



439 Churchill Avenue North

Planning Rationale + Design Brief
Site Plan Control
May 3, 2022

FOTENN

Prepared for Grepault Developments Ltd.

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1.0 Introduction

1.1 Application Overview

Fotenn Planning + Design (“Fotenn”) has been retained by Grepault Developments Ltd. (“The Client”) to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the proposed development on the lands municipally known as 439 Churchill Avenue North (the “subject property”) in the City of Ottawa.

The proposed development looks to redevelop the subject property with a 3-storey mixed-use development, that will contain 4 residential units and two commercial units. The development will consist of a third-floor addition to the existing two-storey building that will contain a new residential unit and a 3-storey rear addition that will contain the remaining 3 new residential units. The two commercial units in the existing building will be retained. The existing detached garage will be removed, and parking is proposed as two surface spaces the rear yard.

Following technical circulation, once the broader project comments have been resolved to an extent that City Staff are satisfied with the built form of the proposed development, a Minor Variance application will be submitted to the Committee of Adjustment to review and address any relief required due to zoning compliance issues.

1.2 Required Application

To proceed with the development as contemplated, a **Site Plan Control** application is required, which warrants this application submission.

1.3 Application Material

The following materials are being submitted in addition to this Planning Rationale and Design Brief in support of the Site Plan Control application for the subject property:

- / Architecture Package, prepared by Open Plan Architects, dated April 12, 2022;
- / Phase I Environmental Site Assessment, prepared by Paterson Group, dated March 22, 2021;
- / Phase II Environmental Site Assessment, prepared by Paterson Group, dated December 1, 2021;
- / Geotechnical Report, prepared by McIntosh Perry, dated June 2021;
- / Landscape Plan, prepared by Ruhland & Associates Ltd., dated March 11, 2022;
- / Roadway Traffic Noise Feasibility Assessment, prepared by Gradient Wind, dated March 10, 2022;
- / Servicing & Stormwater Management Report, prepared by McIntosh Perry, dated March 25, 2022; and
- / Parking Turning Movement Analysis, prepared by Castleglenn Consultants, dated January 26, 2022.

2.0 Site and Surrounding Context

The subject property, known municipally as 439 Church Avenue North, is located in the Kitchissippi Ward of the City of Ottawa. The property fronts the east side of Churchill Avenue North and has a frontage of approximately 15.24 metres. The area of the subject property is 460.98 square metres. The property is presently improved by a 2-storey building containing two commercial units and a detached 2-car garage at the rear of the property. The subject property is within a 600-metre radius from the Dominion Rapid Transit Station and 630 metres from the Westboro Rapid Transit Station.



Figure 1: Aerial image of the subject property, surrounding area, and proximity to the Dominion BRT station.



Figure 2: Image of existing building of the subject property, looking east on Churchill Avenue North.



Figure 3: Street condition in the area surrounding the subject property, looking north on Churchill Avenue North.

2.1 Surrounding Area

The following land uses are located in the surrounding the subject property:

North

Abutting the subject property to the north are a set of properties that have recently be rezoned R5B[2670] and are presently applying for Site Plan Control application. The proposed development is a six-storey mixed-use building. The side of the proposed development that abuts the north lot line to 439 Churchill Avenue North includes no balconies and will be the servicing and garbage entrance for the new project. Further north of the subject property is Richmond Road, an Arterial road with primarily commercial uses along the frontage in the area closest to the subject property. These include multiple grocery stores, a pharmacy, liquor store, and restaurants. Further north is Scott Street where the Dominion and Westboro Transit Stations are accessible from. Residential uses north of the subject property are a mix, ranging from single detached dwellings to high-rise apartments.

East

Abutting the subject property to the east is the rear yard of two recently redeveloped semi-detached dwellings fronting Highcroft Avenue. The shared lot line is well screened by large trees, which are proposed to remain mitigating any privacy concerns between the two properties. The broader area east of the subject property is also primarily residential in use. This residential is primarily made up of a combination of single and semi-detached dwellings. Additional uses in the area include parkland, recreational facilities, and places of worship.

South

The immediate property to the south of the subject property is developed in a way consistent with the approach being proposed for the subject property. The property is occupied by a two-storey commercial building with an additional two-storeys of residential units at the rear. Aside from this property, south of the subject property, the primary use is residential. The residential use is typically a combination of single and semi-detached dwellings, as well as some multiplex housing units. Additional uses in the area include parkland, recreational facilities, schools, and some commercial uses.

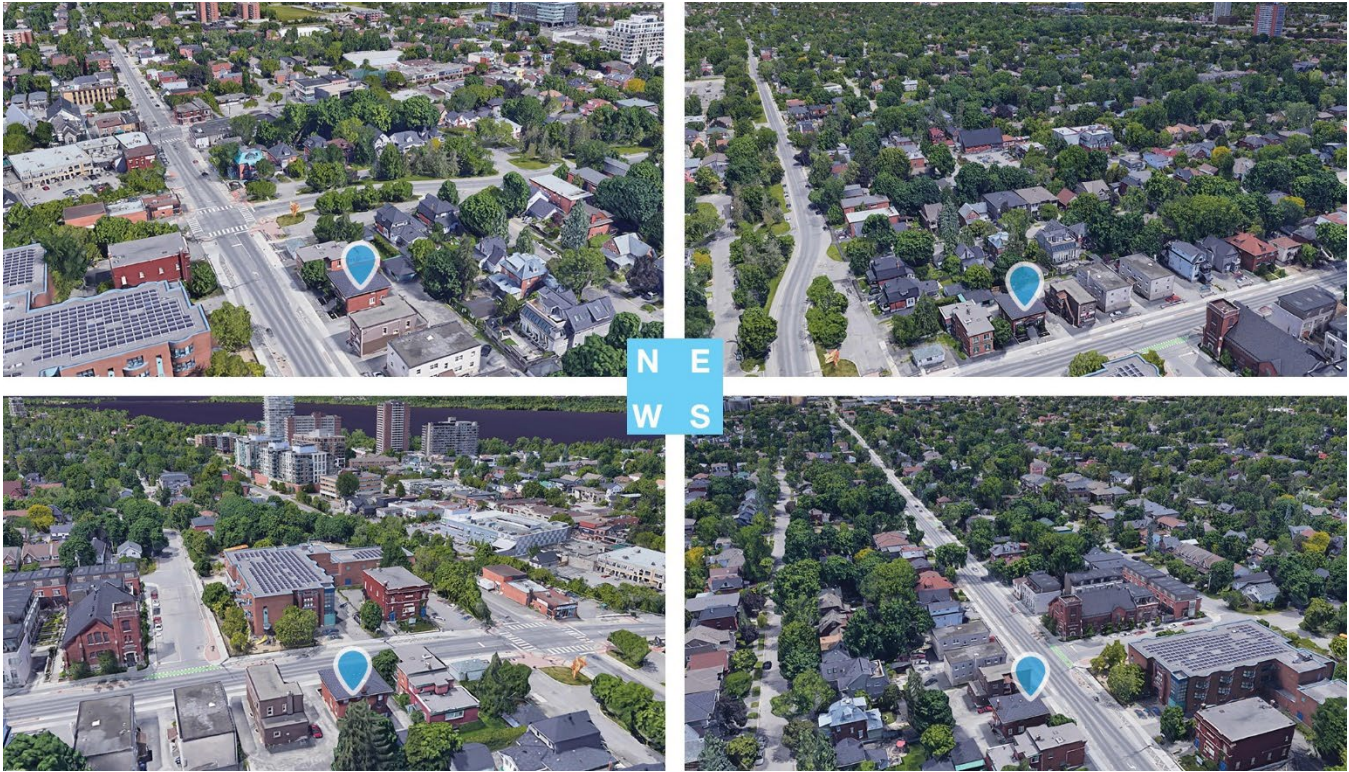


Figure 4: Area context views in each cardinal direction.

West

Fronting Churchill Avenue North, the ROW of the street is 18 metres. On the other side of the street are three buildings with heights mirroring that of the proposed development. These buildings are a school, a church, and a masonic facility. Further west of the subject property is a segment of Richmond Road which includes a variety of commercial uses. These include a farmers market, Shoppers Drug Mart, and post office. Additional uses include residential in the form single and semi-detached dwellings and high-rise towers, as well as parkland, recreational pathways.

Community Amenities

The subject property is located within close proximity to several area amenities, including:

- / Westboro Beach
- / Real Canadian Superstore
- / Churchill Public School
- / Westboro and Dominion BRT Stations
- / NCC walking trail
- / Clare Gardens Park

2.2 Road Network

The subject property fronts Churchill Avenue North, a Major Collector on Schedule E of the City of Ottawa’s Official Plan. Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians. The collector roads connect communities and distribute traffic between the arterial system and the local road system. The subject property is also approximately 150 metres south of Richmond Road, an Arterial road which carries large volumes of traffic over the longest distances and function as major public and infrastructure corridors.

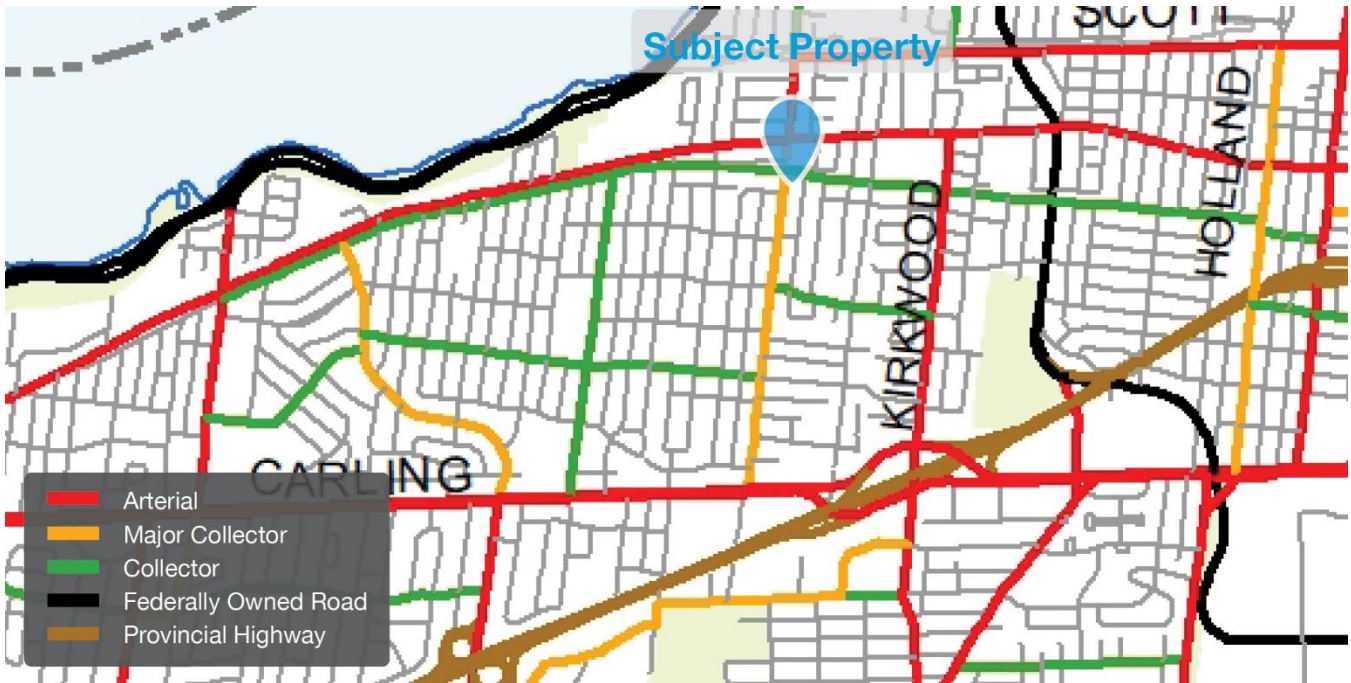


Figure 5: Schedule E – Urban Road Network, City of Ottawa Official Plan.

2.3 Transit Network

The subject property is well positioned with regard to access to public transit, both as it pertains to local OC Transpo routes and Rapid Transit. The subject property is located within 10 metres of local bus stops in both north and south directions.



Figure 6: Schedule D – Rapid Transit Network, City of Ottawa Official Plan.

More comprehensive service can be found on Richmond Road, 150 metres north of the subject property. Local routes in close proximity to the subject property include, 11, 50, and 153. Located approximately 600 metres walking distance, the Dominion Transit Station is the closest Rapid Transit Station to the subject property. Additionally, the Westboro Rapid Transit Station is approximately 630 metres from the subject property. Both of these stations are currently undergoing a transition to LRT as part of Phase 2.

2.4 Active Transportation Network



Figure 7: Schedule C – Primary Urban Cycling Network, City of Ottawa Official Plan.

The subject property is well positioned regarding active transportation. Noted on Schedule C of the Official Plan, the subject property is located on a Spine Route. Churchill Avenue North includes raised bike lanes in each direction. In addition to being located on a Spine Route, the subject property is approximately 150 metres south Richmond Road where cyclists can use the Cross-Town Bikeway. Finally, the subject property is approximately 80 metres from its closest Multi-Use Pathway which includes connections to the broader MUP network in the area.

3.0 Proposed Development

Grepault Developments Ltd. is proposing to infill the subject property with a 3-storey mixed-use development, that will contain 4 residential units and two commercial units. The development will be comprised of a third-floor addition to the existing two-storey, commercial building that will contain 1 residential unit and a 3-storey rear addition that will contain 3 residential units. The two commercial units in the existing building will remain. Two parking spaces are proposed in the rear yard.

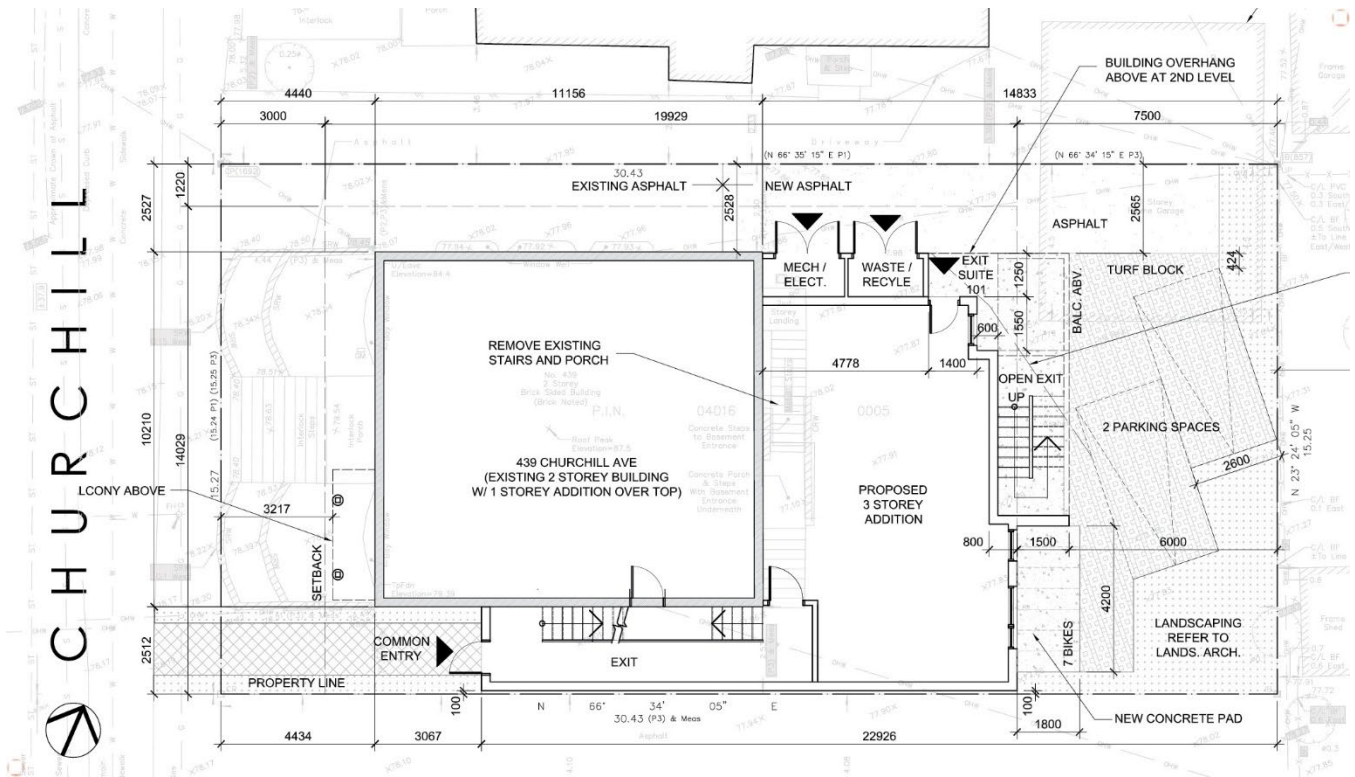


Figure 8: Proposed Site Plan.

3.1 Building Design

The proposed development includes retaining the two commercial units in the existing two storey building presently on site. The two units have a GFA of 303.7 square metres. An additional floor is proposed to a top the existing commercial units, which will provide for a new residential unit. The 3-storey, rear addition on to the existing building is comprised of three residential units. The ground floor unit will be fully accessible. With the new unit above the existing building, a total GFA of 403 square metres is proposed, comprising 2 commercial units and 4 apartment units.

3.1.1 Development Summary

Floor	Commercial Units	Residential Units
First floor	2	1 – 2 bedrooms, 1.5 bathrooms
Second floor	0	1 – 2 bedrooms, 1.5 bathroom
Third floor	0	1 – 2 bedrooms, 1 bathroom 1 – 2 bedrooms, 2 bathroom
Total	2	4

The dimensions of the proposed development, aside from interior side yard setback, is fully compliant with the existing LC1 zone, which is further detailed in Section 5 of this Rationale. The design, in terms of materials and aesthetics is consistent with similar contemporary infill projects found in the area and Ottawa more broadly. Please see Figure 9 below for diagrams of the elevations and material choices proposed.



Figure 9: Elevations of the proposed development.

3.2 Relationship to Surrounding Context

The subject property is in an evolving neighbourhood that is presently characterized mainly by detached dwellings. That said, properties on Churchill Avenue North adjacent to the subject property have a mix of uses, including 3-storey residential buildings, townhouses, and mixed-use buildings.

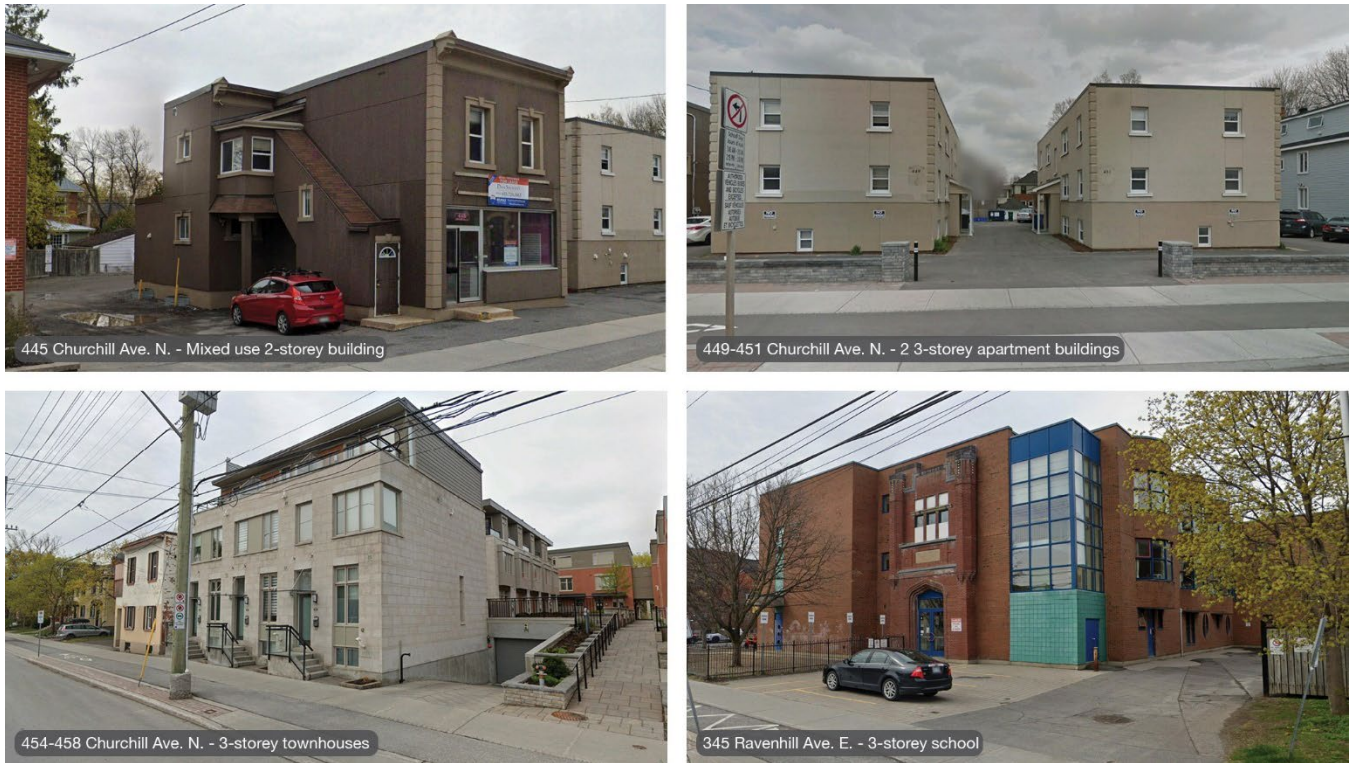


Figure 10: Properties in the immediate surrounding area to the subject property.

3.3 Rear Yard and Amenity Space

In compliance with the Westboro Development Overlay, the rear yard parking stalls are proposed to be installed with a permeable material so as to contribute to retaining as much water on site as possible. In addition to the permeable material, the remainder of the rear yard is proposed to be landscaped with softscape materials that are also permeable, so as to retain water on site.

The rear yard also includes seven bicycle parking stalls (1.75 stalls per residential dwelling). In addition to amenity space in the rear yard, private amenity space can be found in the form of balconies, which are present on all residential units. Servicing facilities are located on the north side of the building, which include mechanical / electrical services and waste / recycling storage.



Figure 11: Rendering of the rear yard of the proposed development.

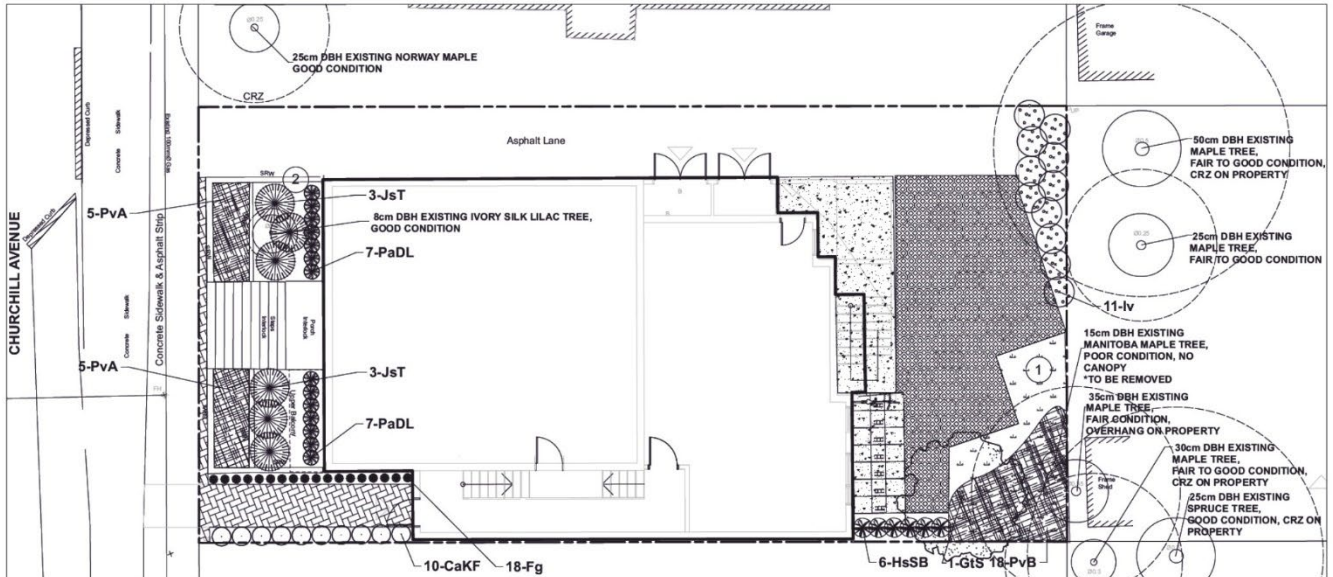


Figure 12: Proposed Landscape Plan.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, the proposed development meets the following policies:

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;
- 1.1.1 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 1.1.1 d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 1.1.1 e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.1 f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.3 of the PPS speaks to Settlement Areas, including cities, towns, villages and hamlets, recognizing their vitality and regeneration as critical to the long-term economic prosperity of communities. The proposed development meets the following policies:

- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;

- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impact of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and
- g) Are freight supportive.

1.1.3.3 Planning authorities shall identify appropriate locations, and promote opportunities for transit-supportive development, accommodate a significant supply and range of housing options through intensification and redevelopment where it can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs;

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.4 contains policies on Housing. The proposed development meets the following policies:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
- b) Permitting and facilitating all types of residential intensification and redevelopment;
- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
- d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
- e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
- f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

Section 1.6.7 contains policies on Transportation, the proposed development meets the following policies:

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7 contains policies on Long Term Economic Prosperity, the proposed development meets the following policy:

1.7.1 e) Long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 1.8 contains policies on Energy Conservation, Air Quality, and Climate Change, the proposed development meets the following policies:

- 1.8.1 PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:
- a) Promote compact form and a structure of nodes and corridors;
 - b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
 - e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the re-development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city's urban area, in close proximity to significant transit infrastructure and important amenities and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use. Intensification of the underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

4.2 City of Ottawa Official Plan

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.

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 (4) key areas, two (2) of which are relevant to this proposal:

Managing Growth

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently; and
- / 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.

Creating Liveable Communities

- / 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; and
- / 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 Sections 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), discussed below.

4.2.1 Managing Growth

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. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

The proposed development meets the following policies of the **Section 2.2.2**, among others:

- Policy 1 Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
 - b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
 - c) The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
- The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed development is the redevelopment of an underutilized lot within the developed area and represents intensification by adding 4 residential units as defined by Section 2.2.2, policy 1 of the Official Plan.

- Policy 10 Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area;
- Policy 22 The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.
- Policy 23 The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features

such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

The planned development efficiently intensifies a previously under-utilized site in an area currently well served by community facilities, commercial services, park spaces, and transportation options. The redevelopment and intensification of the subject property will complement the existing pattern of built form by maintaining the existing building. The additional storey is akin to other heights in the surrounding area. Further discussion of the compatibility and design policies are in Section 4.2.3 and 4.2.4 below.

4.2.2 Land Designation

The subject property is designated “General Urban Area” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. **Section 3.6.1** defines General Urban Area as places permitting development supporting a full range and choice of housing types, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

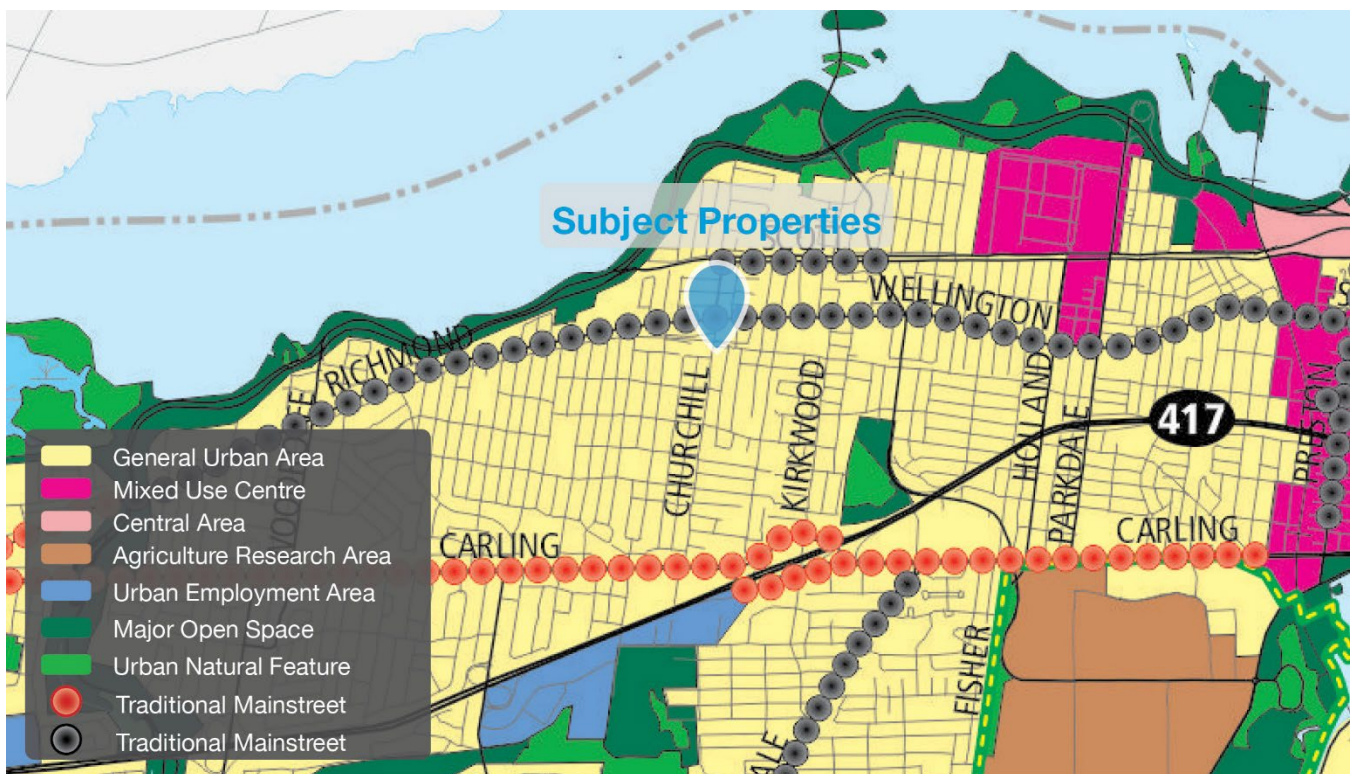


Figure 13: Schedule B – Urban Policy Plan, City of Ottawa Official Plan.

The proposed development meets the following policies of Section 3.6.1, among others:

- Policy 1 The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.
- Policy 2 New development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

The proposed development will contribute to available housing within the existing neighbourhood, adding to the variety of housing types and tenures within the area and is in proximity to existing services and amenities. The proposed design and compatibility of the design is evaluated in the context of Section 2.5.1 and 4.11 further in this report.

- Policy 3 Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

The subject property is located in an area characterized by low-rise residential building heights and the proposed development will continue this height profile.

- Policy 5 The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; and
 - b) 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.

The proposed development looks to intensify the subject property with an additional floor on the existing building and a 3-storey structure at the rear of the building for a total of four new residential units to compliment the two existing commercial units. This type of intensification is aligned with the housing type contemplated for intensification in the Official Plan within the General Urban Area. The proposed development will also contribute to the available housing stock within the City of Ottawa, specifically the Westboro Ward area, which is in proximity to existing services, amenities, employment, and will support active transportation and transit use.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following **Design Objectives**, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject site and proposed development:

Objective 1 To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development is within an are of Westboro which is known as a well-established, low-rise residential area with some smaller, supporting non-residential uses. The proposal seeks to maintain this vision of the area. The proposed introduction of a residential units to the subject property will offer additional housing options in proximity to transit, retail, employment, and other amenities, in a way that is sympathetic to the existing community’s distinct identity.

Objective 2 To define quality public and private spaces through development.

The proposed development will add quality private space in the way of a well landscape rear yard and balconies, while planting beds in the front will contribute to the beautification of the public street.

Objective 3 To create places that are safe, accessible and are easy to get to.

The proposed residential dwellings create places that are safe, accessible, and easy to get to by transit and active transportation.

Objective 4 To ensure that new development respects the character of existing areas.

The design of the addition has contemplated a built form that is compatible with existing context. The proposed additional dwelling units adhere to policies established for low-rise buildings in the General Urban Area ensuring the development form follows that of the existing character of the area. The footprint and massing are consistent with what is existing and envisioned for development in the area.

Objective 5 To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed development considers adaptability and diversity by intensifying an existing development lot and providing a mix of unit types to accommodate residents. Introducing smaller homes, will provide an opportunity for people to “right-size” their housing as life circumstances changes.

4.2.4 Urban Design Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, **Section 4.11** describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Building Design

Policy 5 New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.

The proposed development has a low-rise residential built form that is compatible with the existing context and planned function of the area. Materials, colours, and architectural elements will be carefully considered as to provide a redevelopment which is complementary, yet distinctive from existing conditions.

- Policy 6 The City will require that all applications for new development:
- a) Orient the principal façade and entrance(s) of main building(s) to the street.
 - b) Include windows on the building elevations that are adjacent to public spaces;
 - c) Use architectural elements, massing, and landscaping to accentuate main building entrances.

Both the proposed residential development and the existing building have principal facades and entrances facing the street. These public facing facades are well fenestrated with additional architectural and landscape elements accentuating the main building entrance.

Outdoor Amenity Space

- Policy 19 Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).

The subject property's neighbours to the south have no exterior amenity space and the neighbours to the north have amenity space at the rear of the property where the newly installed landscaping will compliment their existing exterior space. The abutting property to the rear of the subject property is well treed where the properties interface, limiting any potential privacy issues. The proposed development will not create undesirable impacts to the private amenity spaces for these adjacent residential units.

4.3 New Official Plan (Anticipated 2021-2046)

The City of Ottawa has recently undertaken an Official Plan review. The final draft Official Plan was endorsed by Council in October and a by-law was passed on November 24th, 2021. The Official Plan was sent to the Ministry of Municipal Affairs and Housing (MMAH) for final review and approval, anticipated later in 2022.

Given the timing of the planning application, Ottawa City Council's approval of the new Official Plan (OP) and the pending Ministry approval, the Plan is not yet in full force and effect. Despite that, the direction from the City is that both the current Official Plan and Council-approved Official Plans should be considered during this transition period and the more restrictive policies should be considered in considering the Zoning By-law Amendment applications.

It is also important to review the New Official Plan as it provides insight on the City's direction on land use planning and growth management in the future, as approved by City Council. It should be noted that the new Official Plan version that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021 as By-law 2021-386.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Preliminary policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.3.1 Transect Policy Areas

Schedule A of the Draft New Official Plan divides the City into six (6) policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



Figure 14: Schedule A – Transect Policy Area, New City of Ottawa Official Plan.

The subject property is in the Inner Urban Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The direction of the next Official Plan sees it continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

The proposed development meets the following Inner Urban Transect policies outlined in **Section 5.2**, among others:

- 5.2.1.3 **The Inner Urban Transect is generally planned for mid- to high-density development, subject to:**
- a) **Proximity and access to frequent street transit or rapid transit;**
 - b) **Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and**
 - c) **Resolution of any constraints in water, sewer and stormwater capacity**

The Inner Urban Transect is planned for mid-to high density development. The proposed development will add residential units to an under developed site so as to increase the density of the subject property, bringing it more inline with the density goals of the Inner Urban Transect. Further, this density will be accomplished in a way that is consistent with the existing character of the neighbourhood and is supported by the existing servicing capacity.

5.2.1.4 The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;
- c) Existing and new cultural assets are supported, including those that support music and nightlife;
- d) Larger employment uses are directed to Hubs and Corridors; and
- e) Increases in existing residential densities are supported to sustain the full range of services

The proposed development will increase the residential density in the neighbourhood to help support and sustain new services with the growth of 15-minute neighbourhoods.

Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

5.2.2.2 The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users

The proposed development presents limited motor vehicle accommodations while offering residential units in close proximity to transit and bicycle parking at a rate of 1.83 stalls per unit to support active transportation. Access to the two proposed parking spaces will be via the existing driveway and movement patterns and safety at Churchill Avenue North have been considered as part of the design.

5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- b) No parking shall be required as a condition of development within Hubs;
- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
 1. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 2. Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and

3. May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The proposed development locates parking at the rear of the property which is not visible from the street. Further, the parking area is proposed to be furnished with a permeable material in an effort to also use the space for the retention of water on site.

Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect

5.2.3.3 Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and setbacks:

- a) Generally, not less than 2 storeys and up to 4 storeys, except where a secondary plan or area-specific policy specifies different heights;
- b) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise built form in Subsection 4.6.6, Policy 7); and
- c) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

The proposed development contemplates adding a 3-storey addition to an existing 2-storey building, which is within the range for building heights along Minor Corridors. The height is consistent with building heights in the surrounding area and considers the width of the abutting right of way.

5.2.3.4 All buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use

The proposed development has located the primary entrances to both the commercial units and residential units along Churchill Avenue North.

4.3.2 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

The subject property is proposed to be designated as a **Minor Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.

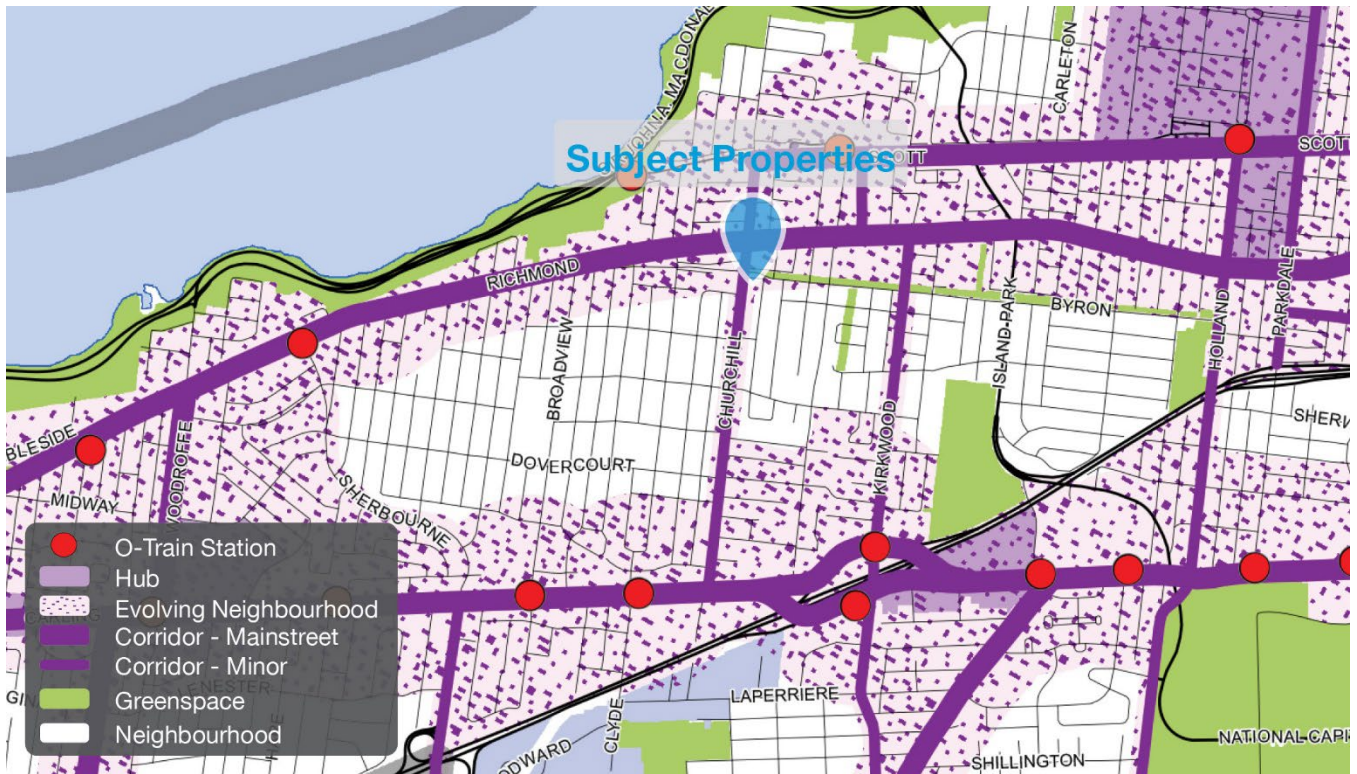


Figure 15: Schedule B2 – Inner Urban Transect, New City of Ottawa Official Plan.

The proposed development meets the following Corridor designation policies outlined in **Section 6.2**, among others:

- 6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
 - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
 - c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,
 - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed 3-storey development is of an appropriate height and use for the Corridor and surrounding area. The addition of 4 residential units in an area characterized by low-rise residential units will not pose a nuisance to the broader neighbourhood.

6.2.1.3 Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development looks to add four residential units to an existing building that includes two commercial units on the ground floor. The creation of a mixed-use building that adds densification and contributes to the cultivation of a 15-minute neighbourhood.

Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

6.2.2.2 In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings;
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;
- c) Include limited commercial uses which are meant to mainly serve local markets; or
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

The proposed development contemplates creating a 3-storey mixed-use building with commercial units on the ground floor with entrances fronting Churchill Avenue North. The addition of residential units to an existing commercial building will make this building predominantly residential.

4.3.3 Evolving Neighbourhood Overlay

In addition to its designation, the subject property also has an Evolving Neighbourhood overlay applied. The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The City of Ottawa is currently undertaking a review of their Comprehensive Zoning By-law. Changes to the zoning by-law will provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area. However, as the updated zoning by-law has not yet been released.

4.3.4 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the New Official Plan provides framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:

Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

4.6.5.1 Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

Covered in Sections 4.3.3 and 4.3.4 of this report, the proposed development is compatible with the intent of the New Official Plan's Transect and Urban Designation policies. Further, the development is compliant with the policies of the existing Official Plan outlined in Section 4.2 of this report and compatible with both the Urban Design Guidelines for Low-Rise Infill and Transit Oriented Development as detailed in Sections 4.4 and 4.5 of this report.

4.6.5.2 Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

As demonstrated in Section 4.3.2 of this Rationale, the proposed development meets all relevant policies with regard to the Minor Corridor designation.

The proposed development frames the street, locating the principle entrance fronting the street, remaining consistent with the established front yard setback, and screens utilities and servicing from the public.

4.6.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will internalize, where possible, all servicing areas and has located parking at the rear of the property. Further, this parking is located behind the proposed development to mitigate the opportunity to view parked vehicles from public view.

Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

Shared amenity space will be provided at the rear of the property, in addition to private amenity space in the form of balconies. These have been designed in accordance with the requirements of the Zoning By-law and considering all four seasons.

4.6.6.6 Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development is compatible with the Inner Urban Transect policies and remains contextually appropriate for the neighbourhood. The residential units include balconies, have access to soft landscaping and amenity space at the rear of the property, and main entrances are located at-grade in the front of the residence. Further, the building is constructed of high-quality materials and include large amounts of fenestration that complement the existing building stock in the area.

4.4 Urban Design Guidelines for Low-Rise Infill

The City's Urban Design Guidelines for Low Rise Infill Housing are a series of design guidelines to manage the design of infill housing on vacant lots in established urban areas. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development.

The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. **The following guidelines are met by the proposed redevelopment:**

Streetscapes

- Guideline 2.1 Contribute to an inviting, safe, and accessible streetscape.
- Guideline 2.2 Reflect the desirable aspects of the established streetscape character.

Landscape

- Guideline 3.1 Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.
- Guideline 3.3 Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site. To ensure survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable.

Building Design (Built Form)

- Guideline 4.1.1 Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street.

- Guideline 4.1.2 Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- Guideline 4.1.3 In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's intensification policies, and local lot sizes including lot width, the existing relationship between lot size, yard setbacks and the scale of homes.
- Guideline 4.2.1 Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.
- Guideline 4.3.1 Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.
- Guideline 4.3.2 Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as:
- / Materials, patterns and colours used in wall treatments
 - / Cornice lines, form of the roofline and chimney details
 - / Size, shape, placement and number of doors and windows
 - / The pattern and location of projections, recesses, front porches, stoops, and balconies.
- Guideline 4.3.3 Provide primary building entrances that are inviting and visible from the street.
- Guideline 4.3.4 Ensure that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street. At the same time, design the infill units with distinguishing characteristics.
- Guideline 4.3.6 Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the façade of the infill and contribute to the sociability of the street.

Parking and Garages

- Guideline 5.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.
- Guideline 5.4 In order to maximize the area of green front yard and to emphasize the dwelling façade, provide driveways to detached rear garages or parking areas, when these parking solutions are in keeping with the neighbourhood character.
- Guideline 5.11 In order to increase the amount of surface water infiltration, in particular on narrow lots where paved areas occupy a large percentage of the yard, use permeable paving for hard surface areas.

Service Elements

- Guideline 7.1 Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces.

Guideline 7.2 Where there is no garage, store garbage, green bins and recycling bins in a rear shed, or in a small storage space that is within the dwelling unit but with outdoor access at the side or rear of the unit, or outdoors at the side of the house.

4.5 Transit Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. The subject property is located within a 600-metre radius of the Dominion BRT station but not walking distance. However, the proposed development took guidance from the Guidelines as the subject property remains close to transit. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets the following applicable design guidelines, among others:

Land Use

- Guideline 2 Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user.
- Guideline 3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within proximity of one another.

Vehicles and Parking

- Guideline 35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building.

5.0 City of Ottawa Zoning Bylaw

5.1 Existing zoning

The subject property is currently zoned Local Commercial Zone, Subzone 1, Height limit 14.5 metres – **LC1 H(14.5)**.

The purpose of the of the Local Commercial Zone – LC is as follows:

- / Allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan;
- / Restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;
- / Provide an opportunity to accommodate residential or mixed uses development; and
- / Impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.

Permitted Uses in the LC1 zone include:

- | | | |
|--------------------------------|---------------------------|-----------------------------|
| / apartment dwelling, low rise | / dwelling unit | / planned unit development |
| / stacked dwelling | / townhouse dwelling | / home-based day care |
| / day care | / bank | / personal service business |
| / post office | / restaurant | / retail food store |
| / retail store | / service and repair shop | / instructional facility |
| / convenience store | / urban agriculture | / personal brewing facility |

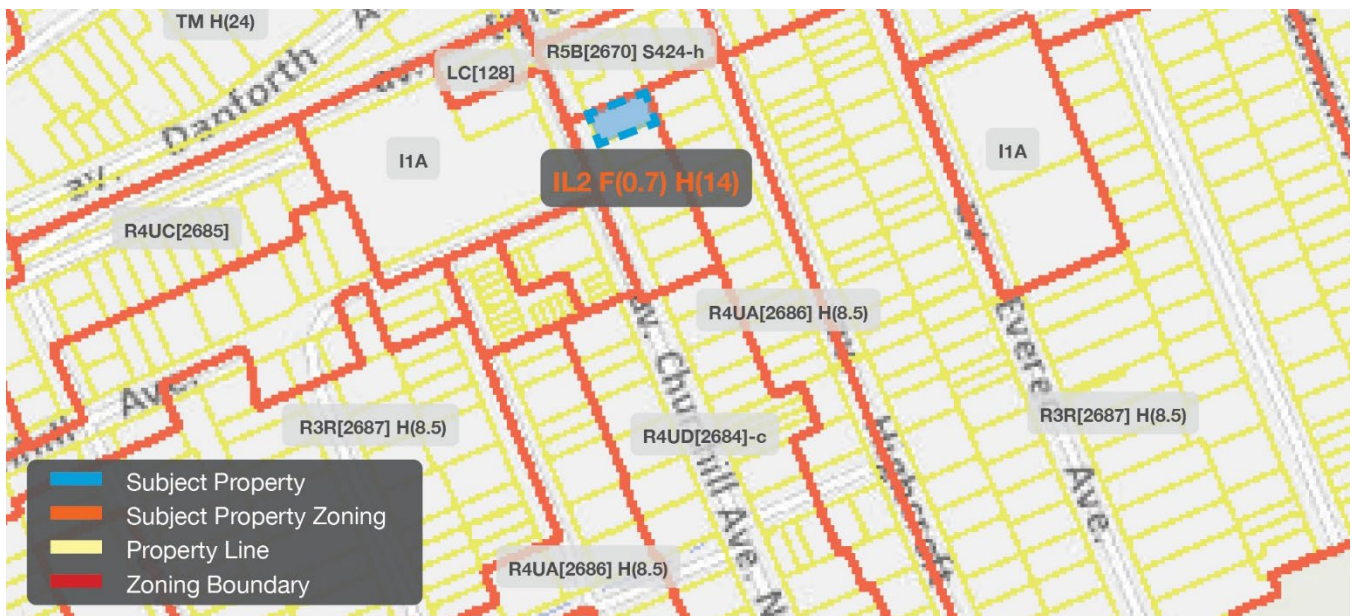


Figure 16: Excerpt from the City of Ottawa Zoning Map.

The following table summarizes the proposed development's compliance with the LC1 H(14.5) zone. Areas of non-compliance are noted with an "X".

Zoning Mechanism		Provision	Provided	Compliance
Minimum lot area		No Minimum	221.6m ²	✓
Minimum lot width		No Minimum	15.24 m	✓
Minimum Setback	Front Yard	3 metres	3.21 m	✓
	Rear Yard	7.5 metres	7.5 m	✓
	Interior Yard <i>Abutting Residential</i>	5 metres	2.53 m	X
	Interior Yard <i>All other cases</i>	No minimum	0.1 m	✓
Maximum Building Height		14.5 metres	11.3 m	✓
Maximum Floor Space Index		No Maximum	1.82	✓
Minimum width of landscaped area		3 metres	4.44 m	✓
Minimum Required Vehicle Parking Spaces <i>Area X</i>		No minimum	2	✓
Minimum Required Landscaped Area within a Parking Lot		None	0	✓
Minimum Required Bicycle Parking Spaces		0.5 per unit (10)	7	✓
Permitted Balcony Projection		1.2 metres	1.2 m	✓
Permitted Open Stairway Projection		1.5 metres	1.5 m	✓

The following table summarizes the proposed development's compliance with the Westboro Development Overlay (Section 146). Areas of non-compliance are noted with an "X".

Zoning Mechanism		Provision	Provided	Compliance
Front Façade Setback		20% set back a minimum 0.6 metres from the front wall	>20%	✓
Rear Yard Landscape Buffer		3 metres or 50% landscaped	>50%	✓
Maximum Building Height		Does not apply (Subzone column VI is >10 m)	11.3 m	✓
Parking		Parking spaces and drive aisle must be surfaced with permeable surfacing	Parking spaces only	X

As demonstrated in the tables above, the proposed development adheres to the general intent of the LC1 zone and Westboro Development Overlay. The proposed development is deficient with regards to minimum setback on the interior lot line (abutting a residential zone) and the drive aisle is not proposed to be composed of a porous material.

5.2 Minor Variance Application

Following technical circulation, of the Site Plan Control application, an application will be submitted to the Committee of Adjustment to review and address the deficiencies in zoning of the proposed development. More details on how the proposed development meets the four tests will be discussed in the Planning Rationale to accompany the Minor Variance application. The following is an outline of the provisions that currently require relief and why the relief is appropriate.

Reduce the minimum interior side yard setback (abutting a residential zone) from 5 metres to 2.53 metres

- / Whereas the subject property's minimum interior side yard setback is 5 metres, the proposed amendment would reduce the setback to 2.53 metres.
 - The proposed reduction in interior side yard setback is appropriate given that the 2.53 metres setback is an existing condition, the proposed development includes minimal windows on the abutting side, mitigating privacy concerns;
 - The proposed building on the abutting property has also designed their building so as to minimize privacy issues on the interfacing lot line.

Reduce the parking provision to require permeable or porous paving on both the drive aisle and parking spaces to just the parking spaces.

- / Whereas the subject property is required to have a permeable or porous paving material on both the drive aisle and the parking spaces, the proposed amendment would reduce the required porous paving to parking spaces only.
 - The proposed reduction in permeable or porous paving material is appropriate given the drive aisle also serves as the service area for the waste room and mechanical room, both of which may require a more secure material surface than offered by porous pavers. Further, a portion of the driveway is existing and the paving is in good condition.

6.0 Supporting Studies

6.1 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group and dated March 22, 2021. The purpose of this Phase I ESA was to research the past and current use of the subject site and study area as well as to identify any environmental concerns with the potential to have impacted the subject site.

Based on the findings of the Phase I ESA, on and off-site potentially contaminating activities (PCAs) have resulted in areas of potential environmental concern (APECs) on the Phase I Property. These PCAs include on-site fill material, the use of road salt on the property and adjacent Carling Avenue, as well as former off-site underground storage tanks (USTs) at 449-551 Churchill Avenue.

Based on the findings of the Phase I ESA a Phase II Environmental Site Assessment was recommended and subsequently carried out.

6.2 Phase II Environmental Site Assessment

A Phase II ESA was prepared by Paterson Group and dated December 1, 2021. The purpose of the Phase II ESA was to address potentially contaminating activities (PCAs) that were identified during the Phase I ESA and considered to result in areas of potential environmental concern (APECs) on the Phase II Property.

Three (3) groundwater samples (including one duplicate) from monitoring wells BH2-21 and BH2-21 were collected during the September 9, 2021 sampling event. No sheen, free product or odour was noted during the groundwater sampling event. Groundwater samples were analyzed for BTEX and PHCs. All analyzed parameters were not detected above the laboratory detection limit. All groundwater results comply with the selected MECF Table 7 Residential Standards.

Based on the findings of this Phase II ESA, no further environmental investigation is required.

6.3 Geotechnical Report

Geotechnical Investigation, prepared by McIntosh Perry and dated June, 2021, was conducted on the subject property to determine the subsoil and groundwater conditions at this site by means of test holes, and provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect the design.

From a geotechnical perspective, the subject site is considered suitable for the proposed development. The expected foundation loads for the three levels addition can be supported on the underlying shallow bedrock by spread footing founded on or within the bedrock.

6.4 Roadway Traffic Noise Feasibility Assessment

A Roadway Traffic Noise Feasibility Assessment was prepared by Gradient Wind and dated March 10, 2022. The report describes a roadway traffic noise feasibility assessment undertaken to satisfy the requirements for the Plan Control application submission for the proposed development.

The results of the current analysis indicate that noise levels will range between 48 and 68 dBA during the daytime period (07:00-23:00) and between 41 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the west façade, which is nearest and most exposed to Churchill Avenue North.

The noise levels predicted due to roadway traffic exceed the criteria listed in the ENCG for upgraded building components. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. Due to the limited information available at the time of the study, which was prepared for a ZBA application submission, detailed STC calculations could not be performed at this time. A detailed review of window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of the development.

With regard to stationary noise impacts, a stationary noise study is recommended for the site during the detailed design stage once mechanical plans for the proposed building become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits. Noise impacts can generally be minimized by judicious selection and placement of the equipment. Where necessary noise screens and silencers can be incorporated into the design.

6.5 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report was prepared by McIntosh Perry and dated March 25, 2022. The purpose of the report is to present a servicing and stormwater management design for the development in accordance with the recommendations and guidelines provided by the City of Ottawa (City), the Rideau Valley Conservation Authority (RVCA), and the Ministry of the Environment, Conservation and Parks (MECP). This report addresses the water, sanitary and storm sewer servicing for the development, ensuring that existing and available services will adequately service the proposed development.

Based on the information presented in the report, McIntosh Perry recommend that City of Ottawa approve this Servicing and Stormwater Management report in support of the proposed development at 439 Churchill Avenue.

6.6 Tree Conservation Report

The subject property was visited by Ruhland & Associates Ltd to review the existing landscape conditions. No trees greater than 30cm DBH were found on the premises. The following two trees are located in the premises:

- / 8 cm DBH Tree Lilac, good condition. To be retained. If damaged by construction activities, this tree to be replaced with a 60mm caliper Ivory Silk Tree Lilac.
- / 15 cm DBH Manitoba Maple, very poor condition (no canopy and growing underneath an adjacent maple) To be removed. Replacement planting of 60mm caliper Honey Locust is proposed

Adjacent trees include Norway maple, soft maple and spruce species in fair to good condition. These trees are taken from the survey plan and shown on the submitted Landscape Plan. The critical root zone of these trees are also plotted on the plan. Due to the back adjacent site being under construction and fenced off, the trees to the north could not be evaluated other than through construction hoarding and fencing. The critical root zone of the Norway Maple at the front and west of the property does not extend into the subject property. The critical root zone of adjacent trees at the back do extend into the property. Existing site conditions at the back consists of hard surfacing which is presently used for parking. Proposed treatment of soft landscape where the critical root zones overlap onto the property will mitigate the impact on these trees. Parking treatment proposed consists of permeable pavement which will further mitigate any impact.

7.0 Conclusion

It is our professional planning opinion that the application for Site Plan Control is appropriate, represents good planning, and is 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. The proposal will contribute to the range of housing options available in the community.
- / The proposed development **conforms to the Official Plan's** vision for managing growth in the urban area. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development is consistent with the policy directions of the **City's New Official Plan**. Specifically, in Sections 3 and 4.6.
- / The proposed development **responds strongly to the Urban Design Guidelines** for Low-Rise Infill Housing and **Transit Oriented Development** by proposing context sensitive infill, encouraging use of transit for a project in close proximity to two Rapid Transit stations.
- / The proposed development largely complies with existing **LC1** zoning and will seek relief to the two deficient provisions through a forthcoming **Minor Variance** application.
- / Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Tyler Yakichuk, MPlan
Planner



Lisa Dalla Rossa, MCIP, RPP
Associate Planner