stated goals. Specific policies are offered that relate to residential densities, rules around renovation and redevelopment, as well as urban design principles. Some relevant policies that relate to built form and neighbourhood character include:

- Encouraging preservation and adaptive reuse of buildings, especially if the building is deemed of historical or architectural significance, contributes to the streetscape<sup>14</sup>
- Prioritizing human scale and human interaction with local built form through consideration of height and massing of buildings<sup>15</sup>
- Ensuring all new development proposals are compatible with the existing character of the neighbourhood<sup>16</sup>
- Enhancing the form and appearance of buildings and their inter-relationships, as well as the preservation and enhancement of heritage buildings and areas<sup>17</sup>
- Maintaining character in the vicinity of heritage buildings by ensuring new buildings will be compatible in scale, height, proportions, material, and style<sup>18</sup>

Some of these goals, objectives, and policies can also inform updated neighbourhood planning and will be discussed in the recommendations section of this report.

### 1.4.3 Existing Zoning

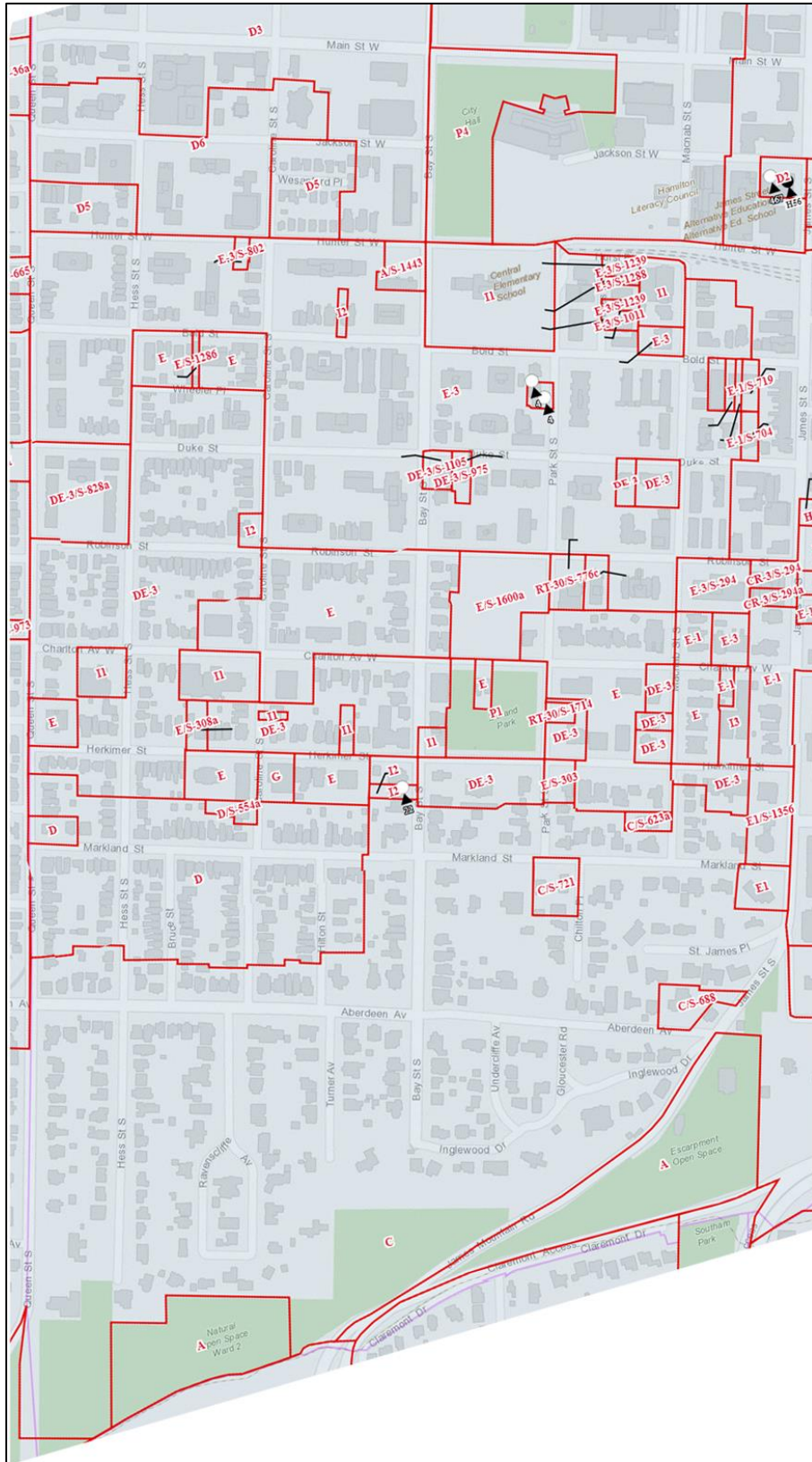
Zoning by-laws provide additional regulation for neighbourhoods. The majority of Durand falls under City of Hamilton Zoning By-Law No. 6593, originally passed in 1950. The Northern most portion of the neighbourhood (from Hunter Street to Main Street) falls under the newer Downtown Zoning By-Law.

The City of Hamilton is updating city-wide Comprehensive Zoning By-law No. 05-200 in stages. In July and October 2015, the City passed a series of zoning by-law amendments to add new zones for the rural area. The next phase of Zoning By-law No. 05-200 is focused on Commercial and Mixed Use Zones. Of particular relevance to Durand is an update to Residential Zones that will be dealt with in a subsequent phase.

The current zoning from By-Law No. 6593 remains in effect for Durand and impacts the ability of the neighbourhood to maintain neighbourhood character. Figure 5 shows the different zones that cover Durand. Of particular relevance are zones that allow development of heights that would significantly alter the character of neighbourhood streets. For example, some zone districts (e.g. E, E-1) keep single family dwellings at 2.5 storeys or less. However, within these zones, multi-family dwellings can have heights up to 12 storeys, in some circumstances. For E-3 districts, development can range between 8-18 storeys.<sup>19</sup>

Thus, zoning in its current form is not conducive to maintaining neighbourhood character in contemporary Durand.

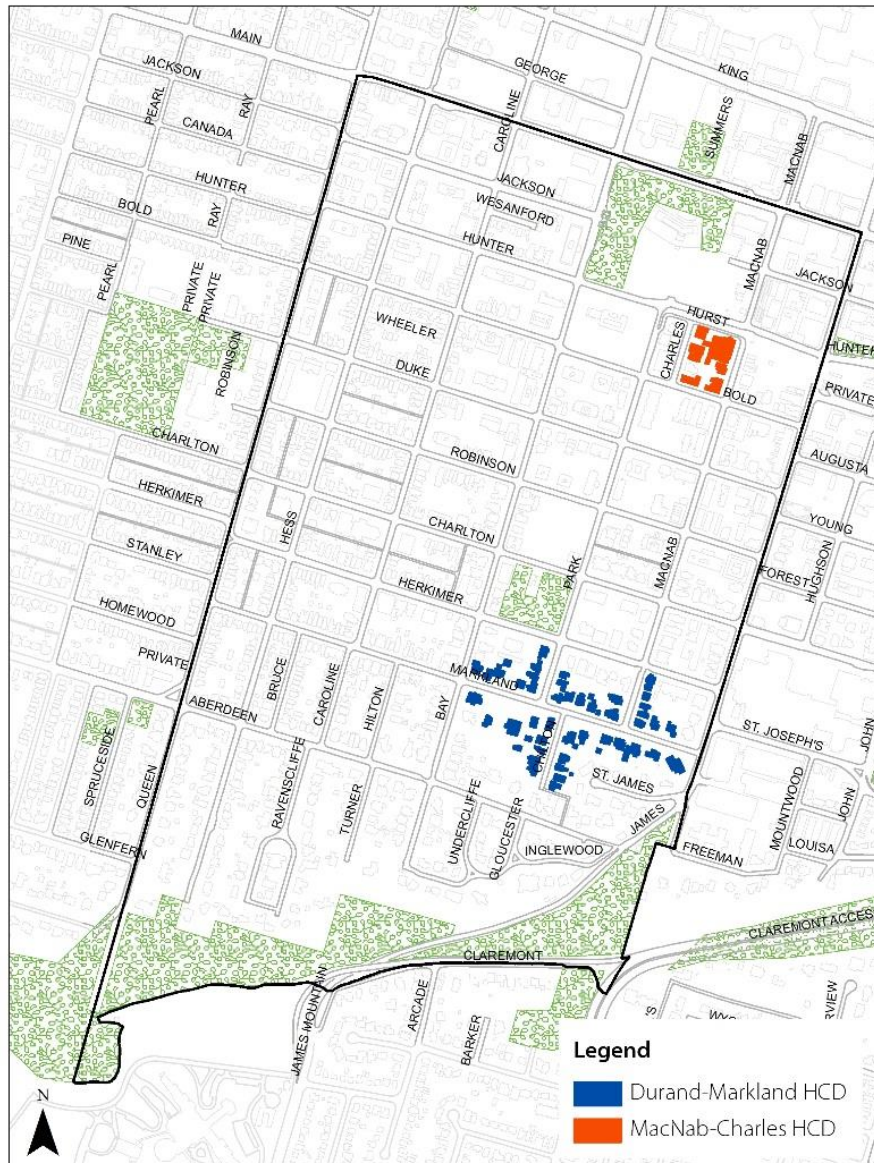
Figure 5: Current Zoning in Durand<sup>20</sup>



### 1.4.4 Heritage Conservation Districts (HCD)

Heritage Conservation Districts (HCD) are areas that are protected by a municipal by-law, passed under Part V of the Ontario Heritage Act (OHA), by City Council. HCDs protect areas that are considered to be historically or culturally significant and require special care and attention in the planning process to ensure that they are conserved. As part of a HCD, a heritage permit is required for any alterations or additions to external building fabric, whether old or new to ensure it maintains the integrity of the district. Currently, there are two HCD in Durand: the MacNab-Charles and the Durand-Markland Heritage Conservation District (Figure 6).

Figure 6: Durand Heritage Conservation Districts



## 1.5 Durand Heritage Inventory

The City of Hamilton's Durand Neighbourhood Built Heritage Inventory (hereafter referred to as The Inventory), which was finalized in March 2016, provides a valuable overview of the neighbourhood's existing heritage stock.<sup>21</sup> In the Fall-Winter period of 2015 and 2016, City staff worked with community members and ERA Architects to create The Inventory. The architects provided analysis of each of the 988 buildings in the neighbourhood to determine their heritage contribution.

The Inventory defined four classifications<sup>22</sup> of heritage value:

- **Significant Built Resource (SBR):** the property is of considerable historic, aesthetic and/or contextual value; it is likely well known to local, regional or national communities.
- **Character-Defining Resource (CDR):** the property strongly reinforces its historic context, clearly reflecting a characteristic pattern of development or activity, property type, or attribute of the area.
- **Character-Supporting Resource (CSR):** the property maintains or supports its historic context, and can be related to a characteristic pattern of development or activity, property type, or attribute of the area.
- **Inventory Property (IP):** the property is not currently considered to contribute to its historic context, but could acquire value in the future; or the property has been heavily modified to the point where its heritage value may have been lost. Cultural heritage value may be identified through further research or detailed field investigation.

According to the Inventory, Durand has a substantial stock of heritage character and character-supporting buildings. These buildings reflect a number of time periods, among which are pre-Confederation, Victorian, Edwardian, and post-War. Further, these buildings are spread throughout the neighbourhood, with nearly every block containing SBR or CDR resources (Figure 7).

The Inventory found that:<sup>23</sup>

- 27 percent of properties in the study area either have landmark status or are important in defining the present character of the neighbourhood;
- 101 were Significant Built Resources;
- 162 were Character-Defining Resources.

The Inventory recommended:<sup>24</sup>

- 76 percent of the buildings in the neighbourhood be placed on Hamilton's Register of Property of Cultural Heritage Value or Interest.
- 60 additional buildings be designated as heritage buildings under Part IV of the OHA.



## 2.0 The Ottawa Approach

The Durand Neighbourhood Character Project began with a focus on introducing a different approach to managing character to the neighbourhood and looking towards innovative steps moving forward. In Ottawa, an inventive approach is used to set rules for development to help maintain neighbourhood character. Thus, the first phase of the Durand Neighbourhood Character Project reviewed models of describing and preserving character in mature neighbourhoods, specifically focussing on the Ottawa approach, as concrete inspiration.

### 2.1 Why Ottawa

The Ottawa example provides a number of characteristics of interest for the Durand Neighbourhood Association, specifically, it is:

Flexible: Ottawa uses an approach where 'Your street gives you your rules.' This allows differences across a neighbourhood to be taken into account and avoids a 'one size fits all' set of rules.

Targeted: Applied as an "overlay" to specific neighbourhoods. This allows a particular area or neighbourhood to have an additional set of rules along with the regular zoning by-law that applies to all residential areas city-wide.

Transparent: Uses tools that allow citizens to better understand the character rules for their street. This allows engaged citizens to better participate in the development and maintenance of their neighbourhood.

Enforceable: The Ottawa approach was defended at the Ontario Municipal Board which makes it more likely to be legally acceptable elsewhere in the province. The key element of the ruling from the OMB determined that municipalities do have the authority to regulate neighbourhood character, under Section 34 of the Planning Act, R.S.O.1990 and that neighbourhood character requires looking along a street, or 'streetscape character'.<sup>26</sup>

With the Ottawa approach, property owners retain complete architectural freedom to design a new home or addition, as long as three key attributes that define the dominant character of a streetscape are maintained or strengthened. These three attributes relate to: front yards, parking, and the orientation of the main door.

To define these attributes, the City of Ottawa developed a user-friendly tool called a Streetscape Character Analysis (SCA). This allows the community to assess what is considered the dominant neighbourhood character on a streetscape, and the rules that new development needs to follow to strengthen that character. A SCA is primarily undertaken by the developer, but it is user-friendly enough that it can be conducted by the community (e.g. residents, home owners). After a required SCA is completed, it is submitted to City officials for their approval. It is then used to evaluate whether a proposed development project is consistent with the dominant character of the street or not. To learn more about how a SCA works and in what circumstances it is used, please see Appendix A.



## 2.2 Results of Ottawa Approach in Durand

To better determine how the Ottawa approach would work in Durand, a sample of four zones were identified and sample Streetscape Character Analyses were conducted on each zone. The outcomes of the SCAs include a three letter "Character Code" for each area that summarizes the character of the area under investigation. Figures 8-11 show the outcomes for each area.

Figure 8: Streetscape Character Analysis of Charlton Avenue

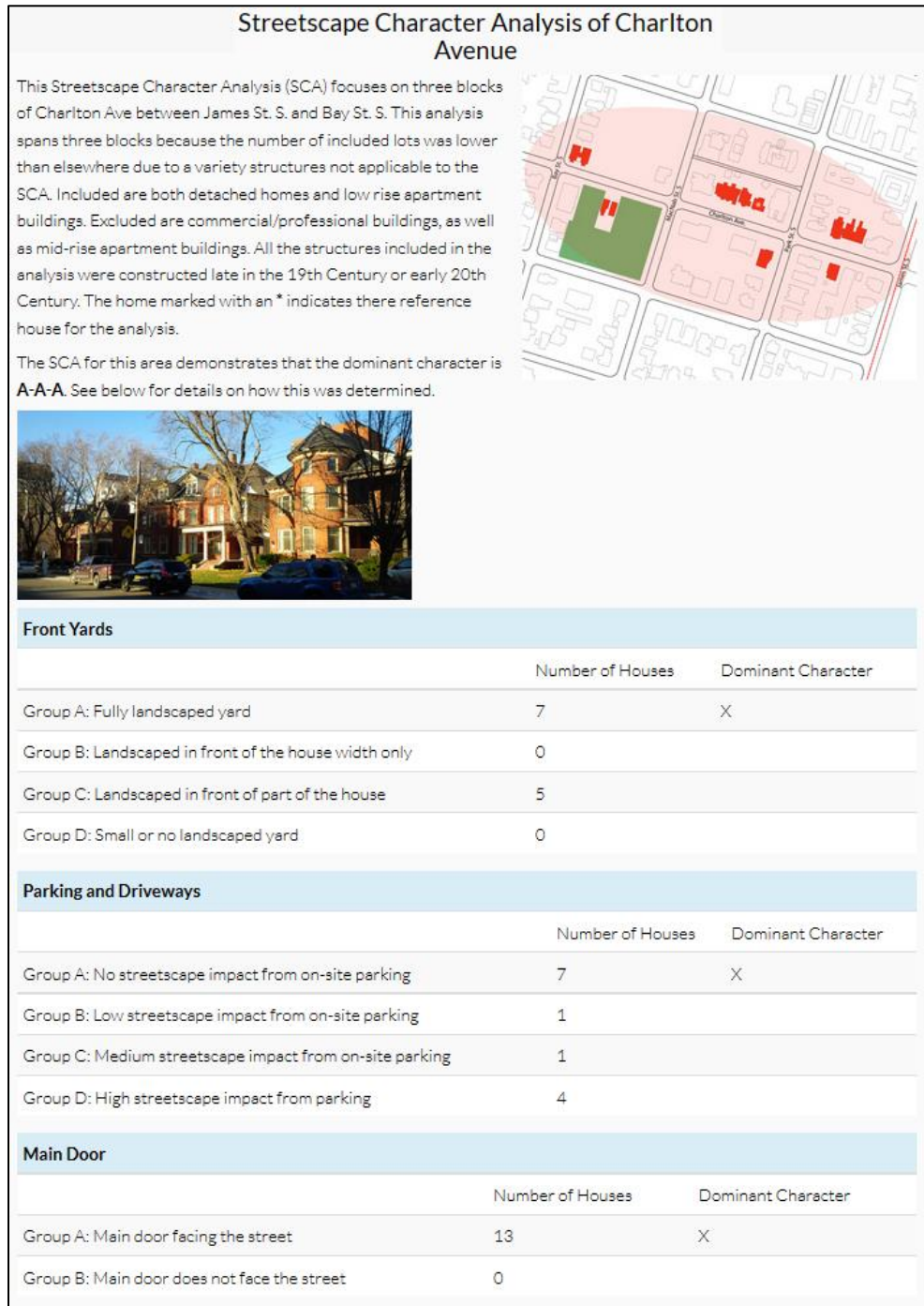


Figure 9: Streetscape Character Analysis of Hess Street South

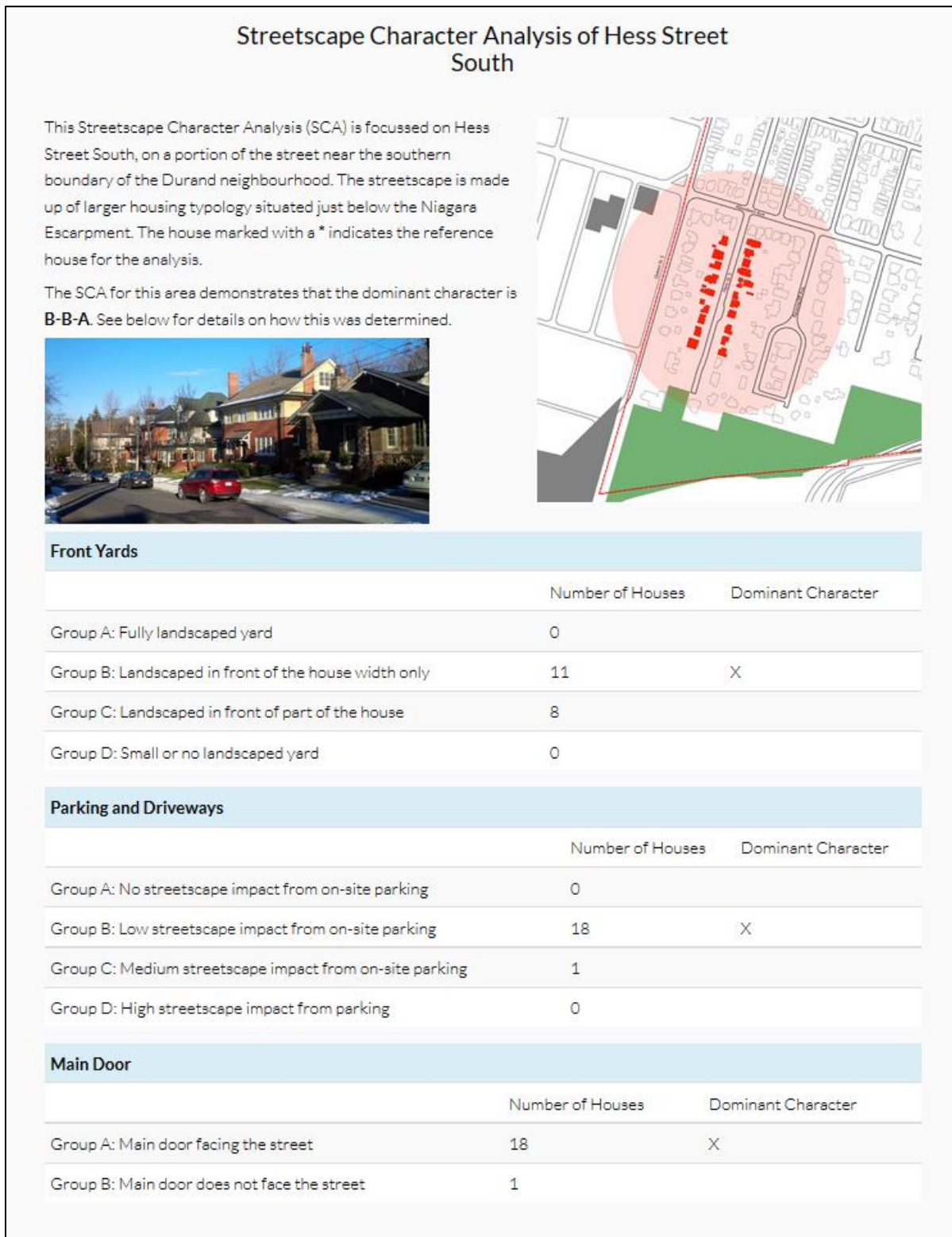


Figure 10: Streetscape Character Analysis of Robinson Street

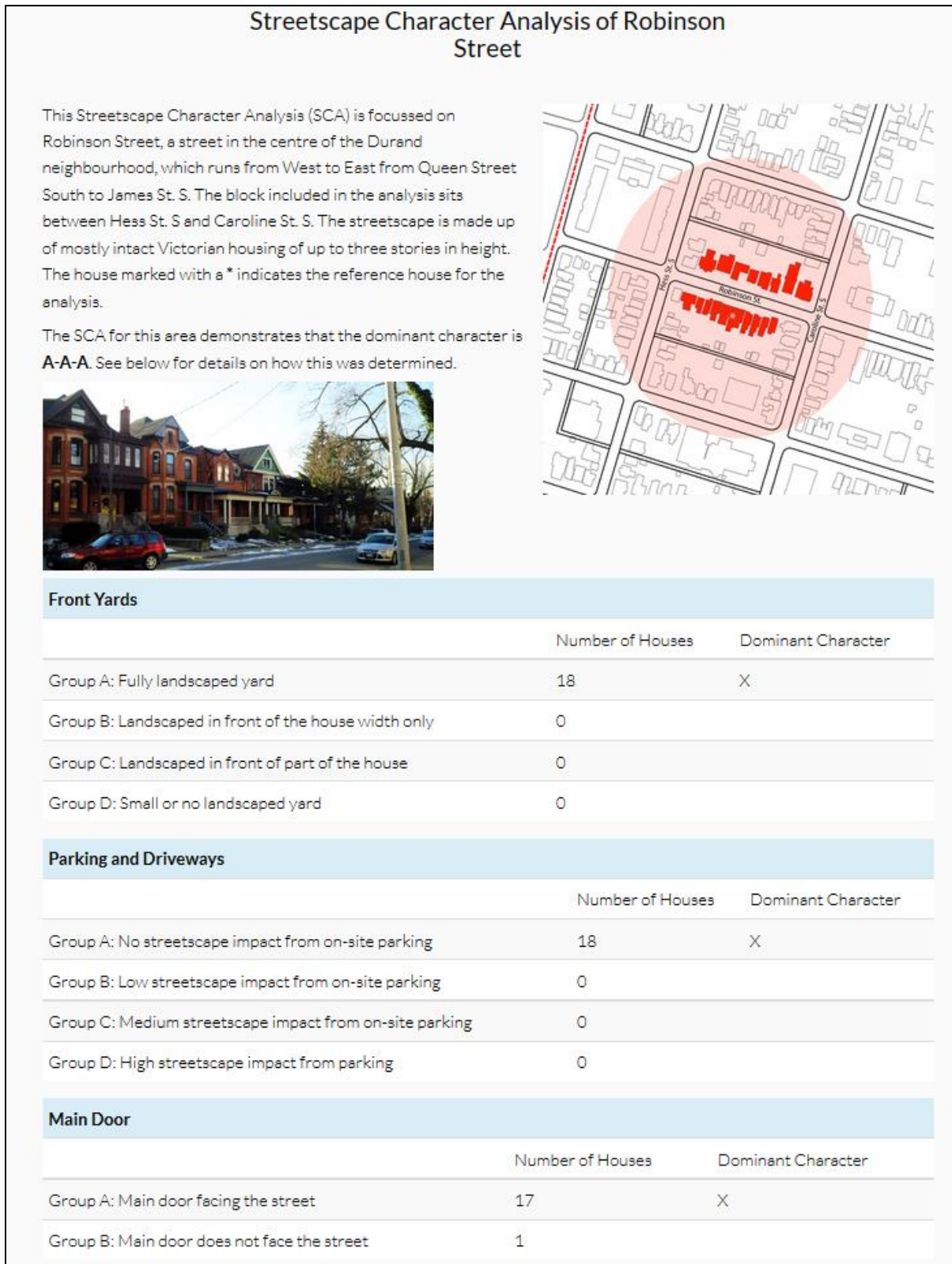
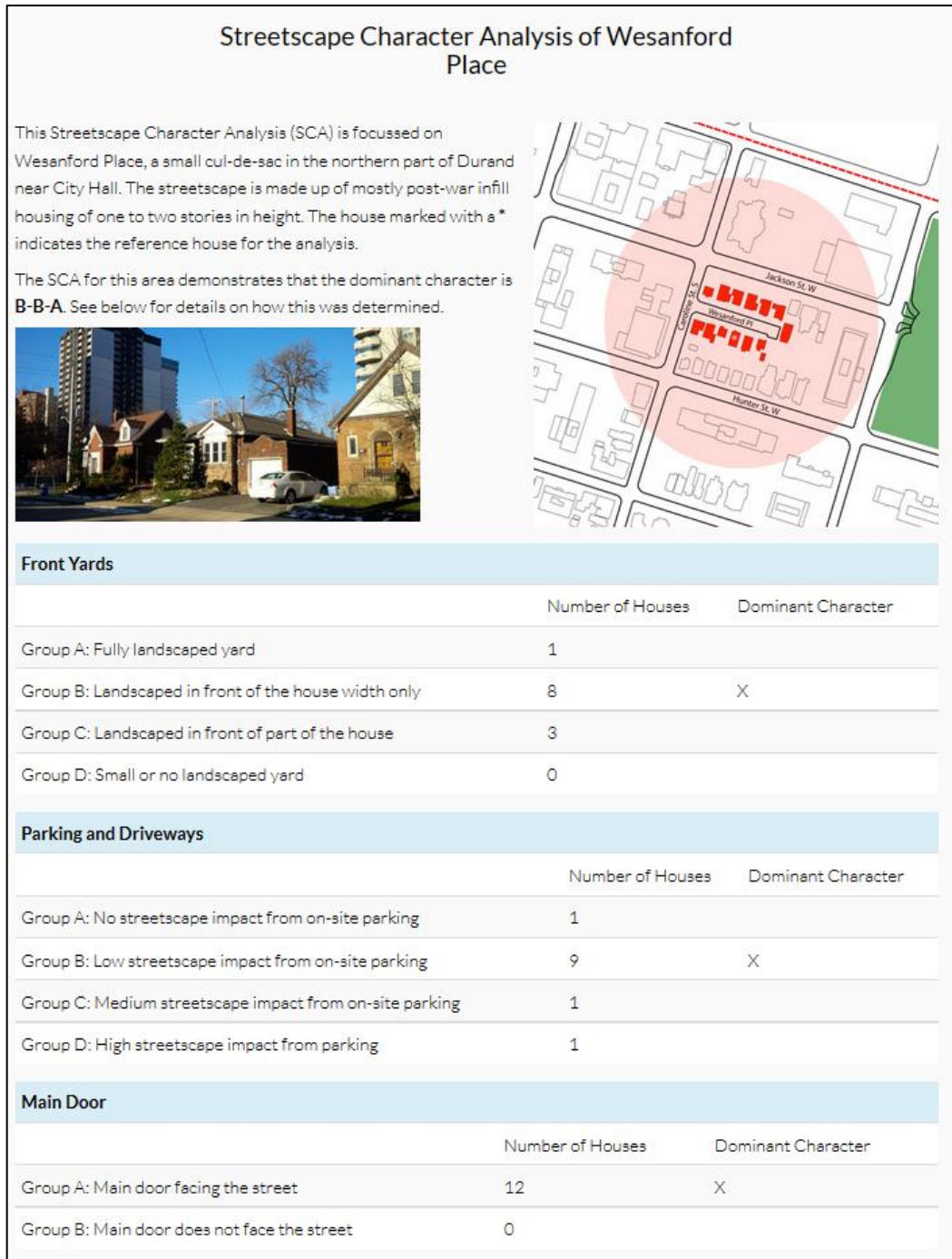


Figure 11: Streetscape Character Analysis of Wesanford Place



The outcomes from the sample SCAs conducted in Durand show that there were two distinct “character codes” across all four areas. This points to some character consistency in certain areas, as well as some character diversity across the neighbourhood. However, the sample was too small to make any broad conclusions across the neighbourhood.

### 2.3 AGM Information Session

An information session was held at the Durand Annual General Meeting (AGM) in Fall 2015. The session was intended to introduce the Durand Neighbourhood Character Project and to describe the Ottawa approach as a potential inspiration for a Hamilton model. The meeting included a question and answer session to gather feedback on whether there was interest in investigating the issue of neighbourhood character further. Three key themes emerged from the session:

1. There was interest in looking at strategies to address neighbourhood character in Durand and the Ottawa model was viewed as a good framework to draw from.
2. There was an interest in a "made-in-Durand" solution that would look at additional factors beyond the three from Ottawa.
3. There was interest in reaching out to Durand residents to better inform them about neighbourhood character, while also seeking their input on what factors they thought were important.

The outcomes and feedback from Phase One provided direction on how to continue the project in Phase Two. Specifically, more detailed information about existing streetscape character in Durand was needed. Therefore, conducting street character audits more broadly across the neighbourhood, utilizing a more diverse set of factors that contribute to character, would be required. This would provide a good data set from across Durand that builds on the initial sample that showed there was character diversity as you move street to street. Additionally, there was need to create opportunities for more citizen involvement and outreach to further educate residents on the issue of neighbourhood character as well gather a wider range of views from Duranders.

### 3.0 Neighbourhood Street Audits

A detailed citizen audit tool was developed and employed across different parts of the Durand neighbourhood. The audit tool was designed to be conducted by residents, which was an important part of the overall Durand Neighbourhood Character Project. By having citizens walk their streets and gather information on dwellings in their neighbourhood, residents can become central players in the planning and understanding of their community. Further, they become informed advocates moving forward. This is consistent with goals of the 1987 Durand Neighbourhood Plan.

#### 3.1 Audit Development and Workshop

The first step in the audit portion of the study was the creation of the audit tool itself. The factors under review were based initially on the Ottawa approach, then further informed by a best practice review of other jurisdictions where the impact of neighbourhood character has been studied (Ontario, Alberta, United Kingdom, Australia), and finally from input from the Durand Neighbourhood Association. The factors collected in the audit are outlined in Table 2. The audit tool was then designed and tested to be user-friendly for citizens who volunteered to assist with the study, both online and on paper.

Table 2: Audit Tool Factors Collected

Factor	Range/Detail
Height	Measured in Storeys (1-6)
Housing Type	Single, Semi, Row, Apartment Style
Façade Material	Brick, Wood, Stucco, Vinyl, Stone, etc.
Orientation of Front Entrance	Facing Street Yes/No
Landscaping	Range - Fully Landscaped to No Landscaping
Mature Tree	Present on Front Yes/No
Parking Impact of Streetscape	Range - No Impact to High Impact
Garages	Visible / Not Visible
Garage Alignment with Structure	Aligned, Protrude, Set Back

In total, 23 audit zones were selected from across the Durand Neighbourhood to capture an adequate sampling of the diversity of the neighbourhood (Table 3 and Figure 12). As mentioned previously, only structures that were six storeys or less were included as part of the audits. In total, 439 residential dwellings of six storeys or below were included in the audit.

A workshop for the citizen auditors was held on October 17<sup>th</sup>, 2016. The workshop began with a presentation by architect Graham McNally from Toms + McNally who provided an overview of multiple street characteristics and showed how they can influence the look and feel of a streetscape. From there, a step-by-step walkthrough of the audit tool was presented and the audit zones were assigned to attendees.

Table 3: Audit Zones

<b>Zone</b>	<b>Name</b>	<b>Range</b>	<b># of Houses/Buildings</b>
1	Hess South	Aberdeen to Escarpment	24
2	Aberdeen East	James to Bay	16
3	Turner	Aberdeen to Escarpment	11
4	Aberdeen West	Caroline to Queen	20
5	Markland West	Caroline to Hess	26
6	Bruce	Markland to Aberdeen	21
7	Herkimer East	James to Bay	15
8	Herkimer West	Caroline to Hess	16
9	Bay Street South	Herkimer to Aberdeen	24
10	Bay Street North	Robinson to Herkimer	22
11	Charlton East	James to Bay	19
12	Charlton West	Bay to Hess	22
13	Robinson	Caroline to Hess	22
14	Duke West	Caroline to Queen	30
15	Hess North	Hunter to Duke	21
16	Caroline	Duke to Charlton	23
17	Wesanford	All	13
18	Duke East	James to Bay	18
19	MacNab South	Bold to Herkimer	16
20	MacNab North	Bold to Hunter	10
21	Markland East	James to Bay	19
22	St. James Place	All	10
23	Bold St.	Bay to Hess	21
<b>Total</b>			<b>439</b>





### 3.2 Audit Results

Between October 17<sup>th</sup> and 31<sup>st</sup>, 2016, 20 citizen auditors conducted the audits for their assigned zone(s). The following section summarizes the results.



Social Media Badge Promoting Streetscape Audits

#### Audit Notes

For the purpose of the audit, an important distinction was made between *form* and *function* of a dwelling. *Form* refers to the original design purpose of the dwelling, for example, a large single family detached home. *Function* refers to the current use of the dwelling, for example that same single family detached home may now be divided into multiple apartments, or it may be used for professional offices. The audit was concerned only with *form* – its original built purpose.

In addition, while the selection of audit zones attempted to evenly cover Durand geographically, the number of houses/buildings within each zone varies (Table 3). This is due to a variety of housing types and sizes in each zone. Thus, when reporting the aggregate results from the audits, the average from each audit zone was used so that areas with greater number of dwellings would not be over represented in the results.

### 3.2.1 Building Height

Building height is a key factor related to neighbourhood character. Building height can affect a number of aspects, including shade on neighbours, privacy, and compatibility with neighbouring structures.

Seven categories of height measured in storeys were included on the audit, as follows:

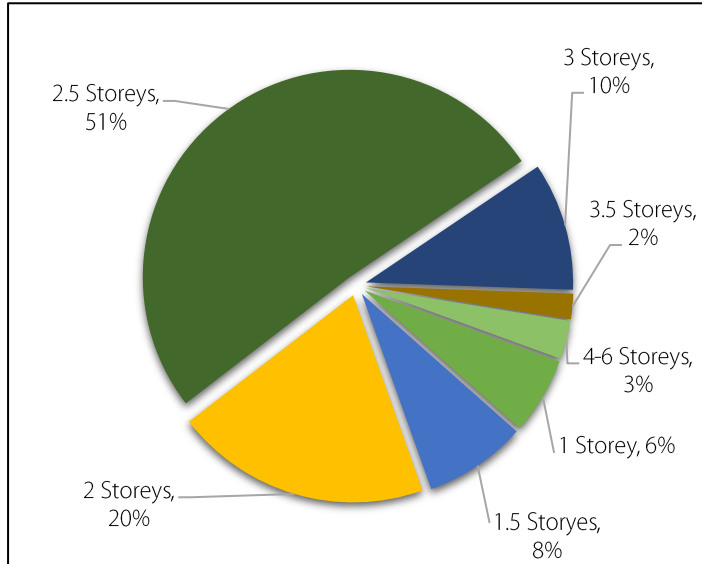
- 1 Storey
- 1.5 Storeys
- 2 Storeys
- 2.5 Storeys
- 3 Storeys
- 3.5 Storeys
- 4-6 Storeys

Buildings with a half storey (1.5, 2.5, 3.5) referred to dwellings that appeared to have an additional living space on the top level, but the roof of that space was not the full width of the floor.

As noted in Figure 13, the majority of the averages of the zones in the neighbourhood (51%) were 2.5 stories high. 81 percent were in the 2-3 storey range.

Figure 14, below, displays a map that illustrates the distribution of the main heights of dwellings observed in the audits. In most audit zones (17), a majority of dwellings were 2.5 storeys. In three zones a majority of dwellings were 3 storeys, while in another two zones, a majority of dwellings were 2 storeys, and in one zone, the dwelling height was tied between 2 and 2.5 storeys (40% each).

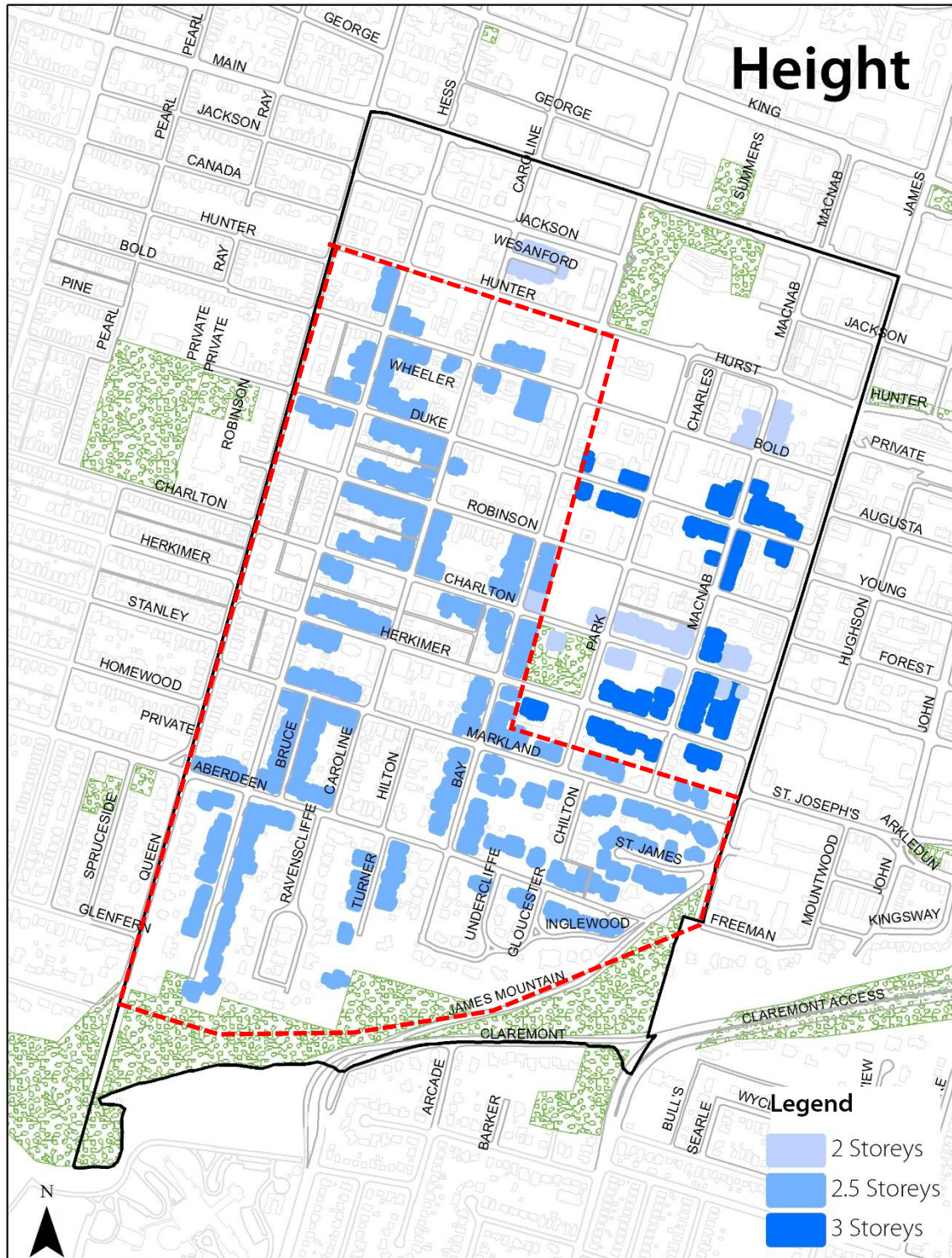
Figure 13: Overall Heights across All Audit Zones



An example of a 2.5 storey house in Durand.

The 2.5 storey dominant zones form an "L" shape on the west and south sides of the neighbourhood (see Figure 10). The 2 and 3 storey zones are clustered mainly in the north-east end of the neighbourhood, in the area from Herkimer to Hunter and Bay to James.

Figure 14: Dominant Housing Type Across Individual Audit Zones



### 3.2.2 Housing Type

Housing form, or typology, is another factor that influences neighbourhood character. This refers to what kinds of buildings populate a street, for example single family detached homes, town or row houses, or apartment style dwellings. It is important to reiterate that this study is concerned with dwellings of six storeys or less.

Four types of dwelling were specified in the audit, as follows:

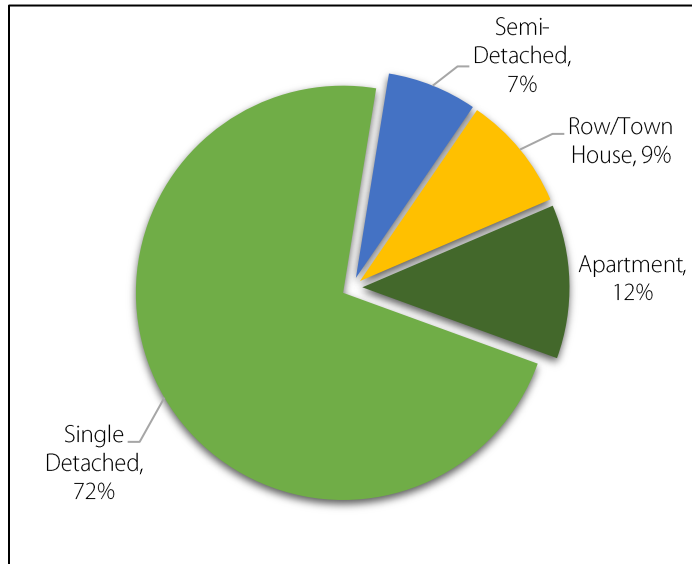
- Single family detached home
- Semi-detached
- Row/town house
- Apartment-style building

As noted, the importance of a dwelling's form was the important consideration in the context of this factor.

Figure 15 illustrates the general results of the audits for all zones. The majority of dwellings (72%) in the audit zones were single family detached homes. This was followed by apartment-style buildings (12%), row/town houses (9%), and then semi-detached homes (7%).

As illustrated in Figure 16 below, single family detached homes were the majority type of dwelling in most audit zones (19). Two zones had a majority of apartment-style dwellings and two zones had ties; in one, single family detached homes and semi-detached represented 35 percent each, and in the other, row/town houses and apartments each represented 39 percent.

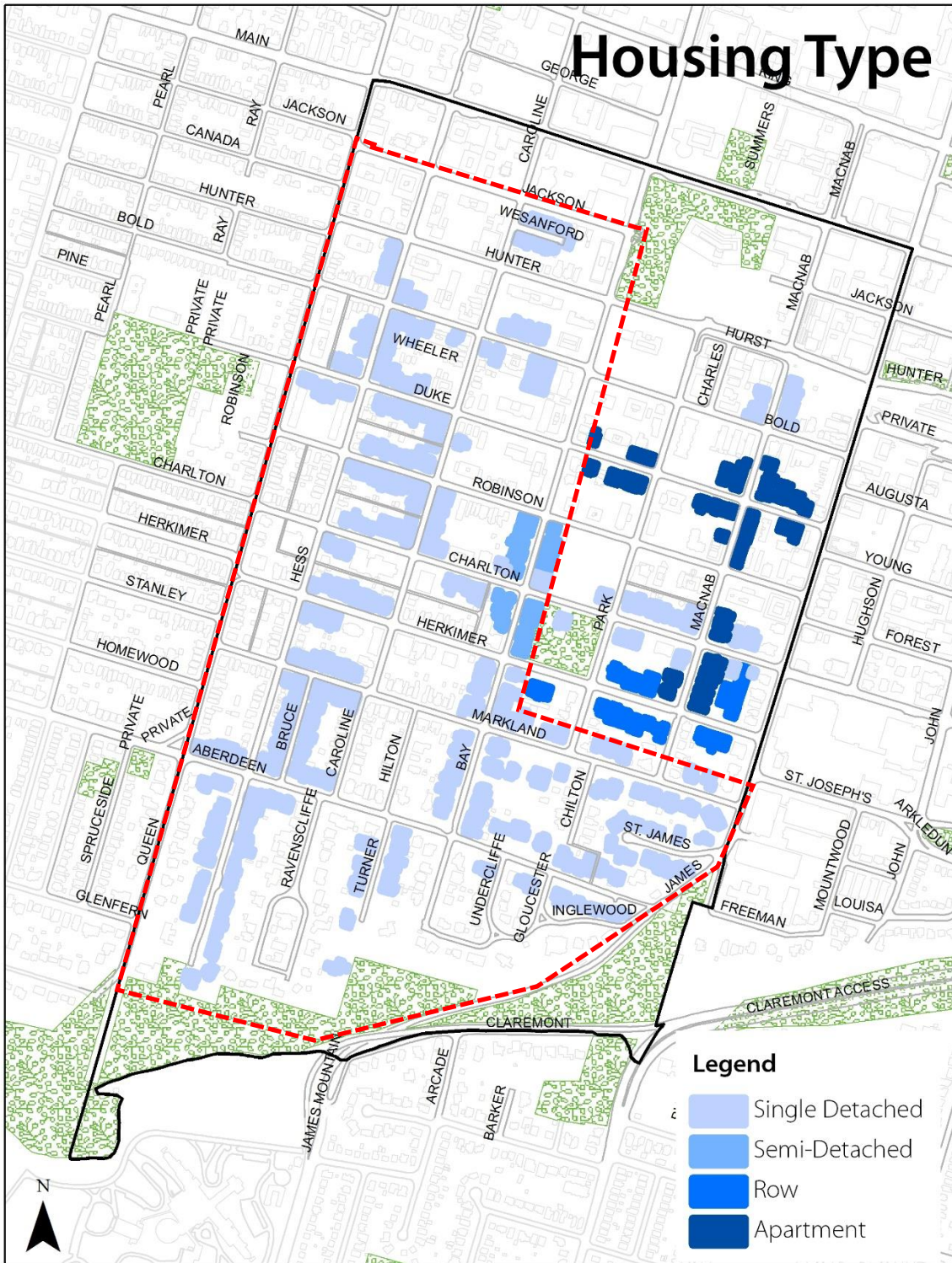
Figure 15: Overall Housing Type Across All Audit Zones



An example of an apartment style building in Durand.

The single-detached dominant zones forms an "L" shape on the west and south sides of the neighbourhood (see Figure 12). The semi-detached, row/town, and apartment style dominant zones are clustered in the north-east end of the neighbourhood, in the area from Herkimer to Duke and Bay to James.

Figure 16: Dominant Housing Type across Individual Audit Zones



### 3.2.3 Façade Material

Façade material refers to the type of material used on the front of the dwelling. A continuity in façade material, over the course of several houses or buildings, helps define a neighbourhood's character.

Five types of façade were available for auditors to highlight, including:

- Brick
- Stone
- Stucco
- Wood
- Vinyl siding

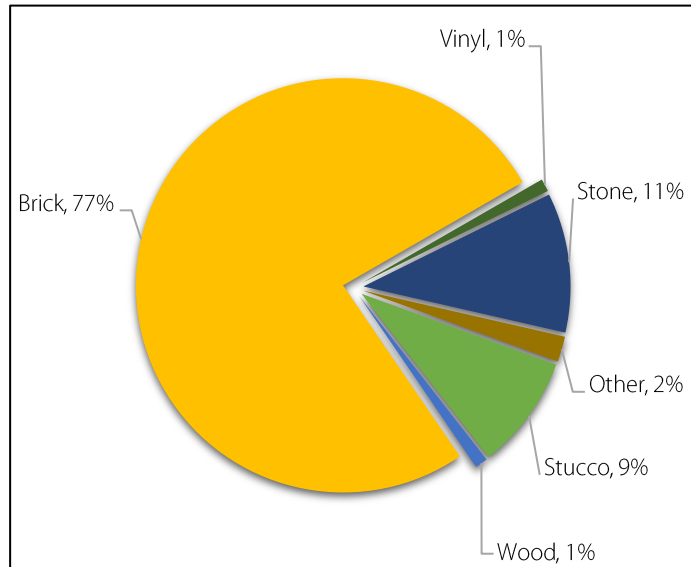
Auditors looked for the dominant façade material on each building. In the few cases where façade materials were approximately 50/50, the material on the exterior of the first floor was identified as dominant.

Figure 17 illustrates the percentages of façade material for all audit zones. In a majority of zones (77%) brick was the dominant type of façade material. The next most common types were stone (11%), stucco (9%), and then vinyl and wood (1% each).

Brick was the dominant façade type in most audit zones (21). Stucco was the majority façade in one zone, while stone was the majority type in another. These two outlier zones were located in the south end of the neighbourhood. (see Figure 18).

While 21 of the zones are majority brick, this material is more dominant in certain areas than others, for example in 10 of the zones, brick represented over 90 percent of all façade types.

Figure 17: Overall Façade Material across All Audit Zones



An example of a stone façade with brick on either side.



### 3.2.4 Front Door Orientation

This factor deals with how the house or building faces the street. Is the main door or entrance oriented towards the street, or is it on the side or back? Entrances that face the street help create more connection between the house and the streetscape.

Auditors recorded door orientation toward the street on a yes/no basis.

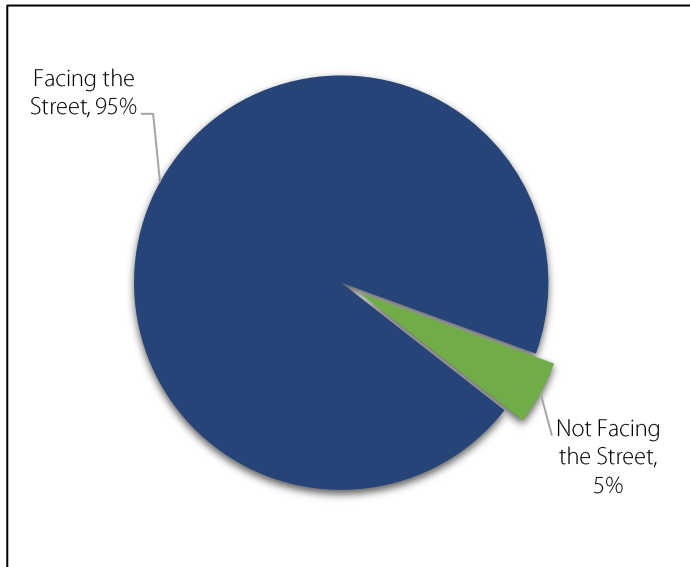
In cases where buildings had more than one entrance, as sometimes happened with single detached buildings converted into multiple units, the doorway that appeared to be the main original entrance was recorded. This decision reflects the importance of the original form of the dwelling over its current function.

The dominant orientation noted for all audit zones was for the main entrance to face the street (95%) (see Figure 19).

As displayed in Figure 20 below, the lowest percentage of doors facing the street was 76 percent; it was followed by zones with 84 percent and 85 percent. All other zones were 90 percent or greater, with eight zones at 100 percent.

There is limited geographic grouping or patterning for the entrance orientation.

Figure 19: Overall Front Door Orientation Across All Audit Zones



An example of a street-facing front entrance.





### 3.2.5 Landscaping

A landscaped front yard is one of the most noticeable factors when considering neighbourhood character. Landscaping refers to grass, bushes, gardens, trees, walking paths, and decorative features. How much of the front yard is landscaped? Does it just cover the area in front of the house, or extend across the entire lot?

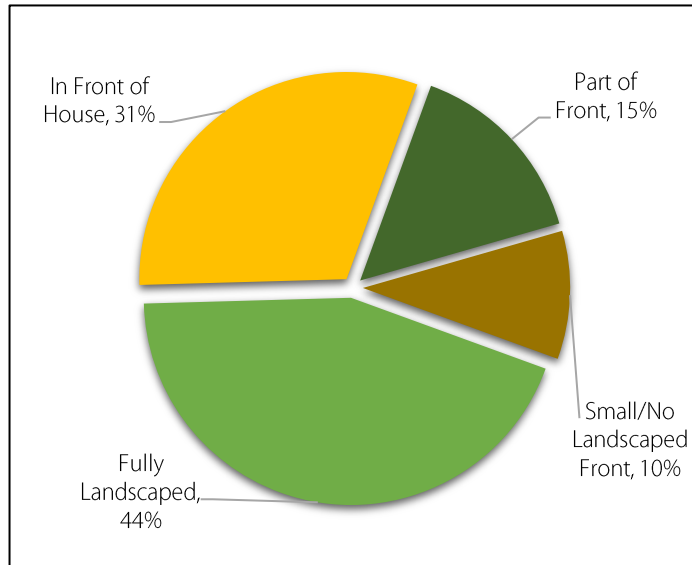
Auditors were asked to select from four options of landscaping:

- Fully landscaped: the entire width of the lot facing the street is landscaped.
- In front of house: the area directly in front of the house is landscaped, but not the entire lot width. Buildings in this category often had driveways on one side.
- Part of the front of the house: the lot has landscaping, but part of the area in front of the house is not landscaped, often due to parking.
- Small/no landscaped front: there is little to no landscaping in front of the building. This is often the result of either full lot width parking or the building having limited setback.

The largest single percentage of audit zones fell into the fully landscaped category (44%) (see Figure 21), with 12 zones meeting the criteria. Of the remaining zones, six were landscaped in front of the building, three had no landscaping, one was partially landscaped, and one was tied at 33 percent each between fully landscaped and landscaped in front of the building. Interestingly, there was significant diversity within each audit zone, with only 14 of the audit zones having a landscape option with over 50 percent prevalence, three zones above 80 percent, and only one at 100 percent.

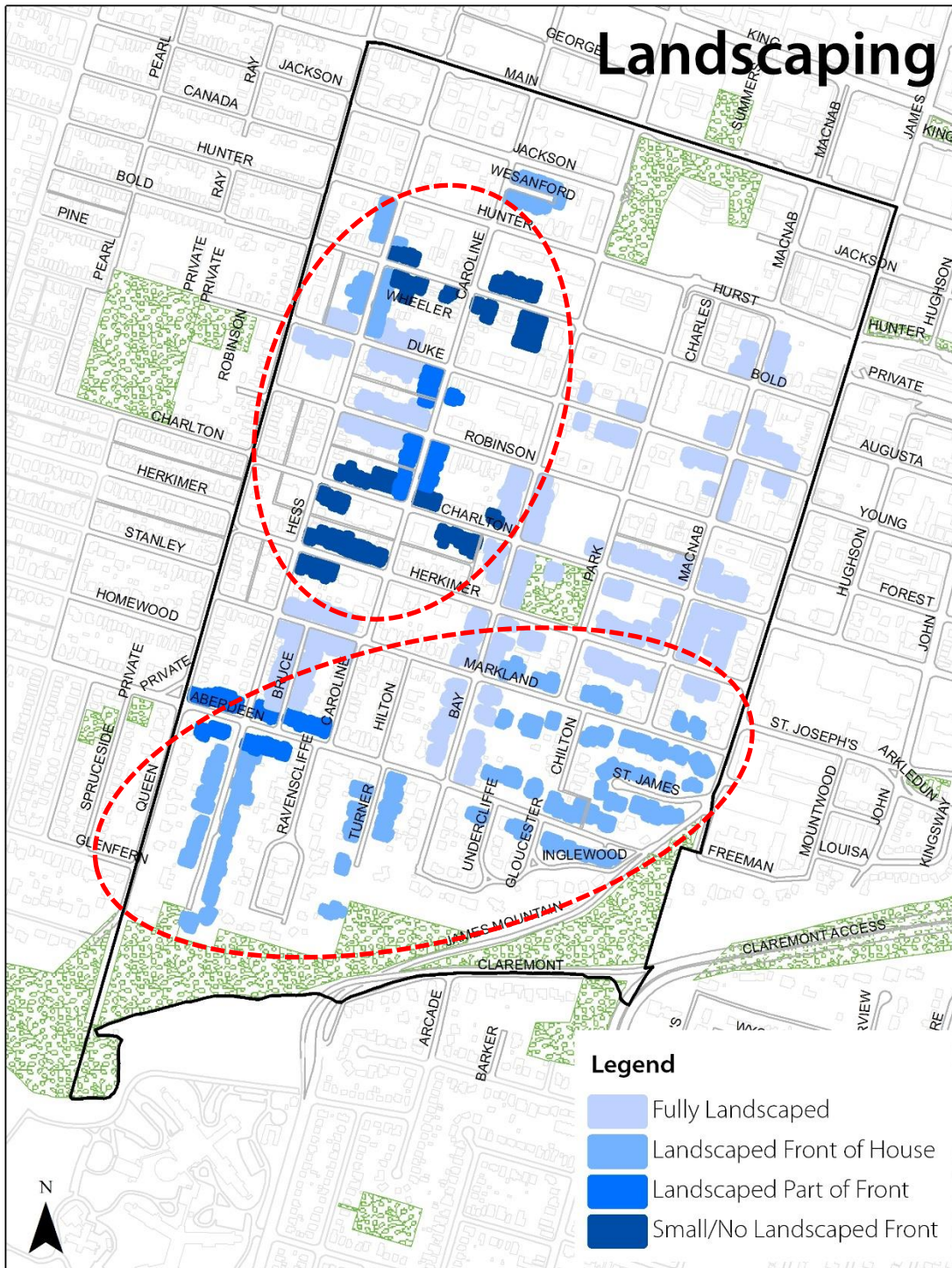
There is limited grouping of similarly landscaped zones. The least landscaped zones tend to be on the west side of the neighbourhood and there is a strong presence of zones with landscaping only in front of the house in the south and south-east (see Figure 22).

Figure 21: Overall Landscaping Across All Audit Zones



An example of a 1/3 – 1/2 landscaped front yard.

Figure 22: Dominant Landscaping Across Individual Audit Zones



### 3.2.6 Mature Trees

An established tree canopy is a factor common to many older neighbourhoods. Large, mature, trees contribute to the character of the streetscape as do the houses themselves. Tracking this factor involves looking at whether individual properties have mature trees, meaning a tree over two storeys in height, in the front of the property.

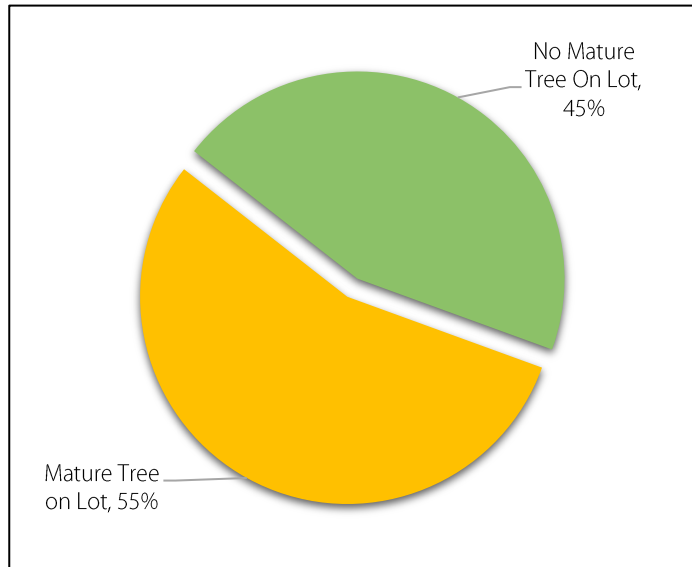
Auditors were asked to indicate the presence of a mature tree on the lot facing the street on a yes/no basis.

Auditors only recorded the first tree, so if there was more than one tree it was not counted.

Durand has a robust tree canopy, with the auditors recording an average of 55 percent of the lots across the zones with a mature tree (see Figure 23). The majority of lots in 14 of the 23 zones had a mature tree. Only the Wesanford zone (#17), which is an outlier for several reasons, had no trees (see Figure 24).

As illustrated in Figure 24 below, the north-western side of the neighbourhood tends to have fewer mature trees. By contrast, the other parts of the neighbourhood have mature trees on a majority of the properties.

Figure 23: Presence of a Mature Tree across All Audit Zones



An example of a street lined with multiple mature trees.



### 3.2.7 Parking

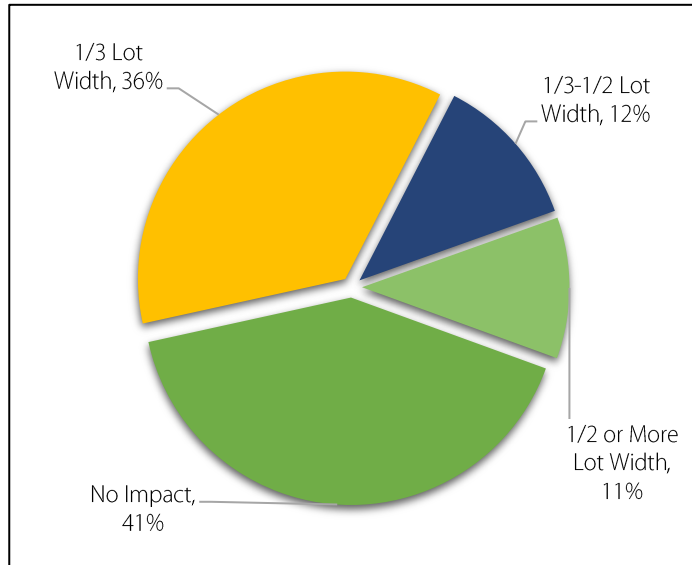
The extent of front yard, street accessible parking, relative to the overall lot, can impact the relationship between the property and the street.

A range of types of front parking were provided for auditors, including:

- No impact: there was no parking on the site facing the audit street.
- 1/3 of lot width: no more than 1/3 of the lot was parking. This could be in front or at the side of the building.
- 1/3 – 1/2 of lot width: up to half the lot, usually including at least part of the front of the building, was dedicated to parking.
- 1/2 or more of lot width: the front of the lot was dominated by parking.

While the single largest category in the neighbourhood was no impact of parking (41%) (see Figure 25), all ranges were represented. Following the 'no impact' category was parking on a 1/3 of the lot width (36%), then parking on between 1/3-1/2 of the lot width (12%), and parking on 1/2 or more of the lot width (11%). In total, 13 of the 23 zones included the no impact on parking as the dominant factor. Also, it should be noted that 13 of the zones had properties representing all four categories and only 6 were over 80 percent dominated by one of the categories.

Figure 25: Overall Parking Impact Across All Audit Zones



An example of a 1/2 width driveway.

Figure 26 displays the distribution of parking types. The neighbourhood tends to divide into three segments: the north, middle, and south. The north segment, from Bold St. north, has a variety of types of parking impact. The middle segment, from Herkimer to Duke, is largely a no impact parking area, and the south segment, from the escarpment to Aberdeen, is mostly parking on 1/3 of the lot width. However, it should be noted that there are pockets of other characteristic-dominant zones within these areas.



### 3.2.8 Garages

The existence and placement of a garage can have an impact on the character of a streetscape. Likewise, the size of a driveway, relative to the overall lot, can impact the relationship between the property and the street.

Auditors recorded the presence of a garage on the lot facing the street on a yes/no basis.

In addition to recording whether or not the property had a garage, the auditors also recorded the relationship of that garage to the house. There were three categories for this characteristic:

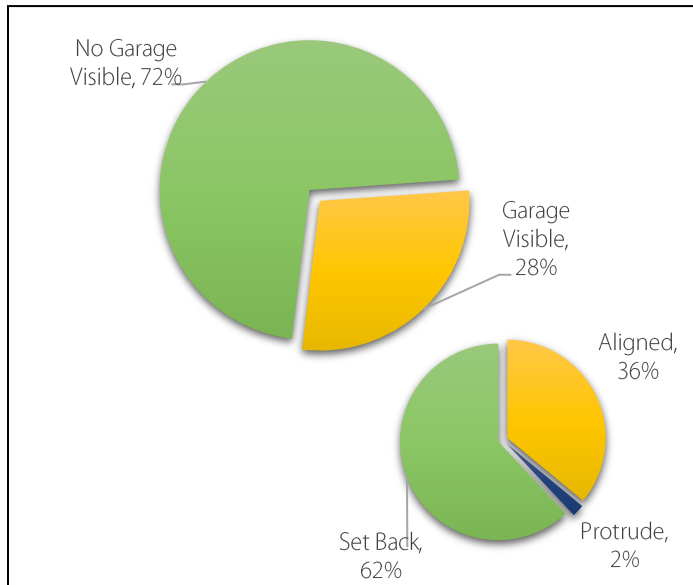
- Aligned: the garage is aligned with the front of the building.
- Protrude: the garage protrudes from the front of the building.
- Set Back: the garage is set back from the front of the building, often as a separate structure.

Garages needed to be facing the audit street to be recorded. Therefore, if a building on Aberdeen, for example, had a garage, but that garage's door faced on to Hess St, then it was not counted as having a garage visible from the audit street.

The overall presence of garages across the audit zones was 28 percent (see Figure 27). The majority of buildings did not have garages visible from the front of the street. Only five of the 23 zones were garage-dominant, with Zone 5 recording the highest number of garages at 92 percent (see Figure 28). 13 of the zones had 80 percent or more without garages. When buildings did have garages, most often they were set back (62%).

The audit zones most likely to have garages are in the south and south-east area of the neighbourhood.

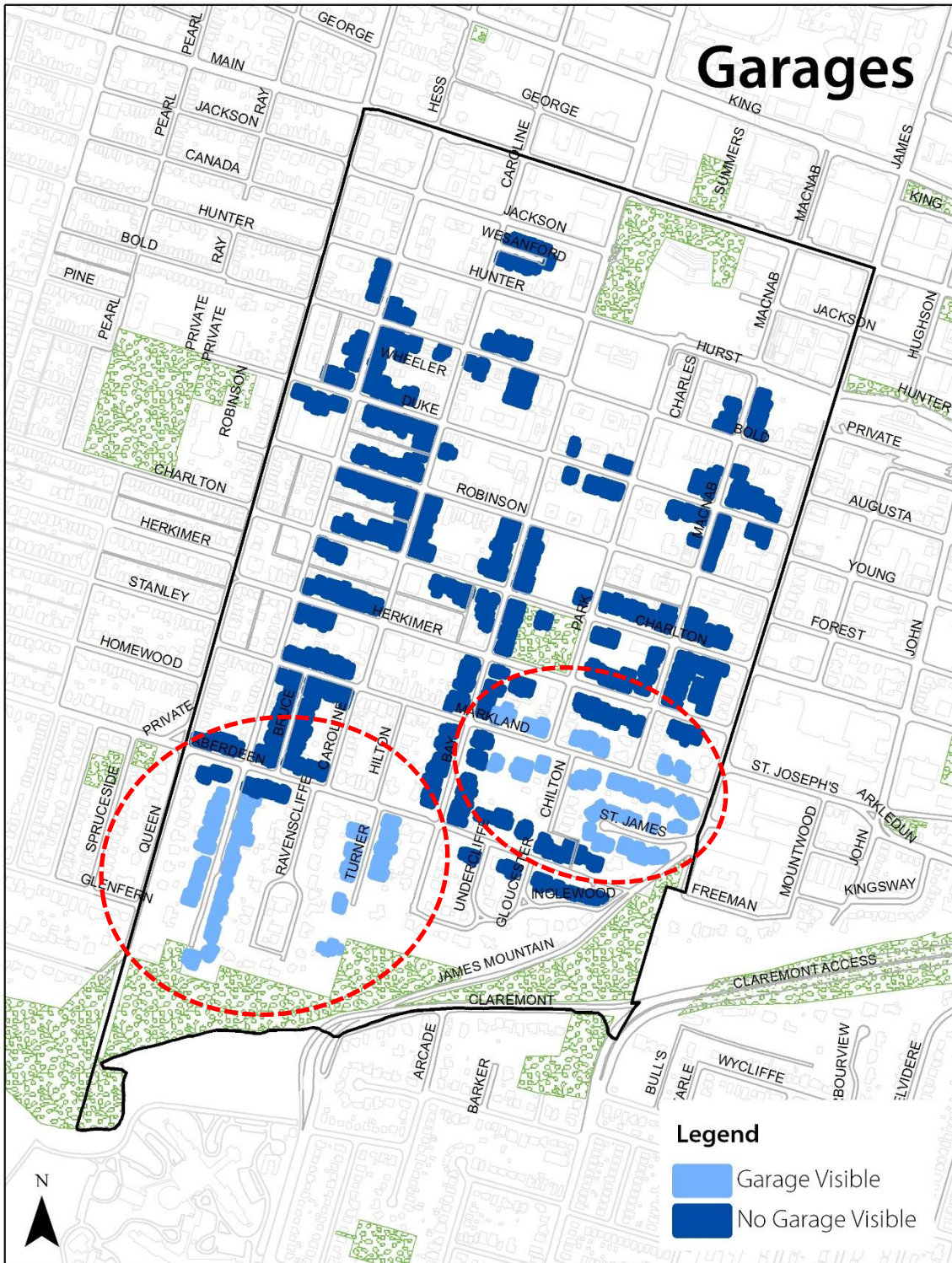
Figure 27: Overall Garage Presence across All Audit Zones



An example of a house with an attached garage.



Figure 28: Dominant Garage Presence Across Individual Audit Zones



## 4.0 Resident Survey

To better comprehend how residents of Durand view neighbourhood character, and to gauge feedback about what factors are important to residents' understanding of the look and feel of their streets and neighbourhood, Civicplan conducted a resident survey. The survey was designed to gather feedback about the same factors that were being assessed as part of the neighbourhood audits.

### 4.1 Survey Notes

The survey design was informed by a best practices review of other jurisdictions that have studied the impact of neighbourhood character. Specifically, we looked at other jurisdictions in Ontario and Alberta.

The Durand Neighbourhood Survey was conducted both online and on paper from October 20, 2016 to November 18, 2016. The survey was available via the [durandcharacter.com](http://durandcharacter.com) website, while paper copies of the survey were available at Durand Coffee on Charlton Avenue throughout this period. The survey was promoted on social media and through the Durand Neighbourhood Association email list. Further, additional outreach efforts were conducted to increase survey participation from seniors in the neighbourhood.

Respondents were asked three categories of questions, beginning with general information about the individual respondent (e.g. age). This was followed by detailed questions about streetscape character factors. Specifically, respondents were asked to describe the influence of 10 different factors on the character of their street. Finally, they were asked to provide additional details about their own observations of their neighbourhood.

In total, 174 responses were received both on paper and online.



Social Media Badge Promoting the Citizen Survey

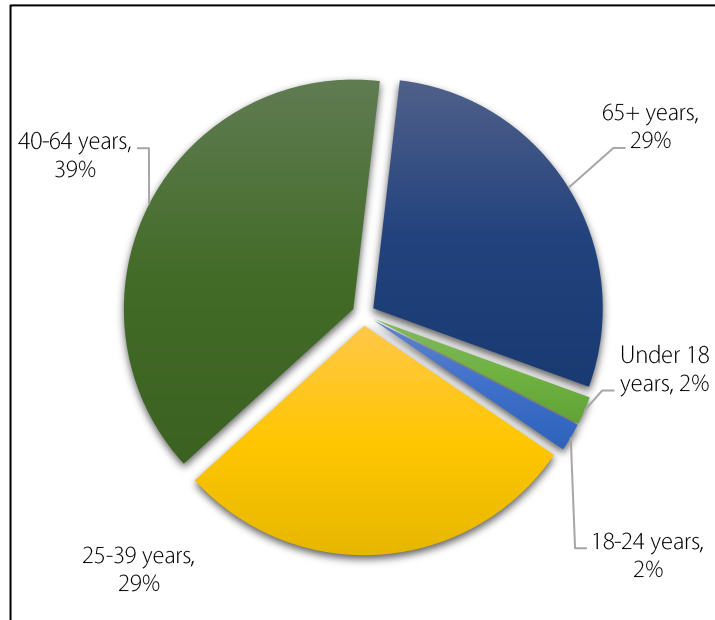
## 4.2 Resident Information

In terms of resident information, respondents were asked to indicate their age range, how long they have lived in the neighbourhood and what type of dwelling they live in (e.g. apartment, townhouse, etc.).

### 4.2.1 Age

Figure 29 displays the breakdown of responses by age of respondent. The majority of respondents (96%) were over the age of 25. The single largest age category were respondents between 40-64 years of age (39%), followed by those between the ages of 29-39 and those over 65 years old, each at 29 percent of respondents.

Figure 29: Age of Survey Respondents.

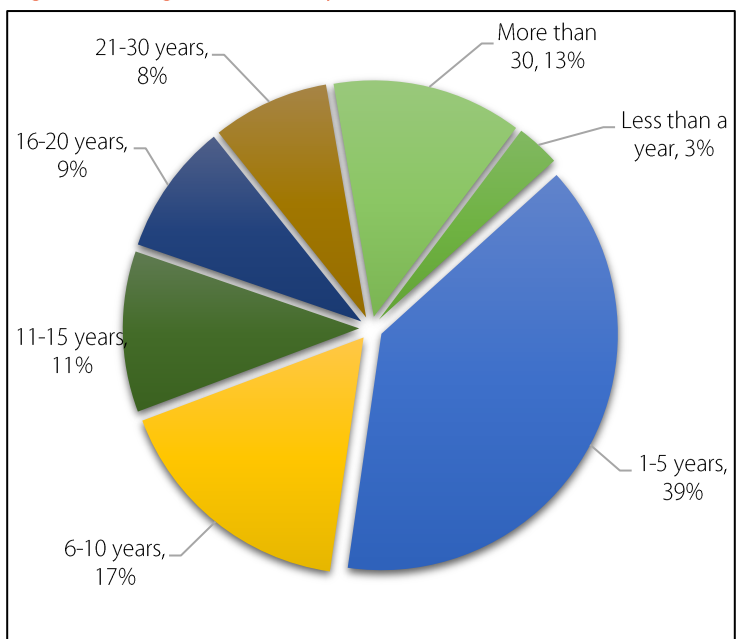


### 4.2.2 Length of Time in Neighbourhood

Respondents shared the length of time they have lived in the Durand neighbourhood. Figure 30 displays the percentage of time respondents indicated they have lived in the neighbourhood by year ranges.

The largest segment of respondents indicated that they have lived in Durand for a relatively short period of time, between one and five years (39%). This was followed by people who have lived in the neighbourhood for between six to ten years (17%), then those who have been there for more than 30 years (13%).

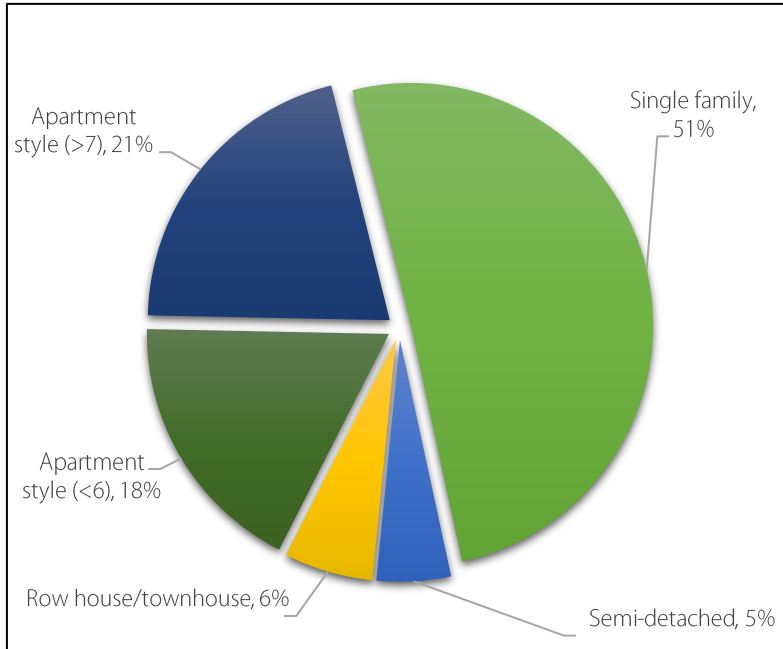
Figure 30: Length of Residency in Durand



### 4.2.3 Type of Dwelling

The last of the general information questions asked respondents to indicate the type of dwelling they currently live in. Figure 31 illustrates the responses by percentage. The majority of respondents (51%) indicated they live in a single family, detached home. The second largest segment of respondents were people living in apartments (39%). Of the respondents living in apartments, 21 percent indicated they lived in dwellings with more than seven storeys, while 18 percent indicated dwellings with six storeys or less.

Figure 31: Type of Dwelling



### 4.3 Streetscape Character Factors

The second section of the survey asked respondents to rate how 10 different factors influenced the character of their street. The influence rating ran from positive to negative, with the centre point as neutral. The following sections detail the responses for each of the 10 factors. Each section details the general responses for each of the factors, as well as additional information about how different age groups (those under 40 and those over 40 years of age) responded to the questions. Finally, the questions related to the height of dwellings were assessed based on the type of residences indicated by respondents, specifically whether or not they lived in apartments.

#### 4.3.1 Mature Trees

There are multiple reasons why the presence of large, mature trees on a streetscape is important in cities, from improved air quality to reduction in heating and cooling costs. Respondents were overwhelmingly positive about the influence of this factor, with 95 percent indicating that this was a somewhat positive (10%) or positive (85%) (Figure 32).

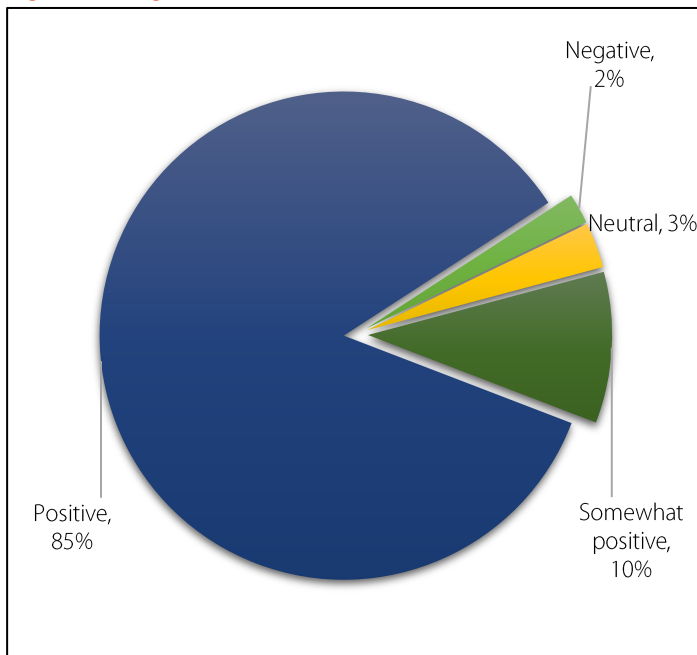
##### Under 40 / Over 40

There was no difference in the level of support for this factor by age, both those respondents under 40 years, and over 40 years old indicated that mature trees contributed positively to the look and feel of a streetscape.

##### Relation to Audit

The survey results align with the audits which showed mature trees were a prominent element of streetscapes.

Figure 32: Large, Mature Trees



### 4.3.2 Landscaped Front Yards

The second factor was the influence of landscaped front yards on the character of the streetscape. Landscaping, such as lawns, gardens and other green features on the front of the property, provide greater differentiation between the street and the dwelling. As displayed in Figure 33, 87 percent of respondents indicated that landscaped front yards positively influence the character of their streetscape.

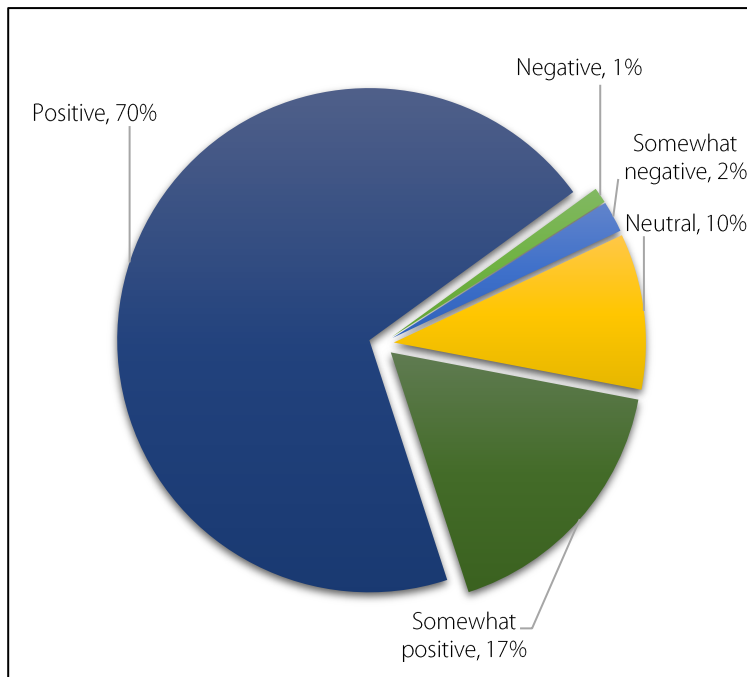
#### Under 40 / Over 40

While this was a positive factor for all age groups, those over 40 were marginally more positive on its influences (88%) than those under 40 years of age (85%).

#### Relation to Audit

The survey results align with the audits that showed that the vast majority of properties were either fully landscaped or at least landscaped in front of the house.

Figure 33: Landscaped Front Yards



### 4.3.3 Front Entrance

How people access a dwelling, whether through an entrance at the front of the building or via the side or back, influences how the dwelling connects with a streetscape. As Figure 34 illustrates, survey respondents indicated that a front facing entrance positively influenced the character of their streets (86%).

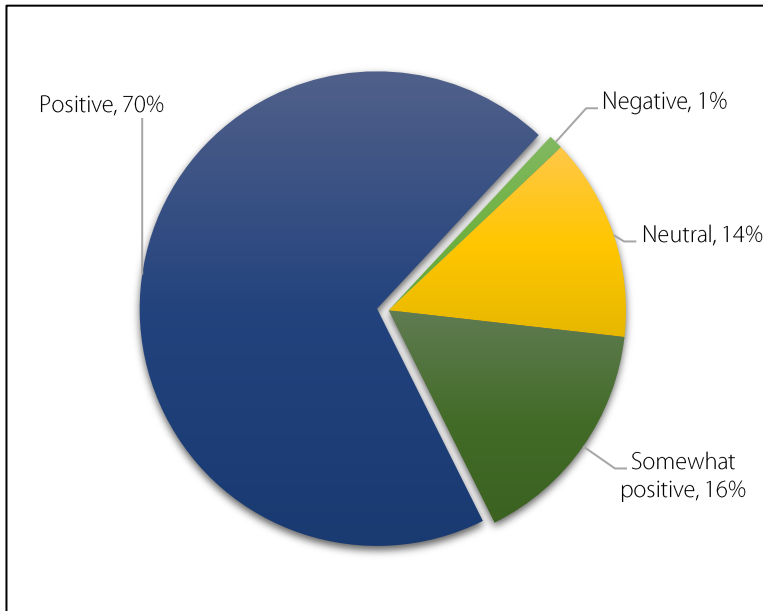
#### Under 40 / Over 40

The positive nature of this factor was equally supported across age ranges.

#### Relation to Audit

The survey results align with the audits that showed that the vast majority of properties had a front door facing the street.

Figure 34: Front Entrance Location



### 4.3.4 Height of Dwelling: 1-3 Storeys

The diversity or uniformity of dwelling height affects a streetscape in various ways. Respondents were asked to indicate the influence of different scale of dwellings by storey height. Figure 35 illustrates responses related to dwellings of 1-3 storeys.

Of all the survey respondents, the majority (53%) indicated that 1-3 storey buildings had a positive influence on streetscape character. Additionally, 16 percent indicated that it was somewhat positive.

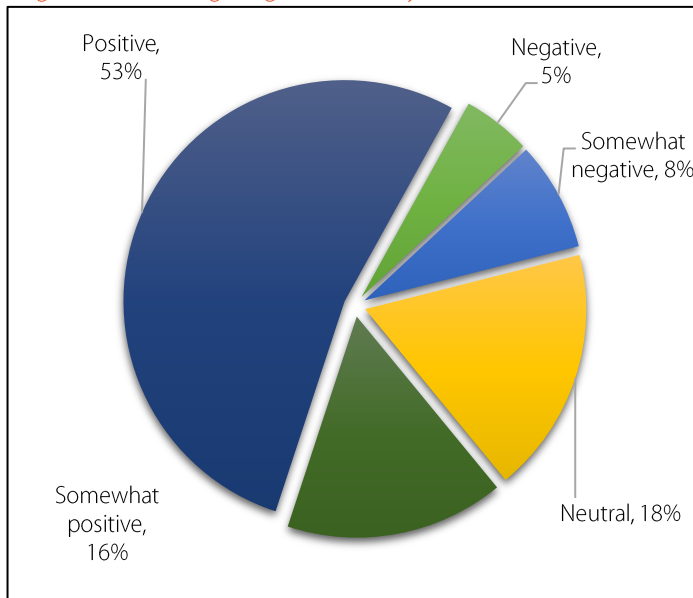
#### Under 40 / Over 40

In terms of the breakdown by age, respondents under the age of 40 were more likely to gauge this factor as positive. 75 percent of these respondents indicated this was positive or somewhat positive, whereas 66 percent of those above 40 selected these responses.

#### Relation to Audit

The survey results align with the audits which showed that over 80 percent of zones had average heights of 1-3 stories.

Figure 35: Dwelling Height, 1-3 Storeys





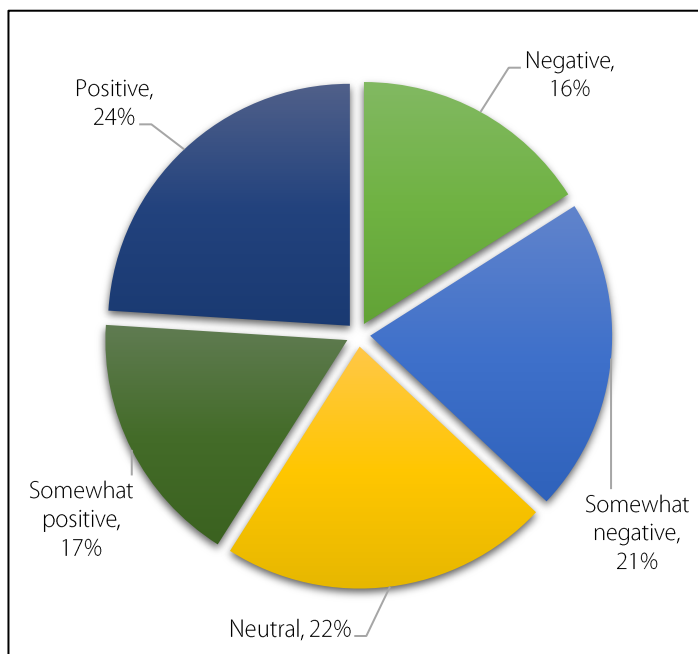
### 4.3.5 Height of Dwelling: 4-6 Storeys

Respondents were asked about their views on the influence of dwellings from 4-6 storeys. As illustrated in Figure 36, the results are not as definitive with lower level dwellings. A combined 41 percent of respondents indicated this height category of dwellings was a positive or somewhat positive influence on their streets, while 37 percent indicated it was a negative or somewhat negative influence. The largest single group of respondents (24%) indicated that 4-6 storey dwellings are positive influence on the streetscape. While 22 percent indicated they were neutral about the impact, and 21 percent indicating it was somewhat negative.

#### Under 40 / Over 40

When the data is broken down by age group, similar to the previous factor, those under the age of 40 (45%) indicated that this type of dwelling had a positive or somewhat positive influence on their street. Fewer of those over 40 (39%) saw this as a positive or somewhat positive influence. Additionally, those over 40 were more neutral (25%) than younger respondents (18%) about this factor.

Figure 36: Dwelling Height, 4-6 Storeys



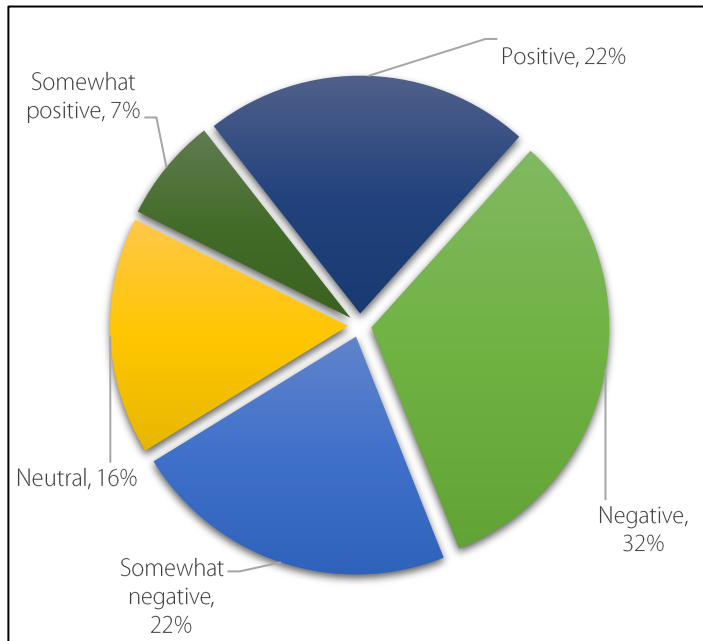
### 4.3.6 Height of Dwelling: More than 7 Storeys

In terms of the influence of dwellings of seven or more storeys, respondents indicated that this form of dwelling had a more negative influence on the streetscape. As detailed in Figure 37, a majority of respondents (54%) indicated that this building type was either negative or somewhat negative, as compared to 29 percent that indicated that it was positive or somewhat positive.

#### Under 40 / Over 40

The views about this factor by age demonstrates a change from the previous height categories. Whereas those under 40 years of age viewed dwellings of 6 storeys or less more favourably than their older counterparts, the responses shift with dwellings of seven storeys or greater. While the majority of both groups indicated that this was a negative or somewhat negative influence on the street (57% under 40, 53% over 40), a larger percentage of those over 40 years of age felt that this factor had a positive or somewhat positive influence (33% over 40 to 21% under 40).

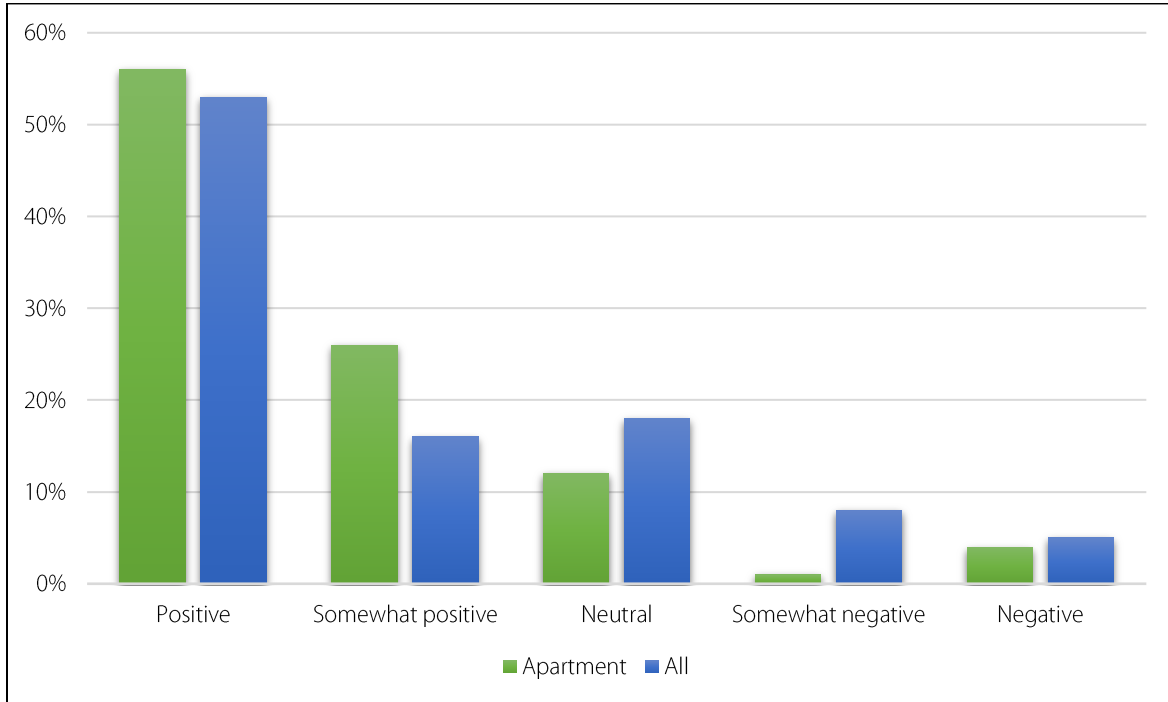
Figure 37: Dwelling Height, More than 7 Storeys



### 4.3.7 Apartment-Style vs All on Height of Dwelling

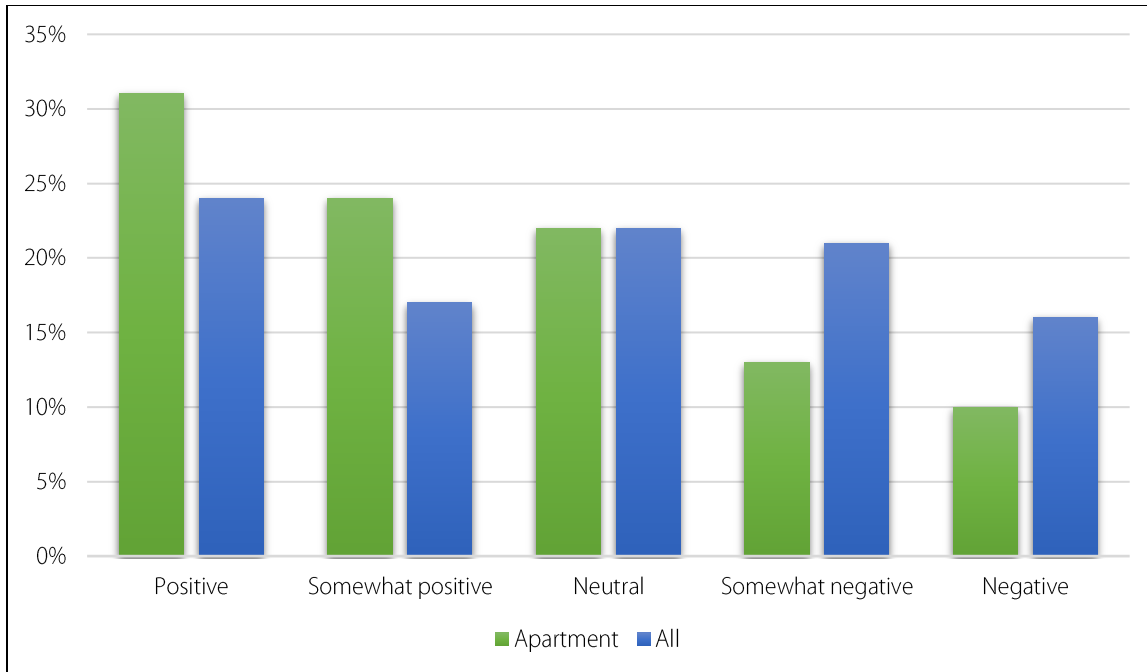
As apartment-style dwellers comprised a significant percentage of respondents (39%), their responses related to the height of dwellings was compared to total respondents for additional context. Figure 38 illustrates the responses of apartment-style dwellers as compared to all respondents as related to the dwelling height factor.

Figure 38: Apartment-Style Dweller Responses: 1-3 Storey Dwellings



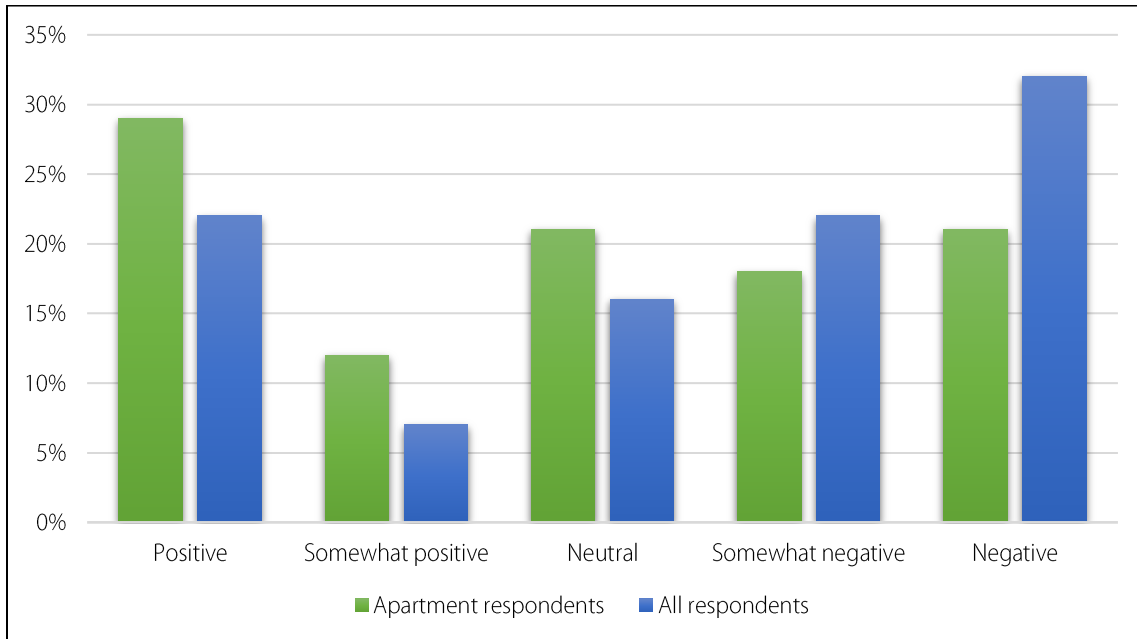
Those respondents who reside in apartment-style dwellings were slightly more positive (56%) about the influence of 1-3 storey dwellings than the total percentages of respondents (53%). They were less likely to be neutral and negative about the influence of these dwellings.

Figure 39: Apartment-Style Dweller Responses: 4-6 Storey Dwellings



In response to the question about 4-6 storey dwellings (Figure 39), respondents from apartment-style dwellings were more positive than the total respondents. 55 percent of apartment-style dwellers noted positive or somewhat positive, as compared to 41 percent of all respondents. Additionally, apartment dwellers were less negative (23%) as compared to all respondents (37%) about the influence of this scale of dwellings on a streetscape.

Figure 40: Apartment-Style Dweller Responses: 7 Storeys or Greater



As displayed in Figure 40 above, there is a difference between respondents who live in apartment-style dwellings and all respondents to the questions of the influence of greater than seven storey dwellings. 41 percent of respondents from apartments see dwellings greater than seven storeys as a positive influence on their streets, as compared to 29 percent of all respondents. In terms of negative impact, the difference is 39 percent of respondents from apartments versus 54 percent of all respondents view this scale as a negative.

#### 4.3.8 Similarity in the Type of Housing

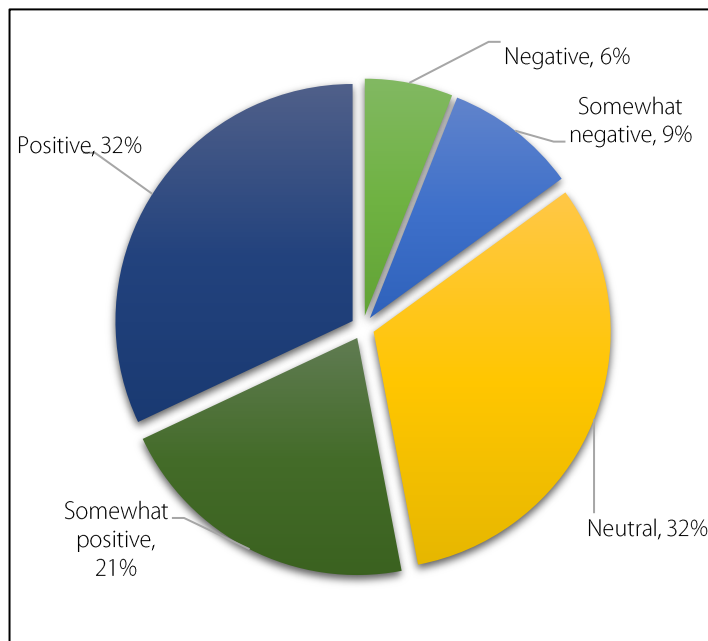
Another character factor is related to the similarity of type of housing that appears on a street. This refers to the type of dwelling form, for example whether it is a single family detached home, a town or row house, an apartment style dwelling, among others. Figure 41 displays the responses to the influence of this factor.

The majority of respondents (53%) indicated that similarity in the types of housing form was a positive or somewhat positive influence on a street. This factor, more than others, displayed a larger number of respondents indicating they were neutral about its influence (32%). A small percentage (15%) indicated that similarity in housing type was negative or somewhat negative.

#### Under 40 / Over 40

Respondents over the age of 40 were more positive about the influence of the similarity of housing type on the streetscape. 57 percent of this segment of respondents indicated positive or somewhat positive, while 45 percent of those under 40 indicated these responses.

Figure 41: Similarity in Type of Housing



### 4.3.9 Garages

The presence of garages can impact the character of a streetscape. As such, respondents were asked to indicate whether or not they felt garages were a positive or negative influence on the streetscape. Figure 42 displays the breakdown of responses to this factor by percentage.

The largest segment of responses by percentage for this factor was the neutral category (43%). This was followed by 35 percent of respondents who indicated that garages had a negative or somewhat negative impact on the street, and 22 percent indicating garages had a positive or somewhat positive influence.

#### Under 40 / Over 40

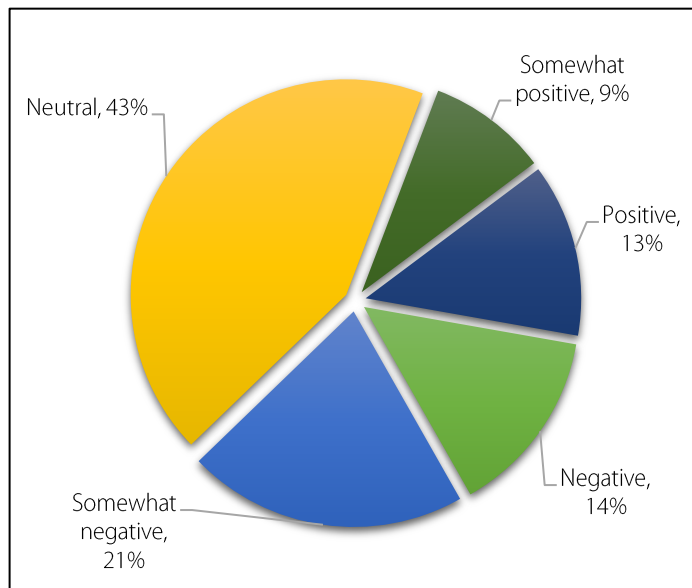
The responses to this factor differed by age group. While a majority of respondents under the age of 40 were neutral on this factor (52%), the second largest segment of respondents in this age range saw this as negative or somewhat negative (35%), and only 13 percent indicated it was positive or somewhat positive.

By contrast, the percentages for respondents over the age of 40 were more evenly spread, with 34 percent indicating this factor was negative or somewhat negative, 39 percent who were neutral, and 27 percent who viewed this as positive or somewhat positive.

#### Relation to Audit

The large number of neutral responses in the survey might be a function of the fact that the overall presence of garages across audit zones was only 28 percent.

Figure 42: Garages



### 4.3.10 Front Yard Parking

The presence of parking at the front of a property, such as a driveway or parking pad, is another factor that influences the character of a street. Specifically, parking reduces the amount of space at the front of a dwelling for landscaping. Figure 43 shows the responses to the influence of this factor.

The largest single percentage for this factor was neutral (29%). While 34 percent of respondents indicated that front yard parking was a positive or somewhat positive factor, 37 percent indicated it was negative or somewhat negative. Thus, this is not as decisive a factor in influencing the character of streetscapes as some of the others.

#### Under 40 / Over 40

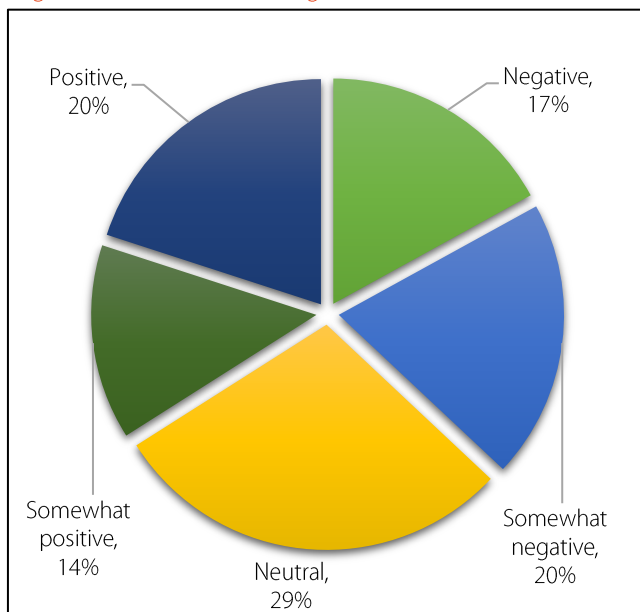
The presence of front yard parking was viewed differently by age. Responses from those under 40 years of age indicated a more even split of opinion, with the largest single segment (39%) as neutral. This was followed by 31 percent who indicated this was a negative or somewhat negative influence, and 30 percent indicating it was positive or somewhat positive.

For respondents over the age of 40, 40 percent indicated that this was negative or somewhat negative factor, and 37 percent indicating it was positive or somewhat positive. 24 percent were neutral on the influence of front yard parking.

#### Relation to Audit

The survey results suggest a lack of consensus on this issue, while the audits showed that over 77 percent of zones had low, or no street impact from parking.

Figure 43: Front Yard Parking



### 4.3.11 Façade Material

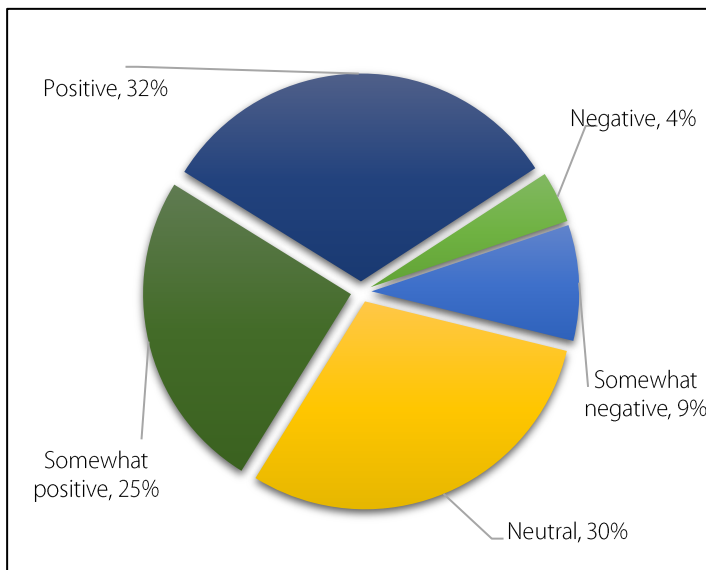
The similarity or diversity of façade material influences the character of a streetscape, as it suggests continuity in dwellings, separate of building type. Figure 44 displays survey respondents' views on the influence of this factor.

Respondents were notably positive about the influence of similar façade materials. While the positive category was the single largest, at 32 percent, the majority of respondents, (57%) selected positive and somewhat positive. There was a large percentage of neutral responses to this factor (30%), with only 13 percent indicating that this was a negative or somewhat negative factor influencing streetscape character.

#### Under 40 / Over 40

Responses to the influence of similarity of façade materials on character broken down by age demonstrated similar views. The majority of both age groups indicated that similarity in façade was a positive or somewhat positive factor (61% under 40, 55% over 40).

Figure 44: Façade Material





#### 4.4 Types of New Development

Respondents were asked to indicate their preference of the type of new development that would fit best on their street. As intensification projects throughout the Durand neighbourhood are currently underway and planned for the future, it is helpful to get a sense from residents about what types of new development would be acceptable. Figure 45 illustrates the most popular responses by dwelling type, as indicated by respondents.

Of all respondents, the single most popular type of new development was for new single family detached homes (32%). This was followed by row/townhouse (22%) and semi-detached homes (21%). The next most popular option was for apartment style dwellings lower than six storeys. Only three percent of respondents indicated support for apartment styles dwellings at seven storeys or above.

Five percent of respondents chose other options, which included respondents indicating that they did not want to see any new development in the neighbourhood, those identifying the need for a mix of types all at a lower height, and finally there was an emphasis on encouraging affordability in any new developments in the neighbourhood.

With respect to how different segments of respondents viewed new development, Figures 46 and 47 below display responses by age and by type residence.

Figure 45: Types of New Development

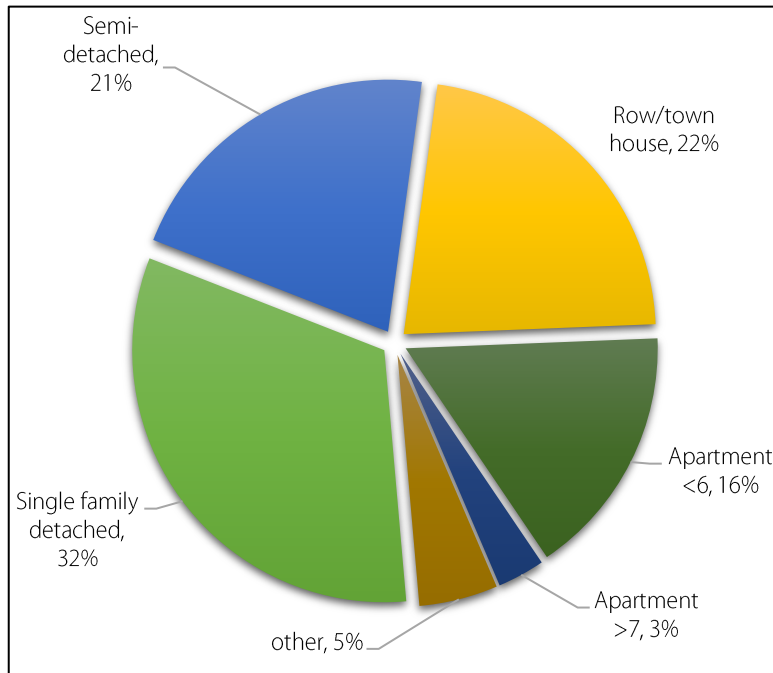
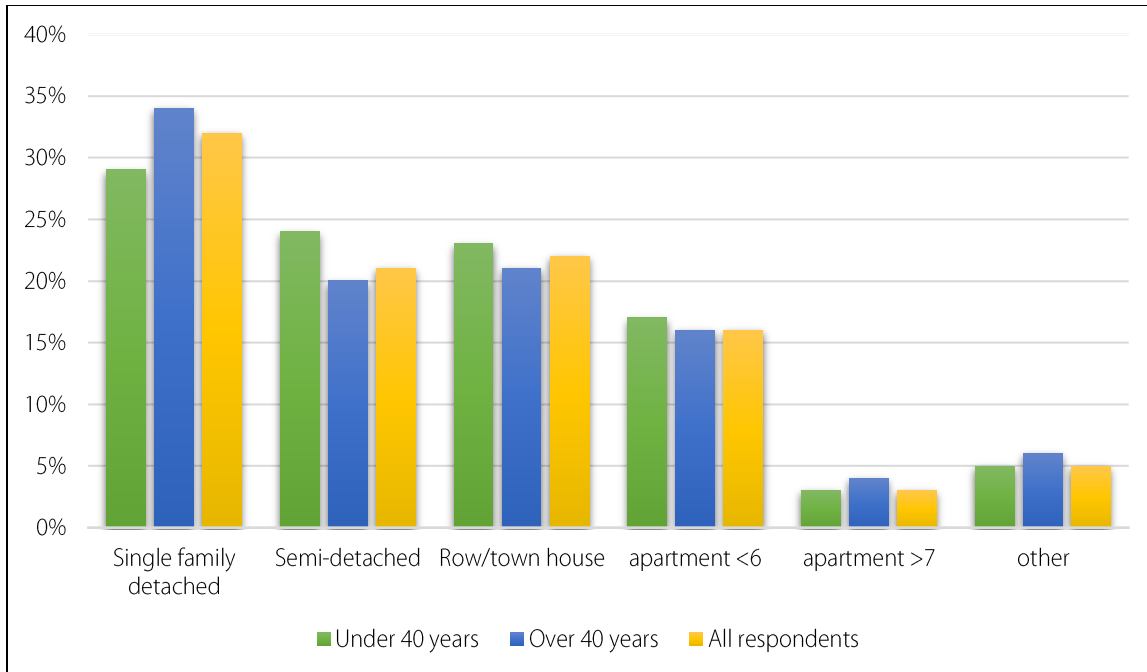


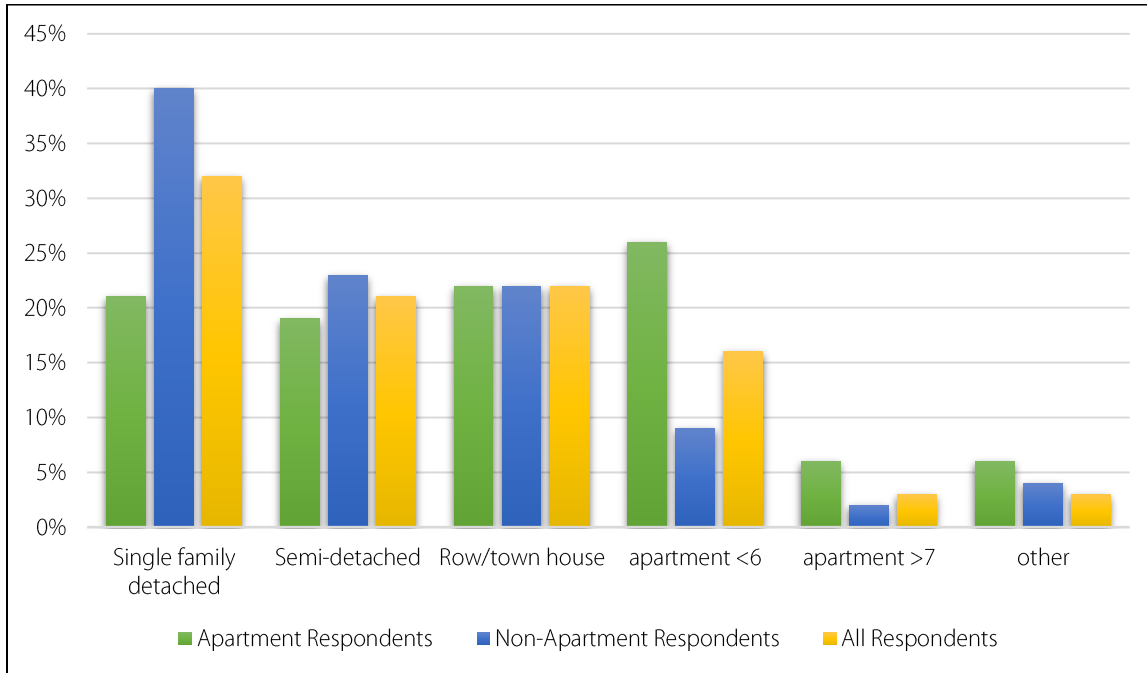
Figure 46: Types of New Development by Respondent Type



Responses to the question about new development types is quite similar when viewed by the two age groups. Some small differences are present, specifically, those over 40 were more in favour of single family detached homes as a new development form. Those under 40 indicated that low level but increasingly denser forms of new development are more favourable, for example semi-detached, row/townhouses, and apartment style dwellings of six storeys or less.

The most popular type of new development for those living in apartments was for lower height apartment type buildings. Respondents who do not live in apartments favoured single family detached homes. Semi-detached homes and row/townhouse types of development were both similarly popular for both types of respondents.

Figure 47: Types of New Development by Respondent Type



#### 4.5 Survey Summary

The resident survey collected ample data on the view of Durand residents on how character factors influence their streets. A summary of key survey results are as follows:

- Many of the character factors in the study, such as mature street trees, front facing entrances, landscaped front yards, were seen as positively influencing the character of a streetscape.
- In general, lower dwelling heights were viewed as a more positive influence.
- In terms of new development, again lower heights were viewed more favourably for future intensification in the neighbourhood, although there was a notable difference between the responses of apartment-style and house dwellers on this question.
- There was a parallel between many survey results and the audit data. Specifically, where audit results reported a dominant factor, (e.g. mature trees) these factors were viewed by survey respondents as positive influences on streetscapes.

## 5.0 Recommendations

The following section builds on existing neighbourhood policy research, the neighbourhood character audits, and the resident survey to detail specific recommendations for maintaining neighbourhood character in Durand. The recommendations are ordered by each policy framework that should be updated.

### 5.1 A New Durand Secondary Plan

The previous Durand Neighbourhood Plan is 30 years old and is slated to be updated in the mid-term.<sup>27</sup> Building on the policy context set by the new Urban Hamilton Official Plan (UHOP), a new Durand Secondary Plan could provide specific principles, objectives, and policies on issues such as land use and design guidelines. By creating a new secondary plan specific to the Durand neighbourhood, the City will be able to promote land-use and development that reflects the contemporary context and needs of the neighbourhood.

Durand is a good candidate for an updated secondary plan as described in the policy goals of the new Urban Hamilton Official Plan (UHOP). Specifically, the UHOP suggests that secondary plans are appropriate in areas "undergoing change where general policies are insufficient to guide redevelopment or warrant localized reconsideration, and in particular: areas in need of stability and strengthening such as older residential neighbourhoods, commercial areas and heritage areas."<sup>28</sup>

Further, any planning that supported the maintenance of existing Durand neighbourhood character would be consistent with the City's assessment of built heritage in the neighbourhood. The City of Hamilton Durand Neighbourhood Built Heritage Inventory recommended that 76 percent of the buildings in the neighbourhood should be placed on Hamilton's Register of Property of Cultural Heritage Value or Interest.<sup>29</sup> The report further recommended that 60 buildings be designated under Part IV of the OHA.<sup>30</sup>

#### Suggested Policies for a Durand Secondary Plan

Existing secondary plans developed for Strathcona<sup>31</sup>, Ainslie Wood Westdale<sup>32</sup>, and the West Harbour<sup>33</sup> neighbourhoods in Hamilton provide some useful guidance and structure for a new Durand plan. Specifically, there are a number of principles, objectives, and policies approved in these Secondary Plans that could speak to the issue of maintaining Durand's neighbourhood character within the contemporary planning policy context of the City of Hamilton. Additionally, the previous Durand Neighbourhood Plan<sup>34</sup> from 1987 also contains a number of policies that are still relevant to the community.

Drawing from the audits, survey and policy research, the follow sections provide some suggested inclusions in a revised Durand Secondary Plan.

### 5.1.1 Vision

A Durand Secondary Plan would present a vision for the neighbourhood. This vision could explicitly speak to the older urban character of the neighbourhood, and to the need for redevelopment to be consistent with, and complementary of, existing character.

### 5.1.2 Principles

Following on the vision, a Durand Secondary Plan should establish a set of principles, some of which can expand on the issue of maintaining neighbourhood character.

- One principle could speak to the **historic nature** of the neighbourhood given its settlement pattern, age of structures, and important role in the growth and development of Hamilton.
- In addition, Durand's explicit **urban nature** should be articulated as a principle. This could speak to the compact urban form, street pattern, distinctive streetscapes that all contribute to the identity of the neighbourhood.
- Building on the tradition in the neighbourhood, including provisions in the 1987 Durand Neighbourhood Plan, **community participation** should be embedded as a principle of a new Plan and its ongoing implementation.

### 5.1.3 Objectives

A set of objectives for Durand should be established in the Secondary Plan that would speak to the type of development desired. Certain objectives, similar to those found in other secondary plans, can be directed at the theme of neighbourhood character.<sup>35</sup> Objectives could strengthen the existing neighbourhood by stating the intent for development to:

- Promote and protect character of the neighbourhood
- Encourage development that reflects the neighbourhood character of Durand through attention to elements of urban design
- Protect and enhance locations identified as stable residential areas
- Protect and preserve existing trees while providing new planting where appropriate

#### 5.1.4 General Policies

A Durand Secondary Plan can provide more specific policies that would articulate what should be considered when evaluating an application for development or redevelopment. These can be consistent with policies in other secondary plans.<sup>36</sup>

Some policies can relate to height, massing, and scale stipulating that:

- The height, massing, scale and arrangement of buildings and structures should be compatible with adjacent development and should be sympathetic to the character of the neighbourhood. This is consistent with policies in the Strathcona and West Harbour Secondary Plans.

Other policies can relate to design elements at the street level stipulating that:

- Changes to the existing housing stock, such as new infill construction and renovations, should be comparable to existing housing styles on the same block and street. This is consistent with a policy in the Ainslie Wood Westdale Secondary Plan where new construction is encouraged to reflect similar housing styles, massing, height, setbacks, and other elements of style as the adjacent homes, on the same block and street.<sup>37</sup>

#### 5.1.5 Residential Designations

Policies related to residential land use designations would be included in a Durand Secondary Plan. These designations are zones that outline height limits for future development. Following the model of other recent secondary plans in Hamilton<sup>38</sup>, Durand would have several land use designations, three of which are of particular relevance when considering policies about maintaining residential neighbourhood character:

- Low Density Residential 3: This designation would keep maximum building heights at 2.5 storeys which would be consistent with large parts of the neighbourhood as found in the streets audits (see Figure 14).
- Medium Density Residential 2: This designation would keep maximum building heights at 6 storeys, which is the tallest height of structures examined in the streets audits. Further, policies for these designations could also stipulate that infill development be sympathetic and complementary to the existing character of the neighbourhood, including built form, massing, and materials that are compatible with existing adjacent residential forms.
- High Density Residential: This designation would allow maximum building heights of up to 10 storeys. These heights could pose problems with maintaining neighbourhood character on lower density streets and thus, additional policies can be proposed to mitigate this. For example, an Urban Design Brief could be required for new high density development demonstrating what steps are being taken to improve compatibility with lower density built forms (e.g. step backs).

### 5.1.6 Cultural Heritage Policies

As an established residential neighbourhood, policies in a Durand Secondary Plan should address cultural heritage. Policies that exist in other contemporary secondary plans<sup>39</sup> provide direction on how rules can stipulate that:

- New development respect the design of any surrounding heritage buildings including those within heritage conservations districts, including factors such as:
  - Maintaining a consistent street orientation
  - Maintaining building heights that reflect the existing built form
  - Reflecting the character, massing and materials of the surrounding buildings.
- Intensification through the conversion of existing built heritage should be encouraged only where original building fabric and architectural features are retained. This can include limiting alterations to principal facades and limiting the paving of front yards for parking.

### 5.1.7 Cultural Heritage Landscapes

A cultural heritage landscape is a defined geographical area characterized by human settlement activities that have resulted in changes and modifications to the environment, which is now considered to be of heritage value of interest.<sup>40</sup> Between the Ainslie Wood Westdale and the Strathcona Secondary Plans, 10 Culture Heritage Landscapes are identified based on a variety of reasons. Some of the landscapes and their rationale for significant are outlined in Table 4.

Table 4: Selected Culture Heritage Landscapes in Strathcona and Ainslie Wood Westdale<sup>41</sup>

<b>Landscape</b>	<b>Neighbourhood</b>	<b>Rationale</b>
MacNab's Survey	Strathcona	This cultural heritage landscape encompasses the area west of Strathcona Avenue, south of York Boulevard and north of King Street. The existing character of this area is early-twentieth century one to two-storey dwellings. The lot sizes in this area vary slightly in width and depth, but tend to be deeper than the lots in other areas of the Strathcona Neighbourhood.
Mill's Survey	Strathcona	Part of a larger survey by James Mills, this cultural heritage landscape encompasses the area south of King Street, east of Dundurn Street, north of Main Street and west of Queen Street. The area is divided into narrow residential lots containing mid- to late-nineteenth century, one to two-storey single and semi-detached residences.
Arnold's Survey	Strathcona	The lands contained in J. Arnold's Survey include some of the earliest to be developed in the Strathcona Neighbourhood. This area comprises the lands north of King Street, east of Strathcona Avenue, south of York Boulevard and west of Queen Street. The intact streetscapes of this area are characterized by narrow, shallow parcels of land containing mid-nineteenth century one- to two-storey single detached dwellings.
Burke Survey	Ainslie Wood Westdale	This area is bordered by Main, Emerson, Broadway and the Escarpment. The survey is an early 20th century survey of single family homes south of McMaster university.
Veteran's Housing Area	Ainslie Wood Westdale	This area is located on streets south of Main St West, spanning from Haddon to Stroud. The area contains single family houses built following the end of the Second World War.
Planned Suburb of Westdale	Ainslie Wood Westdale	The Westdale planned suburb is one of, if not the, first planned communities in Canada. It was built on 800 acres of land bordered on the east side by what is now the 403, on the west by McMaster, and between Cootes Paradise and Main street.

The variety of rationale described in Table 4 demonstrates that one or more culture heritage landscapes could be designated in Durand based on a variety of factors, such as clusters of housing form with similar attributes ranging from intact streetscapes, housing type, and lot shape. With a culture heritage landscape, any new development can be required to provide a cultural heritage impact assessment that would identify and evaluate all potentially affected cultural heritage resources. This provides another "lens" through which to view neighbourhood character. Figure 48 shows some potential clusters for cultural heritage landscape that could be explored further.





### 5.1.8 Natural Heritage Policies

Policies in a Durand Secondary Plan can speak to the issues of natural heritage and the street canopy stipulating that:

- Street trees should be planted and replaced along streets in the community to improve and maintain the appearance of the streetscapes. This is consistent with policies in the Ainslie Wood Westdale Secondary Plan.<sup>42</sup>

### 5.1.9 Urban Design Policies

Policies regarding urban design can be included in a Durand Secondary Plan. These policies can address how new development should create and enhance the existing neighbourhood character through elements like a focus on the pedestrian experience and promoting human-scaled design, while creating links between built form and the neighbourhood character. More specifically, urban design policies can stipulate that:

- Development or redevelopment within Durand shall be sympathetic to and reflect the character of the existing built form for the neighbourhood.
- Elements such as landscaping, trees, setbacks, and massing should be used to minimize the impact of adjacent lower density residential from new development or redevelopment.

### 5.1.10 Urban Design Guidelines

Further, Urban Design Guidelines can be developed that will elaborate on how development or redevelopment can help maintain neighbourhood character in Durand. The purpose of the Urban Design Guidelines is to describe and direct design, and illustrate how design elements can guide future redevelopment and intensification potential. The Strathcona Urban Design Guidelines are an excellent, Hamilton-focussed model that can provide inspiration for Durand.

Typically, a set of **design principles** frame the guidelines. For Durand and the maintenance of its character, such principles could include the direction that:

- New development should address (face) the street so that it reinforces the streetscapes of the neighbourhood.
- New development that brings intensification should be moderately scaled so that it is more compatible with the existing built fabric. By referencing surrounding structures, new development should provide appropriate transitions within the neighbourhood.
- The pedestrian environment should be enhanced through development or redevelopment, including the provision of amenities such as street trees.

Under principles, **Built Form and Streetscape Guidelines** can then suggest that:

- Development shall be designed with a scale that balances height and massing with street widths and provides appropriate transitions to adjacent areas.
- Primary building entrances shall face the street and provide direct access from public sidewalks through well defined pathways to promote pedestrian safety and convenience.
- The number and widths of vehicular driveways and accesses shall be minimized, where possible.
- Street trees are an important part of the public realm and should be used to enhance the role of the street and promote visual interest.

## 5.2 Zoning

The next level of policy that should be used to help maintain Durand's neighbourhood character is zoning. Zoning regulates at a parcel by parcel level and covers elements such as how the property may be used, such as lot sizes and dimensions, parking requirements, building heights, and distance from the street. Zoning should be consistent with the Official Plan and any applicable Secondary Plans.

### 5.2.1 Existing Zoning

The majority of Durand falls under City of Hamilton Zoning By-Law No. 6593, originally passed in 1950. The Northern most portion of the neighbourhood (from Hunter Street to Main Street) falls under the newer Downtown Zoning By-Law. Under current zoning some zone districts keep single family dwellings at 2.5 storeys or less. However, for multi-family dwellings, heights can go up to 12 storeys in some circumstances and higher density development can range between 8-18 storeys depending on the particular location.

The City of Hamilton is updating city-wide Comprehensive Zoning By-law No. 05-200 in stages. In July and October 2015, the City passed a series of zoning by-law amendments to add new zones for the rural area. The next phase of Zoning By-law No. 05-200 is focused on Commercial and Mixed Use Zones. Of particular relevance to Durand is an update to Residential Zones that will be dealt with in a subsequent phase.

### 5.2.2 Updates to the Comprehensive Zoning By-law No. 05-200

Outcomes from the Durand Neighbourhood Street Audits and Citizen Survey can be used as inputs into the update of the city-wide Comprehensive Zoning By-law when it enters the Residential Zones phase. This can inform how zones might be delineated to allow more compatible development within the existing neighbourhood. For example, the dominant lower heights (e.g. 2.5 storeys) around many parts of the neighbourhood could inform an update to where larger scale development is allowed and not allowed (e.g. up to 10-12 storeys).

This is consistent with the general approach to zoning in the existing by-law. However, a more location sensitive approach for heights could be applied. This would be consistent with policies for urban design contained in the 1987 Durand Neighbourhood Plan which suggested that zoning should be reviewed to ensure, "reduced heights for portions of the neighbourhood where lower heights predominate or where there are significant heritage buildings or streetscapes which should not be disturbed."<sup>43</sup>

Aside from height, many other elements can be incorporated into an update of the Comprehensive Zoning By-Law. Currently, one part of the By-Law that is already updated deals with the issue of parking across all property types. Of relevance to Durand is the section that deals with Single Detached Dwellings, Semi-Detached Dwellings and Duplex Dwellings. Policies.<sup>44</sup> Current policies regarding driveways would allow some dwelling units to have a driveway width of up to 50 percent of the lot width. This width would be inconsistent with the dominant character width found in the street audits (see Figure 26). Thus, a more specific solution would need to be employed in Durand.

### 5.3.3 Durand Neighbourhood Zoning Overlay

Aside from updates to the Residential Zones in the Comprehensive Zoning By-law, the DNA can advocate for the approach whereby a neighbourhood overlay is adopted that ensure than an additional set of rules are applied to Durand that would address elements that speak to maintaining neighbourhood character. Specifically, there can be rules for some of the elements that were included in the street audits, consistent with the Ottawa overlay. The Ottawa approach stipulated that the dominant characteristics for each element would form the rules for development or redevelopment along a particular streetscape.

Further, the DNA could advocate that a mechanism similar to Ottawa's Streetscape Character Analysis (SCA) be employed to determine what rules would apply to properties that fall under the overlay. In this way, "Your Street Gives You Your Rules" provides transparency as to why rules might be different street to street. It also provides flexibility street to street, which would accommodate some of the variations in character elements found in the Street Audits. The nature of the SCA also aligns well with the idea of active public participation in the implementation of policies related to neighbourhood planning, which was an original objective of the 1987 Durand Neighbourhood Plan and should be continued as part of an update to the Plan.

It is important to reiterate that the idea that surrounding houses on a street should give you a framework for rules moving forward is not new in the Hamilton context. As discussed earlier, the Ainslie Wood Westdale Secondary Plan contained policies that specifically advocated for this approach.<sup>45</sup> The Streetscape Character Analysis simply puts more detail on what elements of the surrounding houses are important and enshrines the process at the zoning level as an overlay.

The overlay is applied as a zoning by-law amendment, so this could be investigated and applied on top of the updated zoning by law. An example of the Ottawa by-law is provided in Appendix B. The Streetscape Character Analysis (SCA) approach was explored earlier, including how it might look in Durand. For more information, the formal (SCA) manual is provided in Appendix A.

Note that the Ottawa approach uses three of the elements used in the Durand character audits and they cleared an appeal at the OMB. Potentially, additional character factors could be managed through other mechanisms and policies (e.g. secondary plan, zoning).

## 6.0 Implementation and Next Steps

The recommendations outlined in Section 5 touch on a number of issues, across a variety of policy areas. However, implementation of many recommendations will depend on the City of Hamilton's timelines. Thus, the following list prioritizes suggested next steps for the Durand Neighbourhood Association to forward its efforts to maintain neighbourhood character.

The goal of the next steps is to provide direction for the DNA on how to achieve effective and concrete protections for neighbourhood character in the short term, while also ensuring that the unique character of the neighbourhood are recognized and protected in future planning regulation and policies.

### Short Term Actions

#### 1. Confirming Timeline for A New Durand Secondary Plan

The previous Durand Neighbourhood Plan is 30 years old and requires updating. A new secondary plan will be a major policy tool to help maintain neighbourhood character in Durand. While a new secondary plan has been identified for Durand, the timing has not been confirmed and is marked by the City as a "mid-term priority".<sup>46</sup>

**Action: The DNA should confirm a timeline for a new Durand Secondary Plan.**

#### 2. Durand Neighbourhood Zoning Overlay and Streetscape Character Analysis Pilot Project

As many municipal planning policy documents, including the secondary plan and zoning by-law, will potentially not be updated for a number of years, a neighbourhood overlay and streetscape character analysis pilot project should be considered for Durand. Ideally, an overlay should be introduced in coordination with an updated zoning by-law. However, the current timelines for this are uncertain, and therefore the pilot study should be considered in the short term.

An overlay could ensure that an additional set of rules are applied to Durand that would address elements that directly address maintaining neighbourhood character. In addition, the DNA could advocate that a mechanism similar to Ottawa's Streetscape Character Analysis (SCA) be employed to determine what rules would apply to properties that fall under the overlay.

The Pilot project would allow the DNA, and the City, to build on key elements of existing regulation (e.g. 1987 Secondary Plan elements highlighting the importance of maintaining public participation in the implementation of the plan, or the UHOP, which details the importance of "established historical neighbourhoods"). An Overlay Pilot Project would allow the City to test this model, building on the research identified in this report, leading to a more permanent solution when the relevant policies and regulations are updated.

**Action: The DNA should advocate for an Overlay Pilot Project for Durand, employing a streetscape character analysis tool.**

## Medium Term Actions

### 3. Updates to the Comprehensive Zoning By-law No. 05-200

The majority of Durand falls under the old City of Hamilton Zoning By-Law No. 6593. The City of Hamilton is updating the new city-wide Comprehensive Zoning By-law No. 05-200 in stages. In July and October 2015, the City passed a series of zoning by-law amendments to add new zones for the rural area. The next phase of Zoning By-law No. 05-200 is focused on Commercial and Mixed Use Zones. Of particular relevance to Durand is an update to Residential Zones that will be dealt with in a subsequent phase.

**Action: Outcomes from the Durand Neighbourhood Street Audits and Citizen Survey should be used as inputs into the update of the city-wide Comprehensive Zoning By-law when it enters the Residential Zones phase.**

### 4. A New Durand Secondary Plan

When the development of a new Durand Secondary Plan gets underway, the recommendations, policy research and data contained in this report can provide input for that process.

**Action: Recommendations from this report, as well as the results of the Durand Neighbourhood Street Audits and Citizen Survey should be used as inputs into the development of the new Durand Secondary Plan**

## Ongoing

### 5. Current Durand Planning

While the DNA pursues clarity on the timing of regulatory and zoning updates, it should continue to actively engage in public processes related to changes being sought for properties in the neighbourhood, for example via Committee of Adjustment or rezoning applications. The results of this report can assist the DNA in this effort in three ways, first it provides a detailed chronology of existing (albeit outdated) policy and regulation relating to the neighbourhood. Second, the streetscape audits provide detailed data about a variety of specific character elements across the neighbourhood, highlighting distinct areas where certain character features are dominant and should be preserved. Finally, the results of the resident survey provides the DNA with clear direction from a cross section of residents about the importance of maintaining neighbourhood character.

**Action: The outcomes contained in this report, including the neighbourhood research, street audits and citizen survey, could be used to inform contemporary planning decisions in Durand including through Committee of Adjustment applications, development, or re-zoning applications.**

## 7.0 Conclusions

Durand is at a transformative moment in its history. It is a neighbourhood facing the challenge of managing new development and redevelopment while maintaining existing neighbourhood character.

The Durand Neighbourhood Association (DNA) is rising to this challenge. It is working to better understand the existing character of its neighbourhood and the perspectives of its residents. This knowledge will help lay the foundations for future residential development that complements and enhances the existing community, helping the neighbourhood to grow in a way that reflects and respects its long history.

This study provides valuable information and guidance for the DNA, City planning staff, civic leaders, and the community as a whole.

At its heart, this is a made-in-Durand solution. While it builds on a selection of existing planning documents and best practices for understanding neighbourhood character, it is rooted in the local community. It reflects not just the thoughts and input of local residents about their neighbourhood, but also their direct participation in cataloguing its existing built environment. The steps proposed here provide the Durand Neighbourhood Association with several avenues it can pursue to promote growth and change in the neighbourhood that is consistent with its existing character.



## 8.0 Endnotes

<sup>1</sup> Patterson, A. and G. Rose. History of Durand Neighbourhood. Retrieved from Historical Hamilton, <http://historicalhamilton.com/durand/>

<sup>2</sup> Ibid.

<sup>3</sup> City of Hamilton Mapping System, <http://spatialolutions.maps.arcgis.com/apps/webappviewer/index.html?id=488bae061738484f8c34371a5c188386>

<sup>4</sup> Committee-of-Adjustment Application HM/A-15:117, <https://www.hamilton.ca/sites/default/files/media/browser/2015-05-19/committee-of-adjustment-agenda-05-28-2015.pdf>

<sup>5</sup> Committee-of-Adjustment Application HM/B-16:86, <https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2016-10-21/committee-of-adjustment-agenda-11-03-2016.pdf>

<sup>6</sup> Committee-of-Adjustment Application HM/A-15:303, <https://www.hamilton.ca/sites/default/files/media/browser/2015-10-23%2008:50/committee-of-adjustment-agenda-11-05-2015.pdf>

<sup>7</sup> Committee-of-Adjustment Application HM/A-15:08, <http://www2.hamilton.ca/NR/rdonlyres/D55C2EF7-1A39-4173-B2B5-BC4CAC0427BC/0/20150219Agenda.pdf>

<sup>8</sup> Planning Division, Planning and Economic Development, Urban Hamilton Official Plan, A1, p. 2. Retrieved from: <https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-01-15/urbanhamiltonofficialplan-volume1-chaptera-dec2015.pdf>

<sup>9</sup> Planning Division, Planning and Economic Development Department and Transportation Division, Public Works Department, City of Hamilton. *Strathcona Secondary Plan: Appendix A*. Hamilton, ON, October 1, 2013. p. 20 Retrieved from <https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2014-11-07/strathconauhopopa.pdf>

<sup>10</sup> Adapted from City of Hamilton Official Plan, Schedule E-1 - Urban Land Use Designations, <https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-01-15/urbanhamiltonofficialplan-volume1-schedulee1-urbanlandusedesignations-jan2017.pdf>

<sup>11</sup> Planning and Development Department, Regional Municipality of Hamilton-Wentworth. *Draft: Durand Neighbourhood Plan 1986*. Hamilton, ON, May 1987.

<sup>12</sup> Ibid. Figure 2

<sup>13</sup> Ibid. p. 12-15

<sup>14</sup> Ibid. p. 18

<sup>15</sup> Ibid. p. 43

<sup>16</sup> Ibid. p. 16

<sup>17</sup> Ibid. p. ii

<sup>18</sup> Ibid. p. 45

<sup>19</sup> City of Hamilton Zoning By-Law No. 6598, Consolidated April 2015,  
<https://www.hamilton.ca/sites/default/files/media/browser/2015-03-30/hamilton-zoning-by-law-6593.pdf>

<sup>20</sup> City of Hamilton Mapping System,  
<https://spatialolutions.maps.arcgis.com/apps/webappviewer/index.html?id=c96a9f6b4e364d5fb3ec1e1129aad77d>

<sup>21</sup> ERA Architects Inc. *City of Hamilton Durand Neighbourhood: Built Heritage Inventory*. Prepared for Tourism and Culture, Planning and Economic Development Departments, City of Hamilton. Hamilton, ON, September 2016. p. 24-25 Retrieved from  
<https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2016-10-05/durand-built-heritage-inventory-draft.pdf>

<sup>22</sup> Ibid. p. 24-25

<sup>23</sup> Ibid. p. 6

<sup>24</sup> Ibid. p. 69

<sup>25</sup> Ibid.

<sup>26</sup> Ottawa Business Journal, *City of Ottawa Infill Zoning By-law and Mature Neighbourhoods*,  
<http://www.obj.ca/Blog-Article/b/26994/City-of-Ottawa-Infill-Zoning-Bylaw-and-Mature-Neighbourhoods>

<sup>27</sup> City of Hamilton, Motion, Planning and Economic Development Committee. August 12, 2014.  
<http://hamilton.siretechnologies.com/sirepub/cache/2/3jpm3vxvjnedhg3hevoobedb/3854402212017113243610.PDF>

<sup>28</sup> City of Hamilton. *Urban Hamilton Official Plan: Chapter F*. Hamilton, ON, July 9, 2009. Section 1.2.1 p.3 Retrieved from

<https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-01-15/urbanhamiltonofficialplan-volume1-chapterf-implementation-nov2016.pdf>

<sup>29</sup> ERA Architects Inc. *City of Hamilton Durand Neighbourhood: Built Heritage Inventory*. Prepared for Tourism and Culture, Planning and Economic Development Departments, City of Hamilton. Hamilton, ON, September 2016. p.69. Retrieved from

<https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2016-10-05/durand-built-heritage-inventory-draft.pdf>

<sup>30</sup> Ibid. p 69

<sup>31</sup> Planning Division, Planning and Economic Development Department and Transportation Division, Public Works Department, City of Hamilton. *Strathcona Secondary Plan*. Hamilton, ON, October 1, 2013. Retrieved from: <http://www2.hamilton.ca/NR/rdonlyres/A6507140-C966-434F-836A-3A2B840F635A/0/StaffReportPED13143PW13053.pdf>

<sup>32</sup> Development and Real Estate Division, Planning and Economic Development Department, City of Hamilton. *Ainslie Wood Westdale Official Plan Amendment, Secondary Plan, Community Strategy and Implementing Zoning*. Hamilton, ON, June 17, 2005. Retrieved from: <http://www2.hamilton.ca/Hamilton.Portal/Inc/PortalPDFs/ClerkPDFs/Planning-Economic-Development/2005/Jul05/PED05055%20-%20REVISED.pdf>

<sup>33</sup> Planning and Economic Development Department, City of Hamilton. "Setting Sail: Secondary Plan for West Harbour" 2012. Retrieved from:

[https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-04-20/west-harbour-setting\\_sail-secondary-plan.pdf](https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-04-20/west-harbour-setting_sail-secondary-plan.pdf)

<sup>34</sup> Planning and Development Department, Regional Municipality of Hamilton-Wentworth. *Draft: Durand Neighbourhood Plan 1986*. Hamilton, ON, May 1987.

<sup>35</sup> Planning Division, Planning and Economic Development Department and Transportation Division, Public Works Department, City of Hamilton. *Strathcona Secondary Plan: Appendix A*. p. 2-3. Retrieved from: <https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2014-11-07/strathconauhopopa.pdf>

<sup>36</sup> Ibid. p. 5

Planning and Economic Development Department, City of Hamilton. "Setting Sail: Secondary Plan for West Harbour" 2012. p 9. Retrieved from:

[https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-04-20/west-harbour-setting\\_sail-secondary-plan.pdf](https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-04-20/west-harbour-setting_sail-secondary-plan.pdf)

<sup>37</sup> Development and Real Estate Division, Planning and Economic Development Department, City of Hamilton. *Ainslie Wood Westdale Official Plan Amendment, Secondary Plan, Community Strategy and Implementing Zoning*. Hamilton, ON, June 17, 2005. P. 22. Retrieved

from: <http://www2.hamilton.ca/Hamilton.Portal/Inc/PortalPDFs/ClerkPDFs/Planning-Economic-Development/2005/Jul05/PED05055%20-%20REVISED.pdf>

<sup>38</sup> Planning Division, Planning and Economic Development Department and Transportation Division, Public Works Department, City of Hamilton. *Strathcona Secondary Plan: Appendix A*. p. 7-8. Retrieved from: <https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2014-11-07/strathconauhopopa.pdf>

<sup>39</sup> Ibid. p. 20-21.

Planning and Economic Development Department, City of Hamilton. "Setting Sail: Secondary Plan for West Harbour" 2012. p. 28. Retrieved from:

[https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-04-20/west-harbour-setting\\_sail-secondary-plan.pdf](https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-04-20/west-harbour-setting_sail-secondary-plan.pdf)

<sup>40</sup> Planning Division, Planning and Economic Development Department and Transportation Division, Public Works Department, City of Hamilton. *Strathcona Secondary Plan: Appendix A*. p. 22. Retrieved from: <https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2014-11-07/strathconauhopopa.pdf>

<sup>41</sup> Strathcona Secondary Plan: Background Report, p.25-26,  
[http://www2.hamilton.ca/NR/rdonlyres/653AA751-5CD8-4F15-AD11-0037DC919D65/0/Nov08EDRMS\\_n229254\\_v1\\_7\\_1\\_PED11182.pdf](http://www2.hamilton.ca/NR/rdonlyres/653AA751-5CD8-4F15-AD11-0037DC919D65/0/Nov08EDRMS_n229254_v1_7_1_PED11182.pdf)

Development and Real Estate Division, Planning and Economic Development Department, City of Hamilton. *Ainslie Wood Westdale Official Plan Amendment, Secondary Plan, Community Strategy and Implementing Zoning*. Hamilton, ON, June 17, 2005. Appendix A, p. 7. Retrieved from: <http://www2.hamilton.ca/Hamilton.Portal/Inc/PortalPDFs/ClerkPDFs/Planning-Economic-Development/2005/Jul05/PED05055%20-%20REVISED.pdf>

<sup>42</sup> Development and Real Estate Division, Planning and Economic Development Department, City of Hamilton. *Ainslie Wood Westdale Official Plan Amendment, Secondary Plan, Community Strategy and Implementing Zoning*. Hamilton, ON, June 17, 2005. p. 25. Retrieved

from: <http://www2.hamilton.ca/Hamilton.Portal/Inc/PortalPDFs/ClerkPDFs/Planning-Economic-Development/2005/Jul05/PED05055%20-%20REVISED.pdf>

<sup>43</sup> Planning and Development Department, Regional Municipality of Hamilton-Wentworth. *Draft: Durand Neighbourhood Plan 1986*. Hamilton, ON, May 1987. p. 42.

<sup>44</sup> City of Hamilton, Hamilton Zoning By-Law 05-200 Section 5: Parking, p. 5-2 Retrieved from: <https://d3fpllf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2015-01-20/zoningby-law05-200-section5-parking-may2016.pdf>

<sup>45</sup> Development and Real Estate Division, Planning and Economic Development Department, City of Hamilton. *Ainslie Wood Westdale Official Plan Amendment, Secondary Plan, Community Strategy and Implementing Zoning*. Hamilton, ON, June 17, 2005. p. 22. Retrieved from: <http://www2.hamilton.ca/Hamilton.Portal/Inc/PortalPDFs/ClerkPDFs/Planning-Economic-Development/2005/Jul05/PED05055%20-%20REVISED.pdf>

<sup>46</sup> City of Hamilton, Motion, Planning and Economic Development Committee. August 12, 2014. <http://hamilton.siretechnologies.com/sirepub/cache/2/3jpm3vxvjnedhg3hevoobedb/3854402212017113243610.PDF>

## Appendix A

# STREETSCAPE CHARACTER ANALYSIS (SCA) MANUAL



A Streetscape Character Analysis is required for development, or an addition in the front, side or corner side yard, or for a private approach, in the area covered by the Mature Neighbourhoods zoning overlay

In the Mature Neighbourhoods, “ *Your street gives you your rules*”. In addition to the regular zoning that applies to your property, certain rules are based on your streetscape. To determine all your zoning requirements and permissions, a Streetscape Character Analysis is required.

To determine all your zoning requirements and permissions, a Streetscape Character Analysis is required. These rules apply to parts of Wards 12 and 13, and all of Wards 14, 15 and 17.

A Streetscape Character Analysis must be completed using a simple online form, and must be confirmed prior to any development application review process in the Mature Neighbourhoods. Only those proposed developments, which are compatible with and reinforce the look along the street, are permitted.

A Streetscape Character Analysis is required for the purposes of establishing zoning requirements for residential development of four storeys or less, for all of the following applications on properties located within the Mature Neighbourhoods Overlay as identified in Zoning By-law 2008-250:

- Building Permit, for any development of, or additions to, a residential use building that is visible from the street
- Consent for severance, Minor Variance to the Committee of Adjustment
- Permission to expand or change a legal non-conforming use only if expansion includes alterations to the exterior of the dwelling that alters the front or corner side yard, the driveway, parking, or removing the front door from facing the street to the Committee of Adjustment
- Site Plan Control
- Zoning By-law Amendment
- Private Approach Permit, for a new or the widening of a curb cut leading to a driveway or parking space from a public street

It does not apply to:

- Mid-rise and High-rise Apartment Buildings, and also excludes that portion of a mid- or high-rise apartment building that may be four storeys or less
- Internal changes to a dwelling that do not result in exterior changes that are visible from the street
- Dwellings that front on a private way and not on a public street
- Additions that do not abut or extend into the front yard or corner side yard
- Accessory buildings, such as sheds but not garages, to be located in the rear yard
- A lot in a Plan of Subdivision that faces a new public street

*If you are unsure as to whether your proposal requires a Streetscape Character Analysis, please contact staff at 311 or by leaving an email at [sca-apr@ottawa.ca](mailto:sca-apr@ottawa.ca).*

This manual has been prepared to assist any person who wishes to develop a new residential use building or make exterior changes to their dwelling that are visible from the street, and as such, has been written in plain language. For exact wording, please see Sections 139 and 140 of the *Comprehensive Zoning By-law 2008-250*. Where there may be any discrepancy, the By-law takes precedence.



# HOW TO COMPLETE A STREETSCAPE CHARACTER ANALYSIS

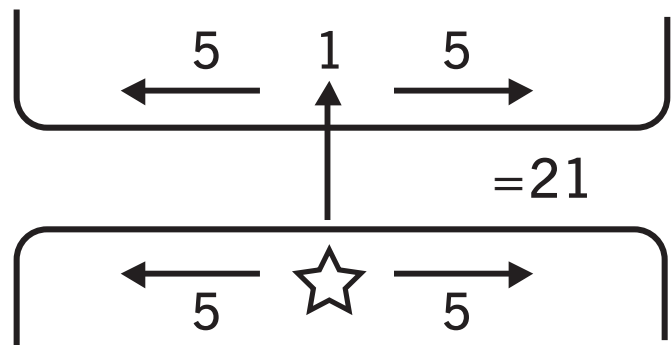
## Step 1 Determine extent of your streetscape

- Tools you need: geoOttawa + properties layer (see page 7)

What is "a streetscape"? Ottawa's zoning defines it as the 21 lots around your property, along your street. To determine the streetscape that you have to document, use [maps.ottawa.ca/geoOttawa/](https://maps.ottawa.ca/geoOttawa/) to locate your property, then use the properties layer to see all the lots along your street.

On a basic level, the By-law says to count 5 lots to the right and 5 lots to the left of yours, then one across the street, then 5 to the right and 5 to the left of the lot across the street, all of which are located on the same block.

*By-law reference: 139(5)(b)*



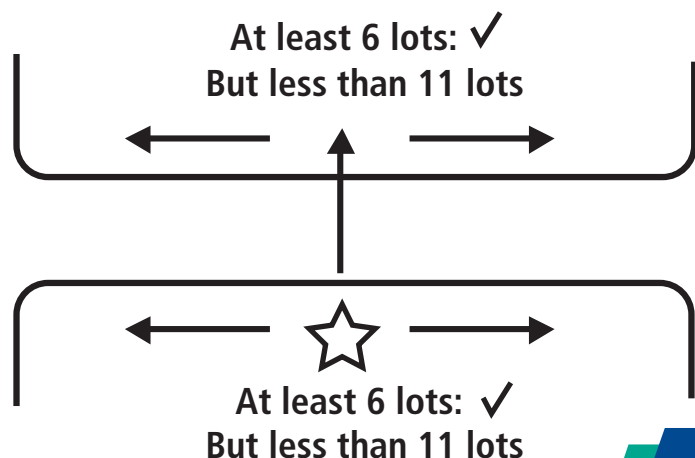
If your lot is closer to an intersection, the By-law says to stay within your block to get to 21 lots without crossing intersections. You might then have 2 to the left and 8 to the right of yours, and 3 to the left and 7 to the right of the lot across the street.

*By-law reference: 139(5)(b)*

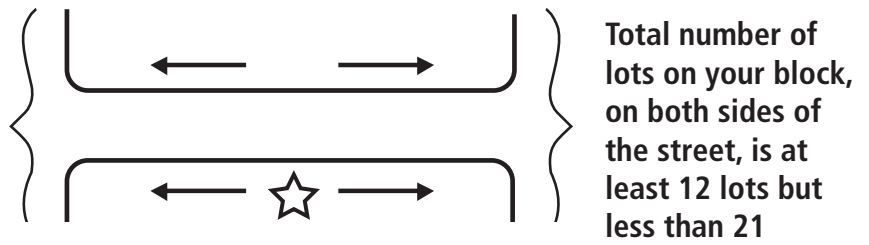


Where your lot is located on a block between two intersections where the total number of lots on both sides of the street is less than 21, but there are at least 6 lots (including yours) but less than 11 lots on your side of the street and at least 6 lots but less than 11 lots on the opposite side of the street, the total is deemed to comply with the requirement for documentation.

*By-law reference: 139(5)(c)*

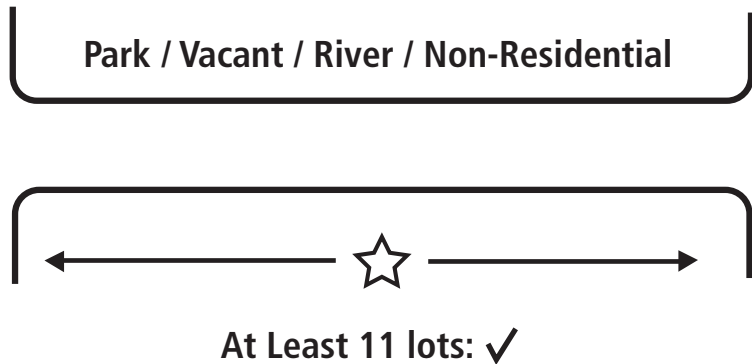


If your lot is on a block between two intersections where the total number of lots on both sides of the street is less than 21 but more than 11, documenting all lots on the block on both sides of the street will comply with the requirement for documentation.



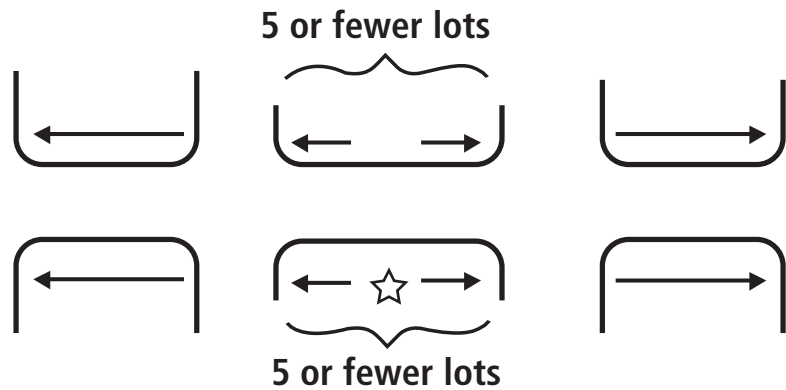
*By-law reference: 139(5)(d)(i)*

If your lot is on a block [between two intersections] where there are at least 11 lots on your side of the street, and across the street there are no residential uses at all, then documenting all of the lots on your side of the street will comply with the requirement for documentation.



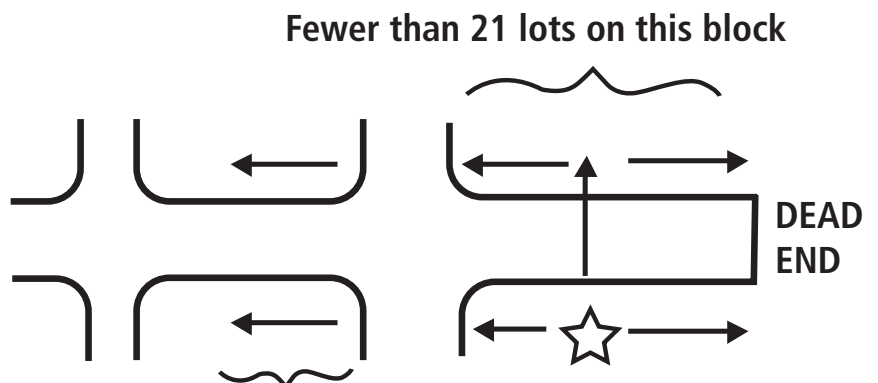
*By-law reference: 139(5)(d)(ii)*

If there are 5 or fewer lots on your block, on your side of the street and/or across the street, and there are 5 or more lots on either side of the same street beyond either intersection, go beyond one intersection on either side to get to 21 lots.



*By-law reference: 139(5)(e)(f)*

If your street dead-ends at the end of your block, but has one or more blocks in the other direction, and that block has more than 5 but less than 21 lots, you are required to go beyond the intersection to document lots to get to 21 lots.

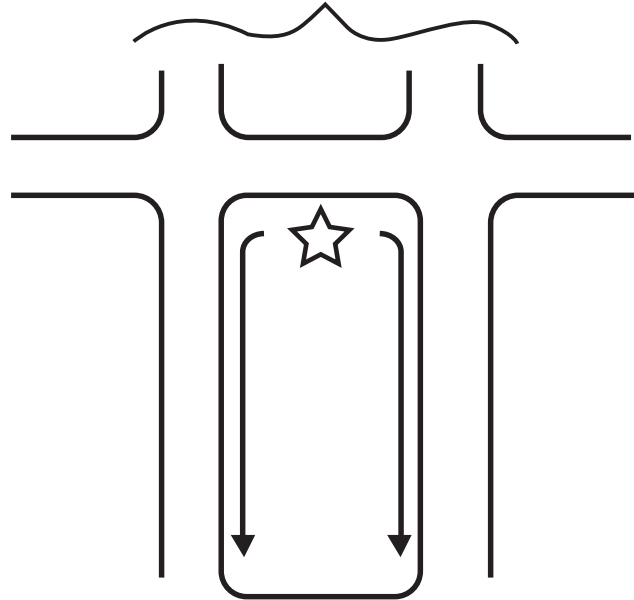


*By-law reference: 139(5)(g)*

If your block has 5 or fewer lots, or contains lots with dwellings that face a street other than yours then stay within your block and get to 21 lots on the side streets.

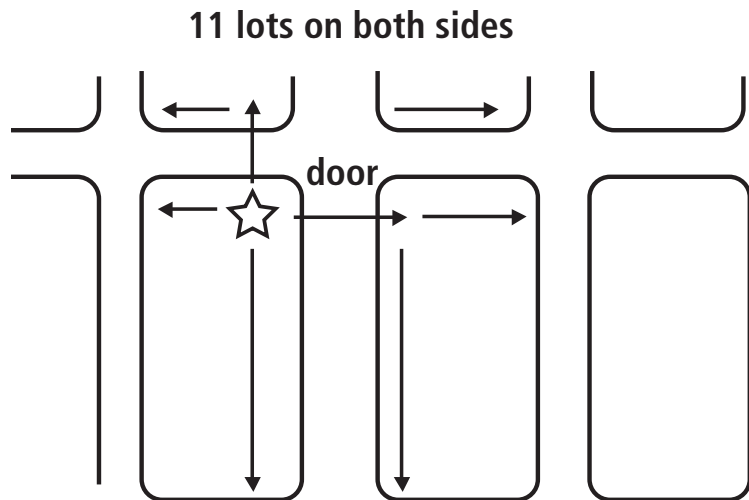
*By-law reference: 139(5)(h)*

**Fewer than 5 lots or contains lots with dwellings that face a street other than yours**



If you are on a corner lot and are proposing a building with dwellings that front on each of the two streets, you must document both streetscapes using two separate Forms (21 lots fronting on the same street as the main door of your lot, and 11 lots fronting on the same street as your lot's corner side lot line).

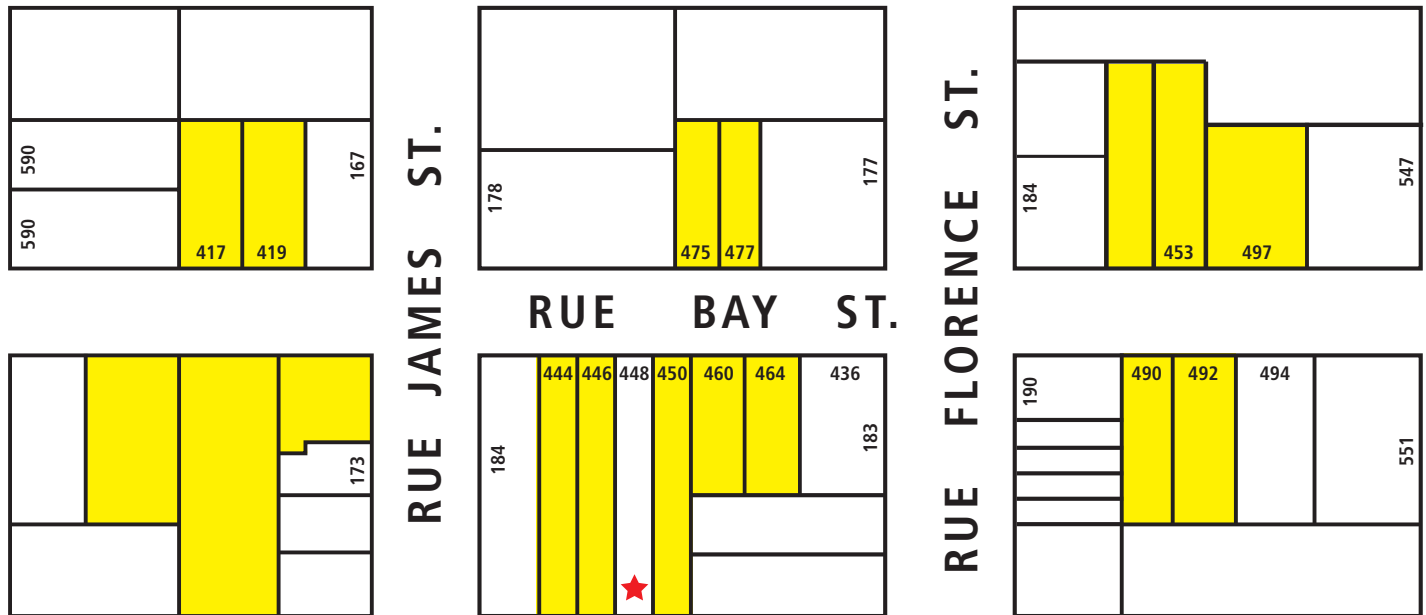
*By-law reference: 139(5)(k)*



# HOW TO DOCUMENT YOUR STREETScape

On the reverse side of the **Streetscape Character Analysis Form** (at the end of this manual and also available at [www.ottawa.ca](http://www.ottawa.ca) and at Client Service Centres), there is a large rectangular space for you to draw the street and lot pattern of your streetscape that must show lot addresses. An example of such drawing is shown below, using a complex lot pattern. Only use lots that are facing the same street as yours.

On this drawn example:



- Identify your property with a star
- Include all street names
- Write down the street address of all the properties (lots) that you document
- You may also wish to use a highlighter pen to identify the 21-lot area that you are documenting.

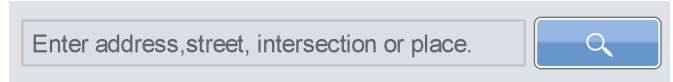
In the above example, the streetscape has a total of 17 lots: five to the right, five to the left, one across the street, four to the right and two to the left of the one across the street.

Where townhouses or stacked townhouses exist, you must look on [maps.ottawa.ca/geoOttawa/](http://maps.ottawa.ca/geoOttawa/) first to determine whether they are all located on one lot or whether they are severed and located on individual lots. Where they are located on one lot only, all of the townhouses count as one lot only, because the character to be documented is of the 21 (or fewer) lots.

# HOW TO USE GEOOTTAWA

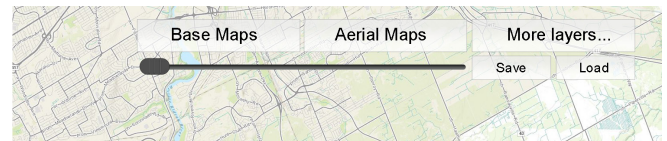
To access the City of Ottawa online map, go to [maps.ottawa.ca/geoOttawa/](https://maps.ottawa.ca/geoOttawa/) and follow these few important steps:

1. Type your complete address including Street, Avenue, etc. into the search bar at the top where it states "Enter Address, street, intersection or place."



2. The pop-up information will show your zone code (e.g. R4V). The Zone Code will tell you what kind of dwelling you may build, the yard setbacks, and the maximum height permitted.

3. Go to the top Right and click on "More layers..."

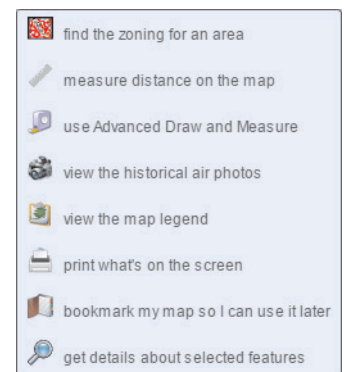


4. Click the box next to "Property Parcels". This will show you the property lines and help determine which lots to include in the 21-lot SCA. See Pages 2-3 for variations where there are fewer than 21 lots adjacent to your site. Zoom in until you see addresses and mark down the address numbers on the SCA Form in your drawing of each lot that is to be documented in the SCA Form.

5. Slide the marker along the thick black line located on the Left, beneath "Base Maps". This allows you to switch from property information to air photos. Use the air photo setting to do the required measurements for driveway widths on each lot.



6. Go to the top Left and click on "I want to..." and click on "Measure distance on the map". This will create a new pop-up that will show the total distance once the linear area has been measured.



7. Zoom in to measure. **You are required to check the width of the lot**, by placing the mouse arrow at one end of the front lot line where it meets the side lot line – it will indicate the word "Start"; place the arrow where the front lot line meets the other side lot line and click. The number will be the lot width.
8. **You are required to check the width of a driveway.** Zoom in as far as you need to, place the mouse arrow at one end of all driveways along front lot line, and then place the arrow at the other end of the driveway along the front lot line.
9. If you are proposing to develop a corner lot, **you are required to measure the actual lot widths and driveway widths of 21 lots located along the street that your house will face, and 11 lots along the other street frontage.** See By-law for exact wording.

In addition, you must take **photographs of each of the lots that you are documenting** in the Streetscape Character Analysis Form. Photographs are to be submitted with the SCA Form. Make sure to show the street sign name as part of your photos to confirm the location of the photos.

# HOW TO FILL OUT SCA FORM

## STEP 2 Documenting the patterns and Character of the Streetscape "YOUR STREET GIVES YOU YOUR RULES"

The key idea is to look around you, on the street where you are proposing to build something new (either an infill house or an addition that is visible from the street). The first consideration, and the top job for your architect, is "how can I build something that fits into, respects and reinforces the established character of my street – even if the new house or addition ends up being architecturally unique, original, or creative?"

While you retain complete architectural freedom to design according to your tastes and wishes, there are three key streetscape attributes that the City now regulates to ensure that streetscape character is maintained and strengthened in our Mature Neighbourhoods. Those are: front and corner side yards, parking and driveways, and the location of the main entrance to the house.

The **dominant character**, on your streetscape for each of (1) front yards, (2) parking and driveways, and (3) the main entrance to the house, **sets your zoning rules**. To find out what the zoning allows you to do, you must first establish what the dominant character is for each of the three attributes named above.

- On the **Streetscape Character Analysis Form**, located at the end of this Manual and online at [www.ottawa.ca](http://www.ottawa.ca) (Search "Streetscape Character Analysis"), you will have written the address of all the lots that make up the streetscape (the 21 lots around yours, or the lots that correspond to the situations described in Step 1). Also write the **address** of your property, which is the one identified by a star. Where a street intersects, draw a thick line after the lot that ends the block (figure 6).
- In the first section (*Front Yard / Corner Side Patterns*), document the **type of front yard** found on each of the lots that make up your streetscape, using the types listed and illustrated below. and as described in Section 140(1) of the Zoning By-law On the **SCA Form**, in the *Front Yard /Corner Side Character Table*, add up how many lots have each of the patterns from each of the four Character Groups that **are present on the streetscape**. The most prevalent Character Group (the one with the most occurrences) is your **front yard (and corner side yard) requirement(s)**.
- In the second section (*Access and Parking Character*), document the type of **driveway** (e.g. single, double, shared) **and parking** (e.g. surface, garage, carport, rear detached, underground), if any found on each of the lots that make up your streetscape, using the types listed and illustrated below and as described in Section 140(2) of the Zoning By-law. In the *Access and Parking Character Table*, add up how many lots fall within each of the patterns from each of the Character Groups that are present on the streetscape. The most prevalent group (the one with the most occurrences) is what you are **allowed to do**. **NOTE:** Parking is not required for buildings of 12 or fewer dwelling units. It is permitted **ONLY** if it is provided in a pattern that belongs to the Character Group most prevalent on your streetscape, or a pattern with less impact. For buildings of more than 12 dwelling units, parking must be provided in accordance with the dominant character.
- In the third section (*Main Door Character*), document the type of **main entranceway** to the houses found on each of the lots that make up your streetscape, using the types listed and illustrated below and as described in Section 140(3) of the Zoning By-law. In the *Main Door Character Table* to the right, add up how many of the patterns from each of the Character Groups are present on the streetscape. The most prevalent group (the one with the most occurrences) is your main entranceway **requirement**.

# IDENTIFYING CHARACTER:

What are the Character Groups?  
What are the patterns within each group?

## Front yards and Corner Side yards

**GROUP A: Fully landscaped front or corner yard**



Entire front yard or corner side from lot line to lot line is landscaped (can be soft or hard landscaping, or a mix of the two, as long as a car can't park there) – walkways allowed.

**GROUP B: Landscaped front or corner yard in front of the house**



There is landscaping across the entirety of the front or corner side wall of the house (can be soft or hard landscaping, or a mix of the two, as long as a car can't park there) – walkways allowed.

**GROUP C: Landscaped front or corner yard in front of part of the house**



There is landscaping in front of a portion of the front or corner side wall of the house (can be soft or hard landscaping, or a mix of the two as long as a car can't park there) – walkways allowed.

**GROUP D: Small or no landscaped front or corner yard**



Either the house extends to the front lot line or corner side, or a permitted projection (porch, stoop) extends to the front lot line and occupies all or part of the width of the front yard.

You **MUST** provide a front yard of a type that is within the same Character Group as the most prevalent on your streetscape. There are **FOUR** Character Groups noted in the By-law as illustrated above.

Within these Character groups there can be the following patterns (**in all cases, landscaping may contain a walkway**, the latter of which is subject to maximum depth and width under Subsection 139 (16)), as identified in Section 140 of the Zoning By-law 2008-250. Please consult the Zoning By-law or contact a Development Information Officer (phone 311) for definitions of soft and hard landscaping, front wall, front yard, side yard, corner side yard and carport:

- (i) Entire front yard, from side lot line to side lot line, consists of soft landscaping.
  - (ii) Entire front yard, from side lot line to side lot line, is a mix of soft and hard landscaping.\*
  - (iii) Soft landscaping across the entire front wall of the house, except for a driveway where one is permitted.
  - (iv) Mix of soft and hard landscaping across the entire front wall of the house, except for a driveway where one is permitted.
  - (v) Soft landscaping in front of the part of the house that doesn't contain a garage, or covering the front yard aside from a legally-established front yard parking space.
  - (vi) Mix of soft and hard landscaping in front of the part of the house that doesn't contain a garage, or covering the front yard aside from a legally-established front yard parking space.
  - (vii) A projection (such as a porch) occupies part of a shallow front yard between the house and the front lot line.
  - (viii) No front yard (the house is built at the lot line).
- \* Any front yard parking space whose legal status is not confirmed **MUST** be documented as "hard landscaping".

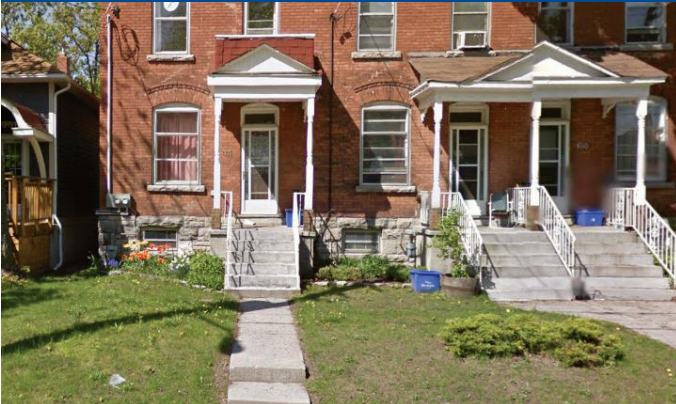
Note: The roman numerals noted above, are represented as patterns and shown as columns on the Form.  
The Form is found at the end of this Manual.



## Parking and Driveways

The parking you provide, either by choice or to meet a requirement, may ONLY be provided if it is in a pattern that belongs to the Character Group that is most prevalent on your streetscape. Parking is not required for residential buildings of up to 12 dwelling units. For residential buildings with more than 12 units, parking is required and calculated on the basis of the total number of dwelling units minus the first 12. There are FOUR Character Groups defined in the By-law:

### GROUP A: No streetscape impact from on-site parking



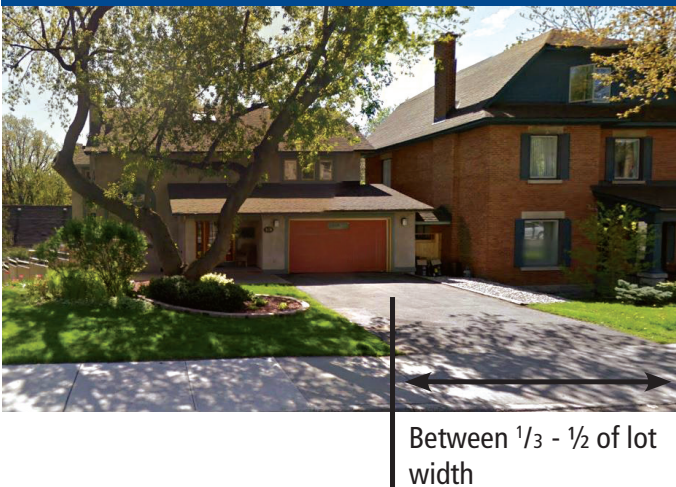
The property either has no on-site parking, or has parking accessed from a rear lane or a side street (if on a corner).

### GROUP B: Low streetscape impact from on-site parking



A permitted driveway will measure no more than **one-third of the lot width**. It can be a shared driveway and it can pass through a carriageway.

### GROUP C: Medium streetscape impact from on-site parking



A permitted driveway will measure **between one-third and one-half of the lot width**.

### GROUP D: High streetscape impact from on-site parking



A permitted driveway will measure **half or more of the lot width**.

## Driveways

If your property is on a streetscape in Character Group A, you are not allowed a driveway from the street. If your property is on a streetscape in Character Groups B, C or D, the following are the MAXIMUM permitted widths for driveways:

For lot widths, or in the case of dwelling unit parcels that are not severed, for street frontage widths, of	Maximum width, shared driveway	Maximum width, single driveway	Maximum width, double driveway
Under 6 m	3.0 m	Not permitted	Not permitted
Between 6 m and 7.49 m	3.0 m	2.4 m	Not permitted
Between 7.5 m and 8.24 m	3.0 m	2.75 m	Not permitted
Between 8.25 m and 14.99 m	3.0 m	3.0 m	Not permitted
Between 15 m and 17.99 m	3.0 m	3.0 m	5.5 m
18 m and more	3.0 m	3.0 m	6.0 m

Within these Character groups there can be the following patterns:

- (i) No on-site parking.
- (ii) Surface parking or garage (single or double) off travelled rear lane.
- (iii) On a corner lot, a driveway from either the main or the side street to parking in the side or rear yard..
- (iv) Single driveway to rear yard surface parking or detached or attached garage.
- (v) Single driveway to interior side yard surface parking, garage or carport.
- (vi) A shortened driveway that no longer leads to parking in a side or rear yard and results in front yard parking.\*
- (vii) Shared single driveway, that may pass under a carriageway, to access parking in rear yard, interior side yard or interior yard
- (viii) Shared double driveway, which may pass under a carriageway, to access parking in rear or interior side yard.
- (ix) Single driveway to an attached garage that is set back further than the front wall of the house.
- (x) Attached garage that is flush with the front wall of the house.\*
- (xi) Legally-established front yard parking space.\*^
- (xii) Attached garage located closer to the front lot line than the house.\*
- (xiii) Double driveway to attached garage that is set back further than the front wall of the house.

\*To be able to develop in one of these manners, the pattern itself must be dominant and not merely in the dominant Character Group, e.g.(vi) only if that pattern is the most prevalent may it be developed.

^The onus is on the applicant to undertake the legal research, and pay any applicable fees, associated with establishing the legal status of a front yard parking space.

## Main door

The main entrance to your house should be visible from the street. However, where the dominant Character Group on your streetscape represents main entrances that do not face the street, then such is also permitted. There are TWO Character Groups defined in the By-law:



The principal entranceway into the house either faces the front lot line, or is part of a "permitted projection" (such as a porch) but doesn't face the front lot line.



The principal entranceway into the house in the middle does not face the street.

Within these Character Groups there can be the following patterns:

- (i) The main door of the house, with or without a projection accessing it, faces the front lot line.
- (ii) The main door of the house is part of a permitted projection located along the front wall of the house, that does not face the front lot line (e.g. on the side of an enclosed porch).
- (iii) The main door of the house does not face the front lot line.

## WHAT IS A "DOMINANT" CHARACTER?

The By-law defines "dominant" as being "the most frequently occurring".

For example, in a 21-lot Streetscape Character Analysis,

- A Character Group that is present on 11 lots is the most frequently occurring;
- If there are 7 lots in Group B, 6 lots in Group C and 6 lots in Group D, then the dominant Character would be Group B.

In a Streetscape Character Analysis that has an even number of lots and there is a **tie between two Character Groups**, then both Groups are deemed to constitute the dominant character of that streetscape and any pattern from either is permitted, except in those instances where the pattern itself must be the most prominent.

In a Streetscape Character Analysis that has an odd number of lots and there is a **three-way tie between three Character Groups**, then all three Groups are deemed to constitute the dominant character of that streetscape (which would then be described as an 'eclectic' streetscape).

## CHECKLIST

- Measure actual lot width and actual driveway width of each lot (see page 7 in Manual)
- Measure existing front yard setbacks of the one or two lots immediately next to yours
- Fill in both sides of the SCA Form
- Scan and submit completed Form and accompanying photographs to [sca-apr@ottawa.ca](mailto:sca-apr@ottawa.ca), or to a staff in a Client Service Centre, or at a development pre-consultation meeting with a development review planner.

# STREETSCAPE CHARACTER ANALYSIS FORM

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Address of proposed development: \_\_\_\_\_

Type of Development Review Application Being Submitted:  Zoning  Site Plan  Minor Variance  Severance  Private Approach  Building Permit

This form is required in order to determine zoning requirements and permissions with respect to front yards and corner side yards, access and parking, and front doors. When filling in this form, please bring and refer to the **Streetscape Character Analysis Manual**, available at Client Service Centres and at: [ottawa.ca/Streetscapecharacter](http://ottawa.ca/Streetscapecharacter) This form must document 21 lots around your lot. See Manual for cases where less than 21 lots on a street. Once this form has been approved, then a development application will be considered complete. Submit this Form and photograph of each of the lots to [sca-apr@ottawa.ca](mailto:sca-apr@ottawa.ca), or to a Development Information Officer in a Client Service Centre, or at a pre-consultation meeting. Remember that your immediate neighbours' front yard setbacks on either side of you must be measured. You must also measure each of the 21 lots' actual lot width and driveway width by using GeoOttawa so you may know which Access and Parking Character Group in Table 2 identifies your streetscape.

TABLE 1 FRONT AND CORNER SIDE YARD CHARACTER		HOW MANY LOTS?
Character Group	Refer to S.140 Table 140(A) Zoning By-law 2008-250	Total
A.	Landscaped front yard and corner side yards (side lot line to side lot line) where there is no driveway off the street(s)	
B.	Mix of soft and hard landscaped front yard in front of the entire front wall of the house	
C.	Mix of soft and hard landscaped front yard in front of a portion of the front wall of the house	
D.	No front yard (buildings at or close to the front property line), or short, undersized front yard occupied mainly by permitted projections such as a front porch or stoop	
<b>Note:</b> Lots containing a residential use dwelling(s) that is set back at least the minimum required front yard setback, and where the front yard consists mostly or entirely of parking spaces whose legal status has not been established, and where there is also a driveway providing access to garage, carport or surface parking, must be documented as Front Yard Character Group B		

TABLE 2 ACCESS AND PARKING CHARACTER		HOW MANY LOTS?
STEP 1. Character Group	Refer to Table 140(B) of Zoning By-law 2008-250	Total
A.	No driveways along lot lines abutting a street	
B.	Driveways are up to $\frac{1}{3}$ of the lot width <b>Note:</b> Lands used for front yard parking are not counted within the driveway width	
C.	Driveways are between $\frac{1}{3}$ and $\frac{1}{2}$ of the lot width <b>Note:</b> Lands used for front yard parking are not counted within the driveway width	
D.	Driveways are $\frac{1}{2}$ or more of the lot width <b>Note:</b> Lands used for front yard parking are not counted within the driveway width	

Date Submitted: \_\_\_\_\_ Date confirmed: \_\_\_\_\_ Staff signature: \_\_\_\_\_

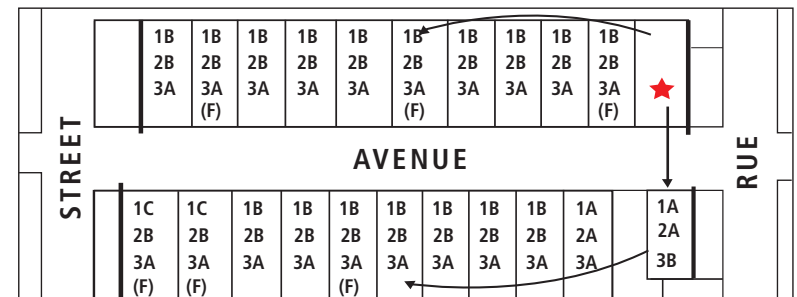
(Page 1 of 2)

TABLE 2 ACCESS AND PARKING CHARACTER		HOW MANY LOTS?
<b>STEP 2.</b> Parking Patterns must be identified for each lot: (see S. 139 (10) Zoning By-law) <b>ONLY</b> fill this out if you want one of the following:		
If you propose new front yard parking space (s), identify how many properties have legal front-yard parking spaces		
If you propose a garage that is set back the same distance from the front and/or corner side lot line as the dwelling unit itself, identify how many properties have garages that are set back the same as their dwelling unit		

Table 3 MAIN DOOR CHARACTER		HOW MANY LOTS?
<b>Character Group</b>	<i>Refer to Table 140(C) of Zoning By-law 2008-250</i>	<b>Total</b>
A. Main door faces the front lot line and the street, or is accessed by a structure located along the front wall of the dwelling but does not face the front lot line and street		
B. Main door does not face the front lot line and doesn't face the street		
<b>Note:</b> If you have a corner lot, A and B also apply when documenting doors along the corner side lot line		

Please draw your streetscape, including the street(s) on which your proposal will front, the 21 lots (or less) required for the Streetscape Character Analysis, and identify: 1) name of street; 2) street address number of the 21 lots on both sides of the street; 3) draw a star on your lot; 4) and for each lot, identify the Character Groups (represented by the numbered groups on page 1), and identify the pattern (represented by the roman numerals associated with each of the Character Groups) as shown in the example below. You **must** fill out two Forms when developing a corner lot where one or more dwelling units front on one street, and one or more dwelling units front on the other street.

## STREETSCAPE (Draw your streetscape here)



## Appendix B

- (b) the total amenity area required at grade for all Three-unit Dwellings, Low-rise Apartment Dwellings, Rooming Houses and Converted Rooming Houses in the Planned Unit Development does not need to exceed 120 m<sup>2</sup>. (By-law 2014-189)

## Regulations Affecting Vertically Attached Dwelling Units (Section 138)

138. (1) Minimum interior side yard and minimum rear yard setbacks are deemed to be 0 m between individual dwelling units that are permitted to be vertically attached. (By-law 2014-289)
- (2) A linked-detached dwelling must be connected by a common foundation wall that is no greater than 1 metre above grade, and a minimum of 5 metres or more in depth.
- (3) A duplex dwelling may additionally have vertical separated gross floor area of up to 15% of the upper unit.
- (4) A semi-detached dwelling must have a vertical common wall that is 5 metres or more in depth and 2.5 metres or more in height. (By-law 2010-307)

## Low-Rise Residential Infill Development in the Mature Neighbourhoods Overlay (Section 139)

(OMB Order, File #PL120666, issued June 10, 2015) (By-law 2012-147)

The purpose of the Mature Neighbourhoods Overlay is to regulate the **character** of low-rise residential development in order to recognize and reflect the established **character** of the streetscapes within the area of the Overlay. The local streetscape **character** is the key consideration in determining how a) a new dwelling on a new lot, b) a new **dwelling** on an existing **lot**, c) a conversion of a **residential use building** from one dwelling type to another permitted dwelling type, d) an addition, to an existing **residential use building**, that **abuts** the **front yard** or **corner side yard**, and e) the **incidental use of lands** within **front, interior side** and **corner side yards** on residential **lots**, will be permitted to develop, so that it complements and reinforces the established neighbourhood **character** as seen along each street.

139. The following subsections take precedence over any other provision in Parts 3 to 14 or of this by-law to the contrary and over any provision in Part 15 to the contrary enacted prior to this by-law, save and except: a) Part 4, Section 100, other than Subsection 100 (3) (ii), Section 105, Section 106, other than Subsection 106 (1) (a), Subsection 107 (1) (b) and (c) and Table 107, Section 108, Section 110, Section 111, Section 112 and Section 113; b) all of Part 5, other than section 123; and c) all of Part 6, other than subsections 157 (7), 159 (8), 161 (10) and 163 (10), and apply on a lot in any zone where a **residential use building** of four or fewer storeys is permitted, within the boundaries shown on the Mature Neighbourhoods Overlay. The regulations apply to any **lot** developed with, or to be developed with, a permitted low-rise **residential use building** within the area identified by the Mature Neighbourhoods Overlay.

### Definitions

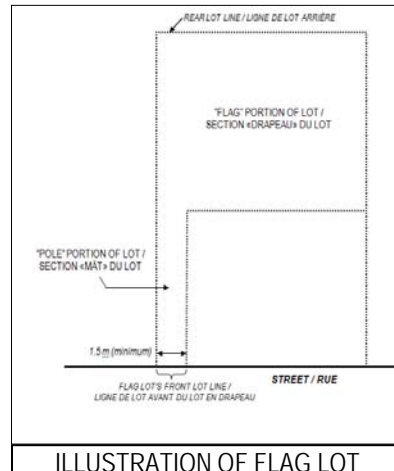
- (1) For the purposes of Sections 139 and 140, the following definitions apply:



- (i) **Attribute** means a land use quality or feature, regarded as a characteristic of, and an inherent part of, the streetscape **character**, inclusive of the use, **incidental use of lands**, buildings and associated uses, and includes building and entrance orientation with respect to the street; treatment of yards abutting a street; the location and type of access to a site for pedestrians and vehicles; and the location of parking.
- (ii) **Carport** means an area for a parking space having a roof supported by columns, piers or walls and in which the total area of all closures around the perimeter thereof does not exceed 50% of the total area of all sides of said carport, from the floor to the underside of the wall plate or beams supporting the roof.
- (iii) **Character** means the recurrence or prevalence of **patterns** of established building setbacks, site layouts, orientation of the **principal** entranceway to the street, **incidental use of lands**, and landscapes that constitute a streetscape, based on identified and confirmed land use **attributes**.
- (iv) **Dominant** means:

In the case of **patterns**, the **dominant pattern** is the most frequently occurring **pattern** as set out in Section 140 for each of the **attributes** being documented in a Streetscape Character Analysis; and

In the case of Character Groups, the **dominant** Character Group is the most frequently occurring Group as detailed in Section 140, inclusive of the various patterns that constitute it, for each of the **attributes** being documented in a Streetscape Character Analysis.
- (v) **Double driveway** means a **driveway** designed to be no wider than necessary to accommodate two motor vehicles side by side.
- (vi) **Existing** means: as of the date that a Streetscape Character Analysis is submitted to the Department of Planning and Growth Management, in the case of determining the existence of a building, dwelling, driveway, walkway or parking space on a lot and to the actual yard setbacks of that building or dwelling, and in the case of the **existing average grade** means, as of the date that a Streetscape Character Analysis has been approved by the Department of Planning and Growth Management;
- (vii) **Existing Average Grade** refers to the manner in which grade is calculated under subsection 139 (24) for purposes of determining building height.
- (viii) **First Floor** means the floor of the **dwelling** or **dwelling unit**, other than an area used for parking, that:
  - (i) is closest in elevation to the elevation of **existing average grade**; and
  - (ii) must include, within it, a minimum amount of prescribed **habitable floor space**, as regulated in this By-law.
- (ix) **Flag lot** means a lot with two distinct parts: the flag, which is the only building site; and the pole, which connects the flag to the street and provides the only street frontage for the lot.



- (x) **Habitable floor space** means any space, within a **residential use building**, measured from the outside surfaces of exterior walls, that is intended for use year-round, excluding a garage.
- (xi) **Immediately opposite** means across the street, and may be used in both the context of a lot located most directly across the street from the subject lot, or of a development located most directly across the street from the subject or proposed development.
- (xii) **Incidental use of land** means how the land is treated or used, including land within **front, interior side and corner side yards**, for purposes such as landscaping, vehicular access or pedestrian access.
- (xiii) **Long semi-detached dwelling** means a **residential use building** that contains two **dwelling units**, where the **dwelling units** are attached and arranged one behind the other.
- (xiv) **Pattern** means a specific arrangement of each of the land use **attributes**.
- (xv) **Single driveway** means a **driveway** designed to be no wider than for one motor vehicle.

### General Provisions

- (2) The following provisions apply to any lot developed with, or to be developed with, a **low-rise residential use building** of four storeys or less, in any **zone** where residential use buildings are permitted.
  - (a) For the purposes of this section and section 140, **diplomatic missions** are considered to be **residential use buildings**.

- (b) A Streetscape Character Analysis must be approved on a **lot**, within the Mature Neighbourhood Overlay, prior to any development application approval, including building permit approval of a residential land **use**, or prior to a change in the **incidental use of lands** that impacts an **attribute** such that the **attribute** changes from being in one Character Group to being in another Group by virtue of the Character Group's requirement, as detailed in Section 140. A Streetscape Character Analysis will also be required where approval of a Private Approach permit is required to establish a new, or relocate an existing, driveway that was not undertaken at the same time as development approval and building permit approval of the dwelling.
- (c) Despite clause (b), a Streetscape Character Analysis is not required:
- (i) If a lot is part of a Plan of Subdivision and faces a new public street on which there is no established streetscape, for any building permit issued within five years of subdivision registration;
  - (ii) If the area on which a dwelling is located fronts onto a **private way** within a Planned Unit Development;
  - (iii) For any part of an **apartment dwelling, mid-rise or apartment dwelling, high-rise** that is four storeys or 14.5 metres or less;
  - (iv) For an addition to an existing **residential use building** that does not **abut** the **front yard** or **corner side yard**, and,  
  
in such cases, the applicable zoning requirements are those of the underlying **subzone**.
- (d) For the purposes of clause (b), development application approval includes any zoning by-law amendment, minor variance approval, site plan control approval, or building permit approval; and development application approval applies to all of the following:
- (i) a new **dwelling** on a new **lot**,
  - (ii) a new **dwelling** on an **existing lot**,
  - (iii) a change in use from one type of **residential use building** to another permitted dwelling type,
  - (iv) an addition to an **existing residential use building** that **abuts** the **front yard** or **corner side yard**, and
  - (v) the **incidental use of lands** within **front, interior side** and **corner side yards**, including the creation of a new driveway or parking space.
- (e) A Streetscape Character Analysis, once approved, is valid for a period of eighteen months from the date of approval.

### **Yard Setbacks for Yards Abutting Streets**

- (3) The minimum required **yard setback** for a **yard abutting** a street must be:
- (a) In the case where there are **residential use buildings** on the **lots abutting** each **side lot line** of the affected **lot**, the **setbacks** for those **yards** that **abut** a street must align with the setbacks of **abutting lots**, such that

- (i) on an **interior lot**, the average of the **existing** setbacks of the **abutting lots** on which the **dwellings** face the same street as the affected **lot**;
- (ii) on a **corner lot**, the **front yard setback** of the abutting residential **lot** that faces the same street as the affected **lot**, or
- (iii) on a **corner lot**, where more than one **dwelling unit** is proposed and where one or more **units** will face one frontage, while one or more **units** will face the other frontage, the **existing front yard setback** of each **abutting** residential **lot** whose **principal** entranceway faces the corresponding street frontage of the affected **lot**;
- (iv) on an interior **lot** abutting a corner **lot** where the dwelling on the corner **lot** faces a different street, the **front yard setback** of the abutting residential **lot** that faces the same street as the affected **lot**,

but in no case does the **yard abutting** the street need to exceed a setback of 6 metres.

- (b) In the case of either a **corner lot** or an **interior lot**, where one or both of the **abutting lots** contains a non-residential use **building** or a **mixed use building**, the average of the **existing** setbacks of the **buildings** on the **abutting lots**, but in no case does the **yard** abutting the street need to exceed 6 metres.
- (c) In the case where there is a vacant **lot abutting** the affected **lot**, the **setback** for the **yard abutting** the street will be averaged based on the actual **front yard setback** of the closest **building** on the next adjacent **lot**, which must be no more than 30 metres from the affected **lot's** closest **side lot line**.
- (d) In all other cases, the provisions of the underlying **zone** with respect to **setbacks** apply.

### Zoning Provisions for Attributes that Define Streetscape Character

- (4) (a) The regulations affecting the following **attributes** are based on the **dominant character** as identified through a Streetscape Character Analysis in accordance with clause (2) (b):
  - (i) **Landscaping** of the **front yard, interior yard, interior side yard, and corner side yard**,
  - (ii) location and width of driveways;
  - (iii) location and size of all parking spaces, garages and **carports**; and
  - (iv) orientation of **principal** entranceways.
- (b) **Attribute patterns** are grouped into Character Groups in Section 140. The **dominant** Character Group identified in a Streetscape Character Analysis, which may be comprised of more than one **pattern** within the same Character Group, establishes the requirement and creates the permissions for each of the **attributes** identified in clause (4) (a).

- (c) The Character Groups in each of the Tables in Section 140 include a specific requirement that must be met, prior to determining which type of **pattern**, identified in the Table rows, will be permitted in the case of any new development application approval as specified in subsection 139 (2) clause (d). One or more of the types of **patterns** may be found in the Streetscape Character Analysis, but will only be permitted in the case of a development application approval as described in subsection 139 (2) clause (d), provided it meets the specific requirement of the **dominant** Character Group.

### Provisions for Streetscape Character Analysis

- (5)
  - (a) A Streetscape Character Analysis must record, for the **attributes** listed in subsection 139 (4) clause (a), the **patterns** as set out in Section 140, as provided below.
  - (b) The **attributes** listed in subsection 139 (4) clause (a) must be recorded for 21 lots located on the same street as the affected **lot**, as follows:
    - (i) the ten **lots** nearest the affected **lot** abutting the same side of the street and located within the same block;
    - (ii) the lot **immediately opposite** and across the street from the affected **lot**, and
    - (iii) the ten **lots** nearest the **lot** specified in (ii) herein, located within the same block as the affected **lot**.
  - (c) Despite clause (b), where the affected **lot** is located on a block between two intersections where:
    - (i) there are more than five but less than eleven **lots** on the same block and the same side of the street as the affected **lot**, documenting every one of those **lots** is deemed to satisfy subclause (5) (b) (i);
    - (ii) there are more than five but less than eleven **lots** on the same block, but on the opposite side of the street as the affected **lot**, documenting every one of those **lots** is deemed to satisfy subclauses (5) (b) (ii) and (5) (b) (iii).
  - (d) Despite clauses (b) and (c), where the affected **lot** is located on a block between two intersections where:
    - (i) the total number of **lots** between the two intersections on either side of the **lot** is less than 21 but more than 11, documenting all the **lots** on the block on both sides of the street is deemed to satisfy clause 5(b);
    - (ii) the street on which the affected **lot** is located consists of only one block or is only developed on one side, documenting all the **lots** on the block on both sides of the street is deemed to satisfy clause 5(b).
  - (e) Despite clauses (b), (c) and (d), where the affected **lot** is located on a block between two intersections where:
    - (i) there are five or fewer **lots** on the same block and the same side of the street as the affected **lot**; and/or
    - (ii) there are five or fewer **lots** on the same block, but on the opposite side of the street as the affected **lot**; and

- (iii) there are five or more **lots** located on either side of the same street beyond either intersection,
- (iv) documenting 21 **lots** on both sides of the street within the same block as the affected **lot** and beyond either intersection is deemed to satisfy clause 5 (b).
- (f) When documenting **lots** beyond either intersection from the block on which the affected **lot** is located, despite the requirement to document 21 **lots** in paragraph (iv) of clause (e) above, such documentation need not extend more than one block further on either side of each intersection.
- (g) Despite clauses (b), (c), (d) (e) and (f), where:
  - (i) the street on which the affected lot is located terminates at the end of the block, but is at least one more block in length in the other direction; and
  - (ii) the next block has five or more **lots** on the same street; and
  - (iii) there are fewer than 21 **lots** on the block on which the affected **lot** is located,

**lots** located beyond the said intersection must be included as part of the 21-lot analysis undertaken pursuant to subclauses 5 (b) (i) and (ii).
- (h) Despite clauses (b), (c), (d), (e), (f) and (g), where the street on which the affected **lot** has fewer than five, or no other, **lots** facing it, the Streetscape Character Analysis must include up to 21 **lots** closest to the affected **lot** located within the same city block without crossing intersections but facing other streets, in the manner provided by Subsection 139 (5), clauses (b) through (g).
- (i) Where a **lot** among the set of **lots** specified in clauses (b) to (h), as applicable,
  - (i) is vacant; or
  - (ii) is developed with institutional, office or open space uses;

that **lot** must be documented in the Streetscape Character Analysis, but may not be counted towards the **dominant character** of the streetscape.
- (j) Where a **lot** among the set of **lots** specified in clauses (b) to (h), as applicable, has front yard parking whose legal status has not been established, that front yard parking must be recorded as **hard landscaping** for the purposes of documenting the **incidental use of lands** as required by subsection 139 (4) (a). Where no front yard parking is proposed, there is no requirement to establish the legal status of any such space that may exist within the lots documented in a Streetscape Character Analysis.
- (k) In the case of a **corner lot**, only where **dwellings** will be fronting on both streets as the affected **lot**, must the 21-lot analysis be undertaken along both streets, with the documenting of 21 lots fronting on the same street as the **principal** entranceway of the affected lot documented, and 11 lots fronting on the same street as the affected lot's **corner side lot line** documented. Where there are fewer than the required number of lots to be documented herein, clauses (5) (c) through (i) above apply.

## Incidental use of Lands

- (6) The **incidental use of lands** of the **front yard** and **corner side yard** may only consist of a **pattern** identified within the **dominant** Character Group as described in Subsection 140 (1) and as confirmed in a Streetscape Character Analysis.

## Parking

- (7) Except in the case of an apartment dwelling, low-rise, stacked dwelling, apartment dwelling, mid-rise or apartment dwelling, high-rise with more than 12 dwelling units, no parking is required and sections 101, 107 and subsections 109 (4) to (12) inclusively, do not apply. (By-law 2016-249)
- (a) In the case of an **apartment dwelling, low-rise, stacked dwelling, apartment dwelling, mid-rise** or **apartment dwelling, high-rise** with more than 12 **dwelling units**, the parking required is calculated based on the total number of **dwelling units**, excluding the first 12 **dwelling units**.
- (8) Where parking is provided, it must be of a **pattern** that is listed within the Character Group in Subsection 140 (2) that has been confirmed as being the **dominant** Character Group, through a Streetscape Character Analysis, subject to the provisions of subsections 139 (9) through (14) below.
- (9) Despite subsection 139 (8), where the **lot** abuts a rear lane:
- (a) If the lane is a travelled lane, a provided **parking space** must not be located in a **front yard, interior side yard, or corner side yard** and must be accessed only by a driveway from the rear lane.
- (b) If the lane is untravelled, any provided parking may be:
- (i) accessed by a driveway from the rear lane, subject to the lane or a section thereof being reinstated as a travelled lane; or
- (ii) provided in accordance with subsection 139 (8).

## Driveways

- (10) (a) Where driveways are permitted, the maximum driveway width is:

For lot widths, or in the case of dwelling unit parcels that are not severed, for street frontage widths, of	Maximum width, shared driveway	Maximum width, single driveway	Maximum width, double driveway
Under 6 m	3.0 m	Not permitted	Not permitted
Between 6 m and 7.49 m	3.0 m	2.4 m	Not permitted
Between 7.5 m and 8.24 m	3.0 m	2.75 m	Not permitted
Between 8.25 m and 14.99 m	3.0 m	3.0 m	Not permitted
Between 15 m and 17.99 m	3.0 m	3.0 m	5.5 m
18 m and more	3.0 m	3.0 m	6.0 m

- (b) In the case of an **apartment dwelling, low-rise**, a **stacked dwelling**, an **apartment dwelling, mid-rise** or an **apartment dwelling high-rise**, the maximum permitted width for a driveway that leads to:
  - (i) less than 20 parking spaces: 3.6 metres
  - (ii) 20 or more parking spaces: 6 metres.
- (11) A driveway may be shared by two or more **dwelling units** on the same **lot** or on **abutting lots**.
- (12) A driveway loses its function as a vehicular access when it no longer provides access to a legal parking space, which is a parking space located outside of the **front yard** or **corner side yard**, and must be considered to be a **front yard** parking space.

### Garages, Carports and Front Yard Parking

- (13) Despite Subsection 139 (8), no part of a garage or **carport** may be located closer to the **front lot line** than the **front wall** of the **residential use building**, nor closer to the **corner lot line** than the affected side wall of the **residential use building**.
- (14) Where permitted, the maximum width, of one or both doors of an attached garage, and the entrance of a carport is:
  - (a) for a single attached garage or carport: 3 metres
  - (b) for a double attached garage or carport: 6 metres
- (15) The following are prohibited unless they are determined to be the **dominant pattern** along the streetscape:
  - (a) garages or **carports** that are set back the same distance from the **front lot line** as the **front wall** of the **residential use building**;
  - (b) legally-established front yard parking;
  - (c) front yard **parking spaces** created when a driveway no longer functions as an access to a legal **parking space** located outside the **front yard** or **corner side yard**.



## Pedestrian Access – Walkways

- (16) A walkway located in a **front yard** or **corner side yard** is permitted only:
- (a) where it provides access between a driveway and an entranceway to the dwelling, or
  - (b) where extending from the right-of-way back to the dwelling and it is not abutting the **driveway**, and
  - (c) if it does not exceed 1.25 metres in depth, in the case of subsection (16) (a), or in width, in the case of subsection (16) (b).
- (17) No person may park a motor vehicle on a walkway, or portion of a walkway.

## Entranceways

- (18) Principal Entranceway(s):
- (a) must be of a **pattern** that is listed within the Character Group in Subsection 140 (3) that has been confirmed as being the **dominant** Character Group through a Streetscape Character Analysis.
  - (b) In the case of **detached dwellings, linked detached dwellings, and townhouse dwellings**, clause (a) applies to each **dwelling unit**.
  - (c) In the case of **long semi-detached dwellings**, clause (a) applies only to the **principal** entranceway to the **dwelling unit** closest to the street.
  - (d) In the case of **semi-detached dwellings, duplex dwellings and three-unit dwellings**, at least one **principal** entranceway must face the front lot line.
  - (e) In the case of **stacked dwellings**, subsection (18), clause (a) applies to each attached pair of dwelling units.
- (18.1) The **first floor** of a **dwelling** or **dwelling unit** must contain at least 40 m<sup>2</sup> of **habitable floor space**.

## Long Semi-detached Dwellings

- (19) A **long semi-detached dwelling** is permitted in any zone where a **semi-detached dwelling** is permitted within the Mature Neighbourhood Overlay, in accordance with the following:
- (a) All provisions that apply to a **semi-detached dwelling** also apply to a **long semi-detached dwelling**, except that the minimum **lot area** required for a **detached dwelling** in the applicable **zone** or **subzone applies** to the whole of the **long semi-detached dwelling** including both **dwelling units**, and subsections 139 (20), (21) and (22) do not apply.
  - (b) Despite clause (a), and any future severance, the lands on which a **long semi-detached dwelling** is located are considered one lot for zoning purposes, except that:

- (i) the minimum **lot width** must be 10 metres, and where a **long semi-detached dwelling** is severed in a **flag lot** configuration, the minimum **lot width** of the pole portion of the **flag lot** must be 1.5 metres, and must be measured a distance of 1.5 metres from the original **lot's interior side lot line**.

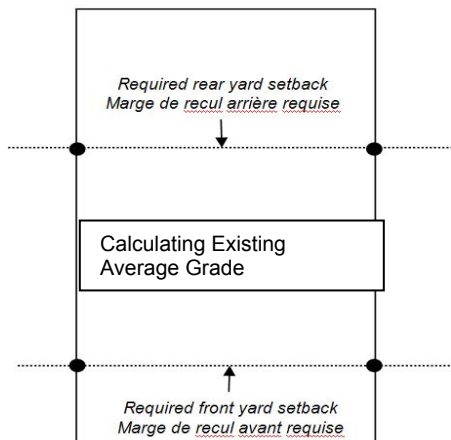
## Dwellings on Corner Lots

- (20) In the case of **semi-detached dwellings** or **townhouse dwellings** on a **corner lot**, where a **principal** entranceway of one of the **dwelling units** is located along one street **frontage**, and a **principal** entranceway of the other **dwelling unit** is located along the other street **frontage**, the development is to be treated as one lot for zoning purposes only insofar as:
  - (a) determining the location of the **front lot line**, and for determining how to apply the minimum required **lot width**, and
  - (b) determining the location of the **interior side yards** and **rear yards**
- (21) In the case of **semi-detached dwellings** or **townhouse dwellings** located on a **corner lot**, where one or more **principal** entranceways, as the case may be, is located on a separate street **frontage**, the requirements are as follows:
  - (a) The minimum **lot width** required along the **front lot line** is 10 metres.
  - (b) The minimum required **front yard setback** and **corner side yard setback** is the **existing front yard setback** of each **abutting residential lot** whose **principal** entranceway is located along the corresponding street **frontage** of the affected **lot**; and clauses 3 (b), (c) or (d) apply as the case may be, where there is an **abutting vacant lot**, non-residentially-zoned **lot** or **mixed use-zoned lot**.
  - (c) Where the **interior side yard abuts** an **interior side yard** on the abutting **lot**, it must be a minimum of 1.2 m
  - (d) Where the **lot abutting the corner lot** is vacant, the minimum required **interior side yard setback** on the **corner lot** is the minimum required for the **use** in the applicable **zone**.
  - (e) An **interior yard** must be provided, and created by extending a parallel line from the **minimum required rear yard setback** of the **abutting lot**, across the longest shared common **lot line**, into the affected **lot** for a distance from that shared **lot line** equal to 30% of the affected **lot's actual lot width**, after which the **rear yard** may be reduced to 1.2 m.
  - (f) Where no **interior yard** is provided, the **rear yard setback** must be a minimum of 4 metres.
- (22) In the case of a **semi-detached dwelling** or a **townhouse dwelling** on a **corner lot**, whether it is to be severed or not, and where all of the **principal** entranceways are facing the street with the longer frontage, the **lot line** abutting the longer frontage is considered to be the **front lot line**, and the **yard abutting** the longer frontage is considered to be the **front yard**, and all corresponding **yards** and regulations affecting **yard setbacks** are based on the location of the **front yard**, and the following applies:
  - (a) The minimum **front yard setback** is per Section 139 (3) (a) (ii), Section 139 (3) (b), or Section 139 (3) (c), as the case may be,

- (b) No yard setback is required along the shared common wall between a pair of **semi-detached dwelling units**, a pair of **long semi-detached dwelling units**, nor along the shared walls between attached **townhouse dwelling units** and **attached stacked dwelling units**,
- (c) The minimum **interior side yard** setback is 1.2 metres, and
- (d) The **minimum rear yard** setback may be reduced to 4 metres where it provides access to permitted parking.

### Building Height and Existing Average Grade

- (23) Where this Section applies, building **height** must be measured using the **existing average grade** as determined under subsection 139(24).
- (24) **Existing average grade** must be calculated prior to any site alteration and based on the average of grade elevations taken along both **side lot lines** at the minimum required **front yard setback**, and at the minimum required **rear yard setback** of the zone in which the **lot** is located.



### Area Specific Exemption

- (25) Sections 139 and 140 do not apply to:
  - (a) a residential use building constructed after April 24, 2012 at 570, 572, 574, 576, 578 and 580 Athlone Avenue,
  - (b) 914 and 946 Colonel By Drive.

## Front Yard Patterns, Parking Patterns and Entranceway Patterns (Section 140)

(OMB Order, File #PL120666, issued June 10, 2015) (By-law 2012-147)

- 140.** (1) The following **incidental uses** of the **front yard** are permitted, subject to the provisions of Subsections 139 (4) clauses (b) and (c) and 139 (6).
- (a) **Front yard** provisions are set out in Table 140 A, where each Character Group, listed in Columns I, II, III and IV, permits a number of compatible patterns, listed in the Table rows, which have been identified by an (▪).
  - (b) No type of **pattern** listed in the rows is permitted if it does not meet the **dominant** Character Group's requirement.
  - (c) Patterns without an (▪) are not permitted.

**Table 140 (A)- Front Yard Patterns and Provisions**

Condition	Column I Character Group A	Column II Character Group B	Column III Character Group C	Column IV Character Group D
Character Group Requirement	Fully landscaped front yard	Landscaped front yard in front of the principal dwelling	Landscaped front yard in front of a portion of the principal dwelling	Small or no landscaped front yard
(i) Entire <b>front yard</b> , from <b>side lot line</b> to <b>side lot line</b> across the frontage, consists of <b>soft landscaping</b> , and may also contain a walkway	▪	▪	▪	▪
(ii) Entire <b>front yard</b> , from <b>side lot line</b> to <b>side lot line</b> across the frontage, consists of a mix of <b>soft landscaping</b> and <b>hard landscaping</b> , and may also contain a walkway.	▪	▪	▪	▪
(iii) The <b>front yard</b> consists of <b>soft landscaping</b> across the entirety of the front wall of	Not permitted	▪	▪	▪

the <b>principal dwelling</b> , except for a driveway, where a driveway is permitted, and may also contain a walkway				
(iv) The <b>front yard</b> consists of a mix of <b>soft landscaping</b> and <b>hard landscaping</b> across the entirety of the <b>front wall</b> of the <b>principal dwelling</b> , except for a driveway, where a driveway is permitted, and may also contain a walkway	Not permitted	■	■	■
(v) The <b>front yard</b> consists of <b>soft landscaping</b> across the entirety of those parts of the <b>front wall</b> of the <b>principal dwelling</b> that do not contain a garage, or covers the entirety of the <b>front yard</b> not occupied by a legally-established <b>front yard</b> parking space, and may also contain a walkway.	Not permitted	Not permitted	■	■
(vi) The <b>front yard</b> consists of a mix of <b>soft landscaping</b> and <b>hard landscaping</b> across the entirety of those parts of the <b>front wall</b> of the <b>principal dwelling</b> that do not contain a garage, or covers	Not permitted	Not permitted	■	■

the entirety of the <b>front yard</b> not occupied by a legally-established <b>front yard</b> parking space, and may also contain a walkway				
(vii) A projection extends beyond the distance permitted by Section 65 of the Zoning By-law between the <b>front lot line</b> and the <b>principal dwelling</b> .	Not permitted	Not permitted	Not permitted	▪
(viii) The <b>principal dwelling</b> extends to the <b>front lot line</b> .	Not permitted	Not permitted	Not permitted	▪

- (2) The following locations and sizes of driveways and of parking spaces are permitted, subject to the provisions of Subsection 139 (4), clauses (b) and (c) and Subsections 139 (7) through (15) inclusive.
- (a) Access and parking provisions are set out in Table 140 B, where each Character Group, listed in Columns I, II, III and IV, permits a number of compatible **patterns**, listed in the Table rows, which have been identified by an (\*);
  - (b) Driveway width is subject to Subsection 139 (10). Where driveway widths are lesser or greater than those noted in Columns II through IV, Subsection 139 (10) prevails; and
  - (c) Patterns without an (\*) are not permitted.

**Table 140 (B) - Parking Access and Parking Space Patterns and Provisions**

Condition	Column I Character Group A No Streetscape Impact from On-Site Parking	Column II Character Group B Low Streetscape Impact from On-Site Parking	Column III Character Group C Medium Streetscape Impact from On-Site Parking	Column IV Character Group D High Streetscape Impact from On-Site Parking
Character Group Description Where provided, location and size restrictions for driveway and <b>parking spaces</b> (Note: Maximum driveway width subject to Subsection 139 (10)).	There are no driveways along lot lines abutting a street	Driveways are less than or equal to one-third in width than the actual <b>lot width</b>	Driveways are more than one-third but no more than half of the actual <b>lot width</b>	Driveways measure half or more of the actual <b>lot width</b>
(i) No on-site parking	▪	▪	▪	▪
(ii) Surface parking or garage (single or double) off travelled rear lane	▪	▪	▪	▪
(iii) On a <b>corner lot</b> , a <b>single driveway</b> that provides access to parking located beyond the minimum required <b>yard</b> setback for the <b>yard</b> abutting the street, to <b>interior side yard</b> , or <b>rear yard</b> surface parking or garage (s)	▪	▪	▪	▪
(iv) <b>Single driveway</b> that provides access to <b>rear yard</b> surface parking or detached or attached garage.	Not permitted	▪	▪	▪
(v) <b>Single driveway</b> that provides access to <b>interior side yard</b> surface parking, garage or carport.	Not permitted	▪	▪	▪
(vi) <b>A driveway</b> that no longer leads to a legal parking space in a <b>side yard</b> or <b>rear yard</b> , resulting in <b>front yard parking</b> that is not in front of any part of the <b>principal dwelling</b>	Not permitted	Subject to Subsection 139 (15)		
(vii) Shared <b>single driveway</b> , that may pass under a carriageway and provides access to <b>interior yard</b> , <b>interior</b>	Not permitted	▪	▪	▪

- (3) The following entranceway locations are permitted, subject to the provisions of Subsections 139 (4), clauses (b) and (c) and 139 (18).
- (a) Entranceway provisions are set out in Table 140 C, where each Character Group, listed in Columns I and II, permits compatible **patterns**, listed in the Table rows, which have been identified by an (•).
  - (b) No type of **pattern** listed in the rows is permitted if it does not meet the **dominant** Character Group’s requirement.
  - (c) **Patterns** without an (•) are not permitted.

**Table 140 C- Entranceway Patterns and Provisions**

Entranceway Patterns		
Condition	Column I Character Group A	Column II Character Group B
Character Group Requirement	<b>Principal</b> entranceway is located along the <b>front wall</b> of the dwelling	<b>Principal</b> entranceway is not located along the <b>front wall</b> of the dwelling
(i) The <b>principal</b> entranceway faces the <b>front lot line</b> .	▪	▪
(ii) The <b>principal</b> entranceway is part of a permitted projection located along the <b>front wall</b> of the dwelling, but does not face the <b>front lot line</b> .	▪	▪
(iii) The <b>principal</b> entranceway does not face the front lot line.	Not permitted	▪

### Transition

- (4) See Section 9 Transitions, “Phase 1 – Low-rise Infill Housing”

## Residential Neighbourhood Commercial Suffix (Section 141)

### Purpose of the Zone

*The purpose of the Residential Neighbourhood Commercial suffix is to:*

- (1) *regulate development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced;*
- (2) *allow a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas;*