

# FOTENN

## 701 CHURCHILL AVENUE SITE PLAN CONTROL



June 27, 2019

Planning Rationale



Prepared for:

Duy Phuc Nguyen  
907 Iroquois Road  
Ottawa, ON  
K2A 3N4

Prepared by:

**FOTENN** Planning  
+ Design

Fotenn Planning + Design  
223 McLeod Street  
Ottawa, ON K2P 0Z8  
fotenn.com

June 27, 2019

# CONTENTS

---

- 1.0 Introduction .....1**
  - 1.1 Application Overview.....1
  - 1.2 Subject Site .....1
  - 1.3 Site Location and Context.....3
  - 1.4 Transportation .....4
  - 1.5 Cycling and Multi-Use Pathways .....5
- 2.0 Proposed Development.....6**
- 3.0 Policy & Regulatory Framework..... 10**
  - 3.1 Provincial Policy Statement (2014)..... 10
  - 3.2 City of Ottawa Official Plan (2003, as amended) ..... 12
    - 3.2.2 Managing Growth..... 12
    - 3.2.3 General Urban Area Designation (Sec. 3.6.1)..... 13
    - 3.2.4 Building Liveable Communities ..... 14
    - 3.2.5 Urban Design & Compatibility (Section 2.5.1)..... 14
    - 3.2.6 Urban Design and Compatibility (Section 4.11) ..... 15
    - 3.2.7 Section 4.11 as Updated by Official Plan Amendment No. 150 ..... 16
  - 3.3 City of Ottawa Comprehensive Zoning By-law 2008-250 ..... 18
  - 3.4 Zoning Relief Required ..... 19
- 4.0 Supporting Studies ..... 22**
  - 4.1 Site Servicing Study ..... 22
  - 4.2 Geotechnical Study ..... 22
  - 4.3 Noise / Vibration Study..... 22
  - 4.4 Phase I Environmental Site Assessment..... 22
  - 4.5 Tree Conservation Report ..... 22
  - 4.6 Streetscape Character Analysis ..... 22
- 5.0 Conclusions ..... 23**



# 1.0 INTRODUCTION

1

Fotenn Consultants Inc. is pleased to submit a Site Plan Control application for the lands municipally known as 701 Churchill Avenue in the Westboro neighbourhood of the City of Ottawa.

## 1.1 Application Overview

This Planning Rationale assesses the proposed site plan against the applicable policy and regulatory framework and concludes that the development is appropriate for the site, compatible with adjacent development as well as the surrounding community. Minor variances will be required to permit the development as proposed but can be justified as representing good land-use planning and upholding the public interest given the context of the project.

## 1.2 Subject Site

The site is legally described as Plan 282, Block B, Churchill East (PIN 040130104). The property is known municipally as 701 Churchill Avenue North ("the site"). The site has 15.24m (50ft) of frontage along Churchill Avenue, with a total area of 464.5m<sup>2</sup> (5,000ft<sup>2</sup>). The site is currently occupied by a single detached dwelling and a detached garage in the rear yard.

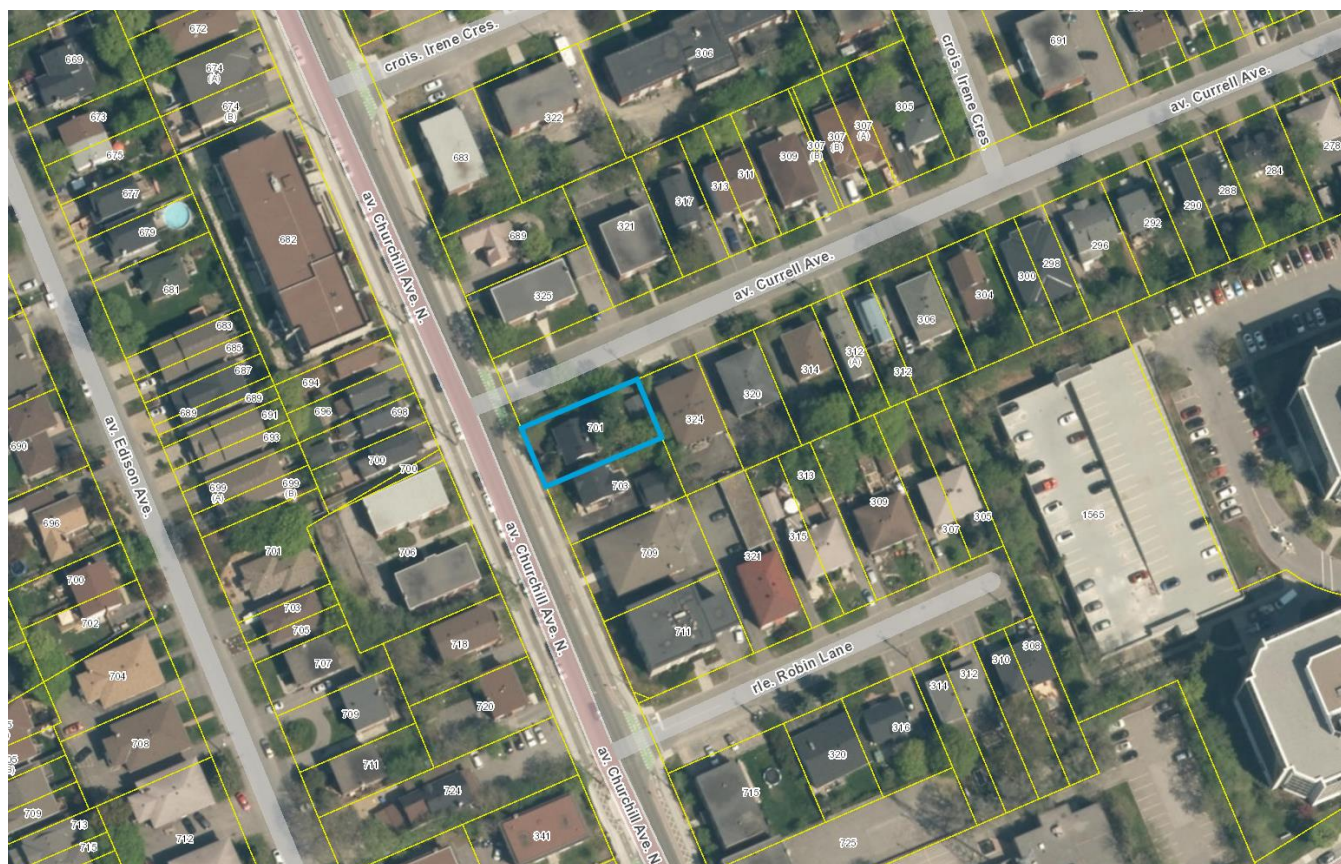


Figure 1: Subject Property in Local Context





Figure 2: View of Site, Looking East from Churchill Avenue, Fotenn Consultants (2019-06-17)



Figure 3: View of Site, looking South from Currell Avenue, Fotenn Consultants (2019-06-17)





Figure 4: View of Site, Looking South from Churchill Avenue at Currell Avenue, Fotenn Consultants (2019-06-17)

### 1.3 Site Location and Context

The site is located on the east side of Churchill Avenue North at the intersection of Currell Avenue. The site represents a corner lot. Churchill Avenue North is configured as a two-way Major Collector Road. Segregated bicycle tracks are present on both sides of the right-of-way. Currell Avenue is a two-way local road.

#### **North**

Immediately to the north of the site are residential uses in a mix of typologies, ranging from single-detached dwellings to low-rise apartment dwellings

#### **West**

On the west side of Churchill Avenue are a mix of housing typologies; with 3-storey apartment dwellings being the dominant format.

#### **South**

Immediately south, the trend of mixed housing typologies continues. Further south is an Arterial Road, Carling Avenue, a major commercial corridor containing large-format office, retail, automobile uses.

#### **East**

Immediately east of the property is a low-rise apartment dwelling. A mix of housing typologies occupy Currell Avenue. Southeast is a three-tower office complex with above-ground parkades.

## 1.4 Transportation



Figure 5: Extract from Official Plan Schedule E (Urban Road Network)

The site is well-served by the existing road network. Churchill Avenue is classified a Major Collector Road. Major Collector Roads serve travel between collector and arterial roads. Figure 5, which refers to Official Plan Schedule E (Urban Road Network) demonstrates the immediate proximity of Carling Avenue (E/W) and Kirkwood Avenue (N/S) which are both classified as Arterial Roads. Arterial Roads are the major roads of the City that carry large volumes of traffic over the longest distance. Highway 417 is accessible via Carling Avenue approximately 1 kilometre southeast of the subject property.

The Westboro Light Rapid Transit station is located approximately 1.9 kilometres northeast of the site and provides opportunities for alternative modes of transportation. The Westboro Rapid Transit Station provides efficient and regular travel to all areas of the city. The rapid transit station, expected to complete its transition from Bus service to Light Rail service as part of the Stage 2 LRT process, is illustrated in the extract from Official Plan Schedule D – Rapid Transit Network shown in Figure 6.

The Transportation Master Plan and Schedule D – Rapid Transit Network (Figure 6) recognize that Carling Avenue is to develop with at-grade Light Rail Transit. Upon completion, the site will be a 500-metre walk from the Cole Avenue at Carling Avenue Station.

Churchill Avenue has access to Route 50 (Local), which runs along the extent of the street and connects to numerous rapid transit stations east and west of the site, predominantly Westboro Station. Route 16 (Frequent) is also in close proximity, which serves the neighbourhood on a slightly varied route.



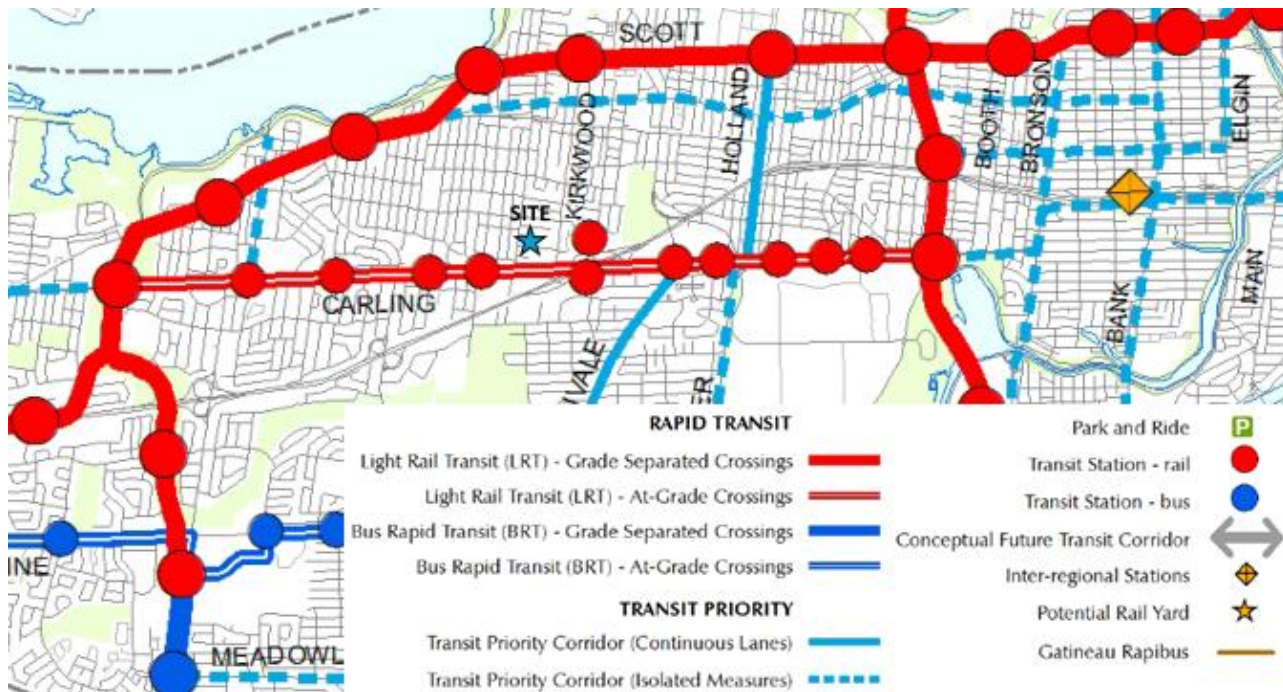


Figure 6: Extract from Official Plan Schedule D (Rapid Transit Network)

### 1.5 Cycling and Multi-Use Pathways

Several cycling and multi-use pathways exist in close proximity to the subject property, as shown in Figure 7. Many of these corridors, including Churchill Avenue, are considered “Spine Routes”; representing key routes between the west and east end of the urban area.



Figure 7: Extract from the City of Ottawa Ultimate Cycling Network



## 2.0 PROPOSED DEVELOPMENT

---

The owner is proposing to develop the subject property with a 12-unit, 3.5-storey residential apartment building, featuring a communal landscaped rear yard. No vehicle parking is proposed for the building. The building is proposed to contain six (6) bicycle parking spaces. Enclosed refuse storage is provided at the base level, with zoning compliance 1.2m aisle access. The building also features sunken terraces for the dwelling units at-grade to provide accessible amenity area. A generous amount of glazing will provide 'eyes on the street' and will also frame and animate the streetscape. Private terraces are also proposed in strategic locations on the front and rear of the building.

The twelve (12) apartment units will be accessed by internal staircases. However, a wheelchair lift is proposed in order to facilitate complete barrier-free access to the ground floor units. A further below-grade area is proposed to allow for a sump pit and mechanical room.

The architectural design of the building is intended to create visual interest in an area of high visibility along Churchill Avenue. The design employs a variety of building materials, including brick cladding, fibre cement panel, architectural concrete, and steel and clear glass guard. In addition, the architectural expression and articulation in the building massing will provide visual interest from the street. The fenestration treatment is designed to feature variety in orientation to contribute to a sophisticated, animated building façade at night. The siting of the building relative to the sunken terraces provides a "floating form" for the building.

The rear yard amenity is proposed to be 99.35m<sup>2</sup>. An additional 82.25m<sup>2</sup> is provided throughout the building in the form of private terraces and balconies. The proposed communal amenity area is slightly deficient per the Zoning By-law; however the inclusion of private amenity areas will ensure that the total amenity area requirement is met. It is further noted that the private amenity area at the ground floor has been designed specifically for barrier-free use, which could not have been facilitated for a landscaped amenity area.

The owner and applicant intend on addressing issues of zoning compliance at the Committee of Adjustment through a Minor Variance Application. In addition to the communal amenity area deficiency, Minor Variances are presently contemplated for reduced corner yard setbacks, rear yard setbacks, projection of the sunken terraces, and building height. These will be discussed in greater detail throughout the report.

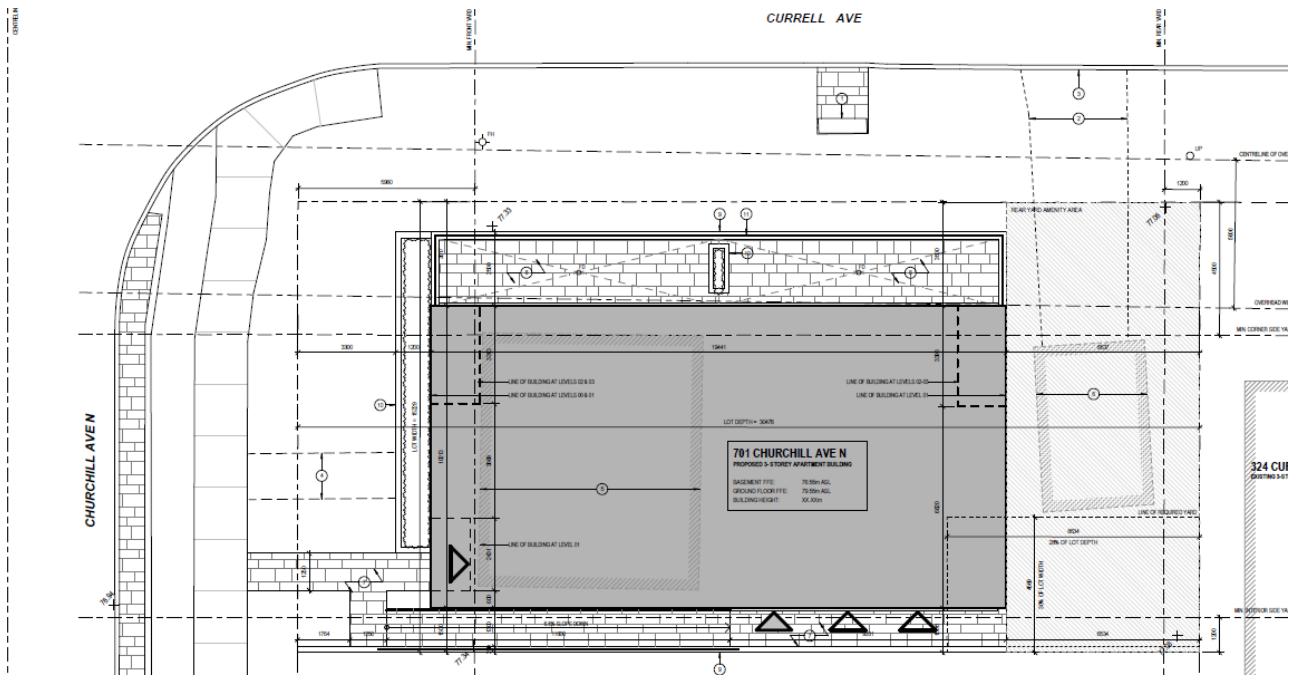


Figure 8: Proposed Site Plan



Figure 9: Architectural Renderings





Figure 10: West and South Building Elevations



Figure 11: East and North Building Elevations



## POLICY & REGULATORY FRAMEWORK

### 3.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with a mix of housing, employment, open space and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities. The relevant policies to the subject application are as follows.

Section 1.1.1 provides policy guidance for efficient development and land use patterns. The relevant policies are discussed below. This section states:

*“Healthy, liveable and safe communities are sustained by:*

*a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

**The proposal makes efficient use of a corner lot property in a built-up area with good access to transit and cycling infrastructure.**

*b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

**The proposal ensures a consistent supply of housing, in the form of a low-rise apartment, in a desirable and suitable area.**

*c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

**The proposed development does not result in any environmental or public health and safety concerns.**

*e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

**The proposal minimizes land consumption and servicing costs by increasing the density on the site from a single-detached dwelling to a multi-unit apartment building.**

*f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*

**Development of this site provides an opportunity to incorporate modern accessibility requirements into a prime location. The building incorporates a wheelchair lift and two barrier-free units, thereby providing a sought after development format in a suitable location.**

*h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

**The proposal is designed not to trigger any climate or biological concerns.**

Section 1.4 discusses policies related to providing adequate housing. Section 1.4.1 notes the planning authority’s responsibility to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area.

---

Section 1.7 discusses policies related to the preservation of Long-Term Economic Prosperity for the province. The proposal meets key policy directives by optimizing use of land; enhancing the vitality of a downtown area; and promoting well-designed built form.

**The proposed development is consistent with the Provincial Policy Statement.**



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

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below in light of the proposed development.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to this proposal:

1. Managing Growth (Section 2.2 of the Official Plan)
  - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
  - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Building Liveable Communities (Section 2.5 of the Official Plan)
  - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
  - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) discussed below and 2.5 (Building Liveable Communities).

**The proposed development intensifies an under-utilized property within the City's urban area strategically located along a Major Collector road. The compact form of the development and it's zero-parking design will encourage active modes of transportation and transit use. The increase in neighbourhood residents will benefit the existing retail and commercial uses north on Richmond Road and south on Carling Avenue.**

#### 3.2.2 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

**The proposed development meets the definition of residential intensification as defined above.**

The height and density proposed for the subject property is in conformity with the intent of the Official Plan policies on managing growth within the City.

### 3.2.3 General Urban Area Designation (Sec. 3.6.1)

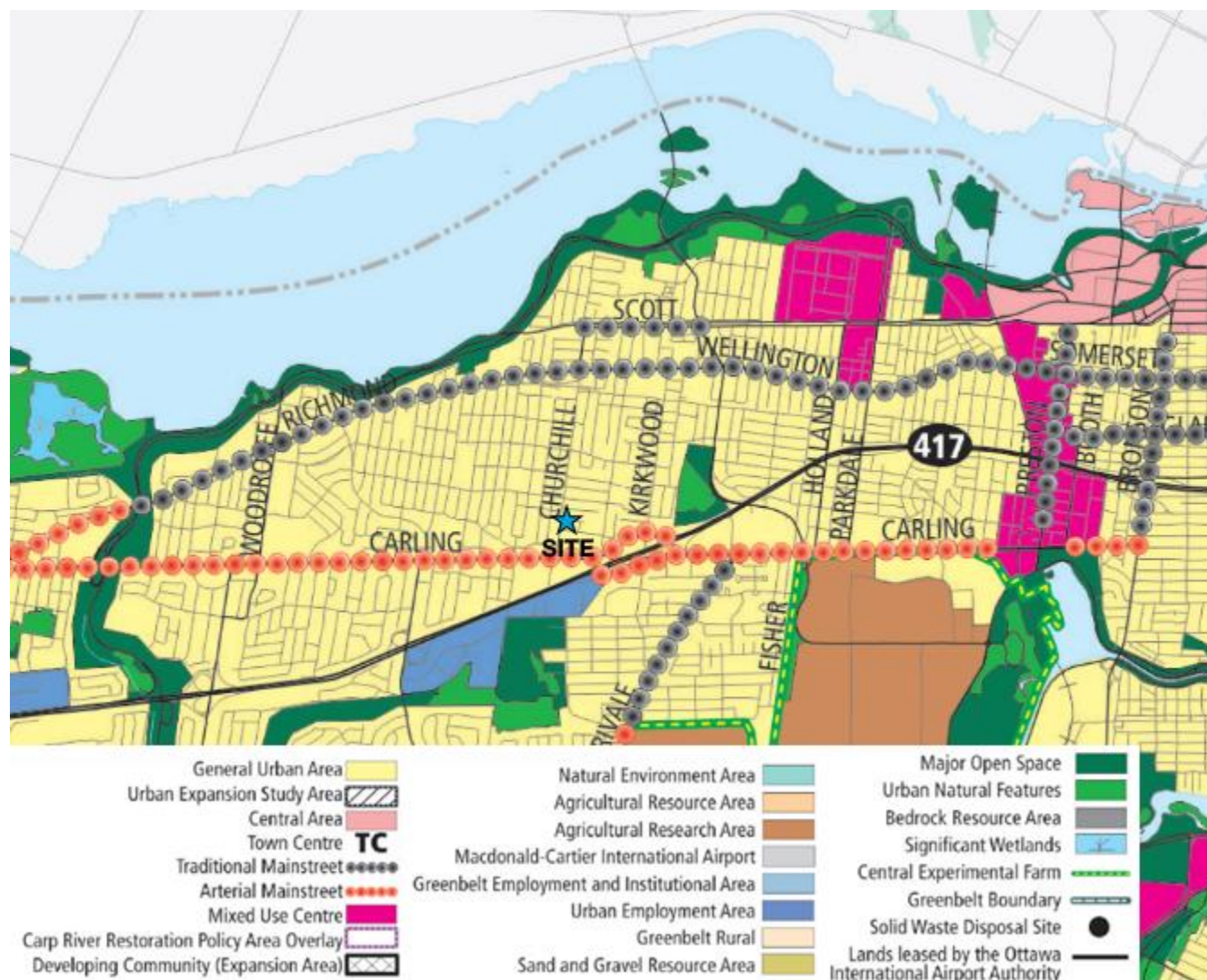


Figure 12: Schedule B of the Official Plan (Urban Policy Plan)

The subject property is designated **General Urban Area** in the Official Plan. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The policy direction is for development in General Urban Areas to contribute to the establishment of complete communities where people can live, work and play.

The following policies of the General Urban Area designation (Section 3.6.1) are of relevance to the proposed development:

Policy 1 notes that the General Urban Area designation permits many types and densities of housing, among an array of other uses which contribute to complete communities. The proposed development conforms with the policy by proposing appropriate density to be contained within a low-rise built form that corresponds with the urban, transit-supportive site context.

Policy 2 notes that new development will have to be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan. Conformity with these sections will be discussed later in this report.

Policy 3 recognizes that building height within the General Urban Area will continue to be predominantly Low-Rise, or four storeys and less. The proposal confirms in taking the form of a low-rise apartment building.

Policy 5 states that when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b. Apply the policies of Section 2.5.1 and Section 4.11;
- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- d. Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

**The proposed development meets the above-noted policies by providing a suitable low-rise apartment building in the aim of contributing to a complete community. It will meet the design directives outlined in Sections 2.5.1 and 4.11 and contribute to the supply and diversity of housing within an area ideal to support intensification.**

### 3.2.4 Building Liveable Communities

Section 2.5 of the Official Plan states that Ottawa's communities should be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture, but also focusing on community design and by engaging in collaborative community building.

### 3.2.5 Urban Design & Compatibility (Section 2.5.1)

Section 2.5.1 of the Official Plan provides guidance on how to appropriately incorporate compatible development practices into new buildings. Compatible development is defined in the OP as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It must 'fit well' within its physical context and 'work well' among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Within this section of the Official Plan, various Design Objectives are outlined to guide development, of which the following principles are considered most applicable to the proposed development:

Define quality public and private spaces through development

**The proposed development defines the street edge with a human-scaled, attractive development which frames the street corner with a contextually appropriate building setback. It will include street-fronting pedestrian access and no parking or automobile aisles are provided between the building and the front/corner property lines.**

Create places that are safe, accessible and are easy to get to, and move through



**Pedestrian and cyclist access are prioritized for the front access of the building, where there is a direct route from the sidewalk to a street-fronting entrance. No driveways are proposed for this development.**

Ensure that new development respects the character of existing areas

**The proposed development's building massing is broken down vertically to provide architectural interest. Its balance of glazing and brick cladding will allow the proposal to fit well with other proposed and recently completed infill residential development in the immediate area.**

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

**The proposed development will be built to modern building and design standards and represents a context-sensitive infill development. The building's proximity to the street will help define the streetscape along both streets and promote a more secure and animated pedestrian realm. The property has been designed with a generous amount of landscaping, including an at-grade communal amenity space, which will assist in offsetting the building's carbon footprint.**

### 3.2.6 Urban Design and Compatibility (Section 4.11)

Compatibility is achieved through design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of infill or intensification. The proposed development meets the compatibility objectives established in Section 4.11 in the following ways:

Traffic	No parking or driveways are proposed for the development. Therefore, there will be no impact on neighbourhood vehicular traffic.
Vehicular Access	As noted above, there are no driveways proposed as part of this development, resulting in no conflicts with pedestrians.
Parking Requirements	No vehicular parking is required per the Zoning By-law. Accordingly, no parking has been provided.
Outdoor Amenity Areas	The proposed development provides an appropriate transition to the abutting outdoor amenity areas to address privacy concerns.  Windows are directed to the street edge rather than abutting property lines.
Loading Areas, Service Areas, and Outdoor Storage	No loading areas or outdoor storage is required or proposed. Refuse will be stored internally.
Lighting	No external lighting is proposed which would result in undue adverse impact adjacent property owners.
Noise and Air Quality	A Noise Impact Study has been undertaken by Paterson Group. It concludes that standard construction materials are to be sufficient to provide adequate noise protection to indoor-living areas.
Sunlight	Given the building's proposed height and location on a corner lot, sunshading impacts are not anticipated.
Microclimate	No microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is in close proximity to a range of existing community amenities and services and will be adequately supported by them.

Policy 14 of this section addresses infill and redevelopment within the interior portions of stable, low-rise neighbourhoods. Where development is proposed that requires an amendment or variance to the zoning by-law with respect to lot area, yards and/or building setback, or building height, and which varies from the established area's pattern of built form and open spaces, the appropriateness of the proposal will be considered in light of the following measures:

- a. Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
- b. Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
- c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this Section;

**The minor variances can be rationalized in light of the above-noted measures. The proposal is in line with the intent of this policy with regard to proposed height, massing, and scale. An overview of the planning justification for the variance is found at the end of this document. Further information will be provided in subsequent application to the Committee of Adjustment.**

**The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in Section 2.5.1 and the criteria outlined in Section 4.11.**

### **3.2.7 Section 4.11 as Updated by Official Plan Amendment No. 150**

The changes proposed in Official Plan Amendment No. 150 include updates to Section 4.11 – Urban Design and Compatible Development. While these particular changes are still under appeal, they have been reviewed below as they reflect the most recent opinion of Council.

<b>Design Element</b>	<b>Proposed Development</b>
<b>Views</b> 2. Enhancing the City skyline  3. Views of the Parliament Buildings from Beechwood Cemetery.  4. Policies to protect views of the Parliament Buildings and other national symbols in the Central Area	The proposal is not in an area of the City or of a building height that it could contribute to the City skyline.  The proposal does not infringe on this vista.  The proposal does not infringe on these views.
<b>Building Design</b> 5. Compatibility of new buildings with surroundings  6. Façade, window, and entranceway orientation are towards the street	The building is compatible with surrounding residential and reflects the intended development of Churchill Avenue.  The building façade, window, and entranceway are oriented towards the street edge.

7. Design of major intersections	Not applicable.
8. Developments including loading facilities, service areas, and mechanical equipment	No mechanical equipment or loading facilities are proposed external to the building footprint.
<b>Massing and Scale</b> 9. Building massing; spacing between buildings (setbacks); and transition  10. Provide a Shadow and/or Wind Analysis where required  11. Transitions where building is taller than planned context  12. Methods for addressing significant height changes: Incremental changes in building height; massing; building setbacks and stepbacks	Building massing and transition have been managed through stepbacks and building articulation. The staggered building heights provide an appropriate transition to abutting properties.  Given the scale of the proposed building, these studies were not required for this project.  Building is not taller than the planned context.  Proposal does not include significant height changes.
<b>High-Rise Buildings</b> 13. (Not applicable) 14(a). (Not applicable) 14(b). (Not applicable)	The proposal is not a high-rise building; therefore these requirements do not apply.
<b>Outdoor Amenity Areas</b> 15. Minimize undesirable impacts on the existing private outdoor amenity spaces  16. Residential proposals should include well-designed, usable amenity areas that meet the Zoning By-Law Requirements.	Impacts have been minimized through building articulation, massing, and materials.  Proposed building includes 175m <sup>2</sup> total amenity area, which exceeds the minimum requirement in the Zoning By-law.
<b>Public Art</b> 17. (Not applicable)	A high-rise building is not proposed.
<b>Design Priority Areas</b> 18. (Not applicable) 19. (Not applicable) 20. (Not applicable)	Proposal is not within a design priority area.
<b>First Nations Peoples Design Interests</b> 22. (Not applicable)	Not an identified area of First Nations interest.

**The proposed development will not generate any undue adverse impacts on the neighbouring properties and fulfills the compatibility criteria outlined in Section 4.11 as updated by OPA No. 150.**





Minimum Lot Width	15m	15.2m
Maximum Building Height	11m	11.35m
Minimum Front Yard Setback	5.98m (Sec. 139[3][ii])	4.5m
Minimum Rear Yard Setback	1.2m	6.53m
Minimum Corner Side Yard Setback	4.5m	3.5m
Minimum Interior Yard Setback	1.2m	1.5m
Permitted Projections: Uncovered balcony	2m or the greater of 50% of the required front or corner side yard, but no closer than 1m to a property line: 2.25m (Sec. 65[6][a][ii])	2.5m

The following zoning provisions also apply to the subject property:

Table 2: Amenity Area Requirements			
Amenity Area Type	Required Amenity Area (m2)	Amenity Area Location	Provided Amenity Area (m2)
Communal	120 m <sup>2</sup> (total of first 8 unit amenity)	Rear yard: 99.35 m <sup>2</sup>	99.35 m <sup>2</sup>
Private	N/A	Terraced areas	82.25 m <sup>2</sup>
Total	144 m <sup>2</sup> (15m <sup>2</sup> / dwelling unit for first 8, 6m <sup>2</sup> /dwelling unit for remainder)		175.6 m <sup>2</sup>

The property is within Area X for parking requirements:

Table 3: Parking Supply and Dimension Requirements		
Parking Type	Required	Provided
Residential	None for first 12 units	0
Visitor	None for first 12 units	0
Bicycle Parking	0.5/unit = 6 spaces	6 spaces

### 3.4 Zoning Relief Required

As summarized above, zoning relief is required to permit the proposed development. Following the first technical circulation for the Site Plan Control application, an application for Minor Variances will be filed to facilitate the proposed development. While the Minor Variance submission will include a fulsome rationale to demonstrate how the variances meet the four tests of the *Planning Act*, the discussion below broadly addresses the rationale for the Variances:

- / **An increased building height of 11.35m whereas the By-law states a maximum of 11m.**  
The applicant is proposing an additional 0.35m in building height. This increased height represents a modest exchange for the opportunity to provide improved floor-to-ceiling heights for the unique 3.5 storey massing of the project. An additional 0.35m contributes significantly to the aspiration of improving

dwelling unit liveability and ensuring Building Code compliance. The proposed development still meets the Official Plan intent to maintain a building height of no more than four storeys in General Urban Area while providing for a diversity of housing typologies. The proposed development further meets the intent of the Zoning By-law in providing a low-rise apartment on an adequately sized lot.

/ **A reduced front yard setback of 4.5m, whereas the By-law requires 5.98m.**

The site is located within a Mature Neighbourhood Overlay and is therefore subject to Section 139(3)(ii) of the Zoning By-law, which prescribes front yard setbacks for corner lots based on the adjacent property. While in many cases this is key to preserving the prevailing aesthetic of neighbourhood streets, the adjacent property located at 703 Churchill Avenue is not indicative of the predominant and future built form envisioned for Churchill Avenue. As a Major Collector Road in the City, a sense of enclosure and interaction between the sidewalk and built-form is key. It has been established that increased street enclosure reduces speeding and calms traffic.<sup>1</sup>

The intent of the Mature Neighbourhood Overlay is to ensure consistent and good quality urban design. A 4.5 metre setback is in keeping with other low-rise apartments in the immediate context, including 683, 698, 709, 711, 715, 725 Churchill Avenue. As such, the proposed 4.5 metre setback is reflective of the existing context along Churchill Avenue. This intentional site design allows for more space in the rear yard and the abutting property at 324 Currell Avenue. Further, from an urban design perspective, a 4.5 metre setback will strengthen the streetscape by providing for a consistent street edge that interfaces with the public realm and the street.

/ **A reduced corner side yard setback of 3.5m, whereas the By-law requires 4.5m.**

A recent infill project was completed on the abutting property to the east (324 Currell Avenue). The existing Front Yard Setback for this new building is 3.5 metres, consistent with the proposed Corner Side Yard Setback for 701 Churchill Avenue. Again, from an urban design perspective, replicating the front yard setback and building wall is an important consideration as it will strengthen the streetscape along Currell Avenue. Overall, the result is more consistent and attractive streetscape and urban design solution. Similarly, the low-rise apartment building located at the corner of Churchill and Robin Lane includes a similar setback along the corner side yard.

/ **An increased permitted balcony projection of 2.5m into a required yard whereas the By-law limits it to 2.25m.**

The sunken terraces are considered private balconies under the Zoning By-law and are therefore subject to Section 65 – Permitted Projections. Subsection (6)(a)(ii) states that in relation to the site context, a balcony can project up to the greater of 2m or 50% of the corner side yard setback, in this case being 2.25m. The terrace projects a total of 2.5m, resulting in a 0.25m overage. This additional space is significant in allowing for adequate space to maneuver a wheelchair within the terrace itself. The projecting balcony remains compliant to the requirement that it be setback at least 1m from the property line.

/ **A reduced minimum communal amenity area of 82% of the total amenity area for the first 8 units, whereas 100% of the required amenity for the first 8 units must be communal under the zoning by-law.**

The communal amenity area will be of a size approximately 18% smaller than the by-law requirement. It is Fotenn's opinion that the deficiency of 20.65m<sup>2</sup> does not impact the ability for the amenity space to be functional and support all tenants. The provided amenity area is more than sufficient for an apartment use and will include outdoor tables and chairs, a barbeque, etc. It would be feasible to provide for the minimum communal amenity area through removal of the sunken terraces, however given their value in

<sup>1</sup> Reid Ewing, "Impacts of Traffic Calming" Transportation Quarterly 55.1 (2001): 33-45.



---

being wheelchair accessible and hard-landscaped, the proposed balance of including these spaces and reducing the size of the communal amenity area by a small factor is viewed as more appropriate.

The broader requirement for amenity area has been addressed by allocating more private amenity space than required, through balconies available to all but five (5) units. As a result, the development is proposing 122% of the minimum required total amenity area. In this manner, the additional contribution in terms of private amenity space more than accounts for the deficiency in communal amenity area. The intent of the zoning is to ensure there is sufficient amenity space to allow for livable conditions. In is our opinion the distribution of the proposed amenity areas will meet this standard.

### 4.1 Site Servicing Study

A Serviceability report was completed by T.L. Mak Engineering in May 2019. The study confirms that the watermain provides the anticipated demand flows within the pressure objectives during peak demand and basic demand conditions as per the City of Ottawa's Drinking Water Design Guidelines. With respect to fire flow, the boundary condition information demonstrates sufficiency per the FUS requirements.

With regard to sanitary flow, the report states that the existing Churchill Avenue North sanitary sewer size is 375 mm diameter in front of this property and an increase in sanitary flow to this sanitary sewer system by 0.21 L/s from this residential site is not expected to negatively impact the existing sanitary sewer.

Concerning storm flow, the report states that the desirable 5-year and 100-year storm event detention volumes will be available on-site. Overall, the Site Servicing Study is supportive of the proposed development.

### 4.2 Geotechnical Study

A Geotechnical Investigation was prepared by Paterson Group, dated April 25, 2019. This study determined that from a geotechnical perspective, the subject site is adequate for the proposed building and construction. The proposed building will be founded on conventional shallow footings placed on clean, surface sounded bedrock.

### 4.3 Noise / Vibration Study

An Environmental Noise Assessment was prepared by Gradient Wind Engineering, dated May 13, 2019. Based on the results of the analysis, it was determined that standard construction materials will be sufficient to provide adequate noise protection to the indoor-living areas.

### 4.4 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment was completed by Paterson Group on April 9, 2019. The report concluded that the site does not possess any risk of contamination such that a Phase II Environmental Site Assessment will not be required.

### 4.5 Tree Conservation Report

A Tree Conservation Report was completed by IFS Associates on April 23, 2019. This report relays that due to a combination of the size of the proposed new building, construction of a retaining wall, changes to grades and the current poor condition of some trees, all existing trees on the subject property will be removed prior to the start of construction. It provides an inventory of the trees on-site.

### 4.6 Streetscape Character Analysis

A Streetscape Character Analysis was undertaken by Project1 Studio on June 3, 2019. The analysis concluded the following:

- / Front and Corner Side Yard Character: The site is subject to Character Group B; which incorporates a mix of soft and hard landscaped front yard in front of the entire front wall of the house.
- / Access and Parking Character: The site is subject to Character Group B; which notes that driveways are up to 1/3 of the lot width.
- / Main Door Character: The site is subject to Character Group A, which notes that main doors should face the front door and street.

The proposal has been configured to meet the requirements arising through the Streetscape Character Analysis.

## 5.0 CONCLUSIONS

It is our professional opinion that the application for Site Plan Control and forthcoming Minor Variance Application with the Committee of Adjustment are appropriate, represent good planning, and are in the public interest.

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

The proposed development also conforms to the Official Plan's vision for managing growth in the urban area. The proposed development responds to the existing context by continuing the existing and planned low-rise apartment built form along Churchill Avenue, as well as ensuring a built form transition along the street. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets all of the applicable requirements in Comprehensive Zoning By-law 2008-250, with the exception of the variances noted.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Scott Alain, M.Pl  
Planner



Matt McElligott, MCIP RPP  
Principal, Planning + Policy