



## 700 Coronation Avenue

Planning Rationale  
Site Plan Control + Minor Zoning By-law Amendment  
November 24, 2020



Prepared for MJ Asset Management

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# 1.0 Introduction

The following Planning Rationale is prepared in support of a Minor Zoning By-law Amendment and Site Plan Control applications for the property at 700 Coronation Avenue within the Alta Vista Ward of the City of Ottawa.

## 1.1 Application Summary

The owner is proposing the development of a 4-storey residential building at 700 Coronation Avenue ('subject property'). As part of this development proposal, applications for a Minor Zoning By-law Amendment and Site Plan Control are required in order to permit the residential infill development. A future Consent application will be submitted to sever the lands between the existing and proposed buildings for mortgage and financing purposes. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject property and compatible with adjacent development and the surrounding community. Several studies and reports have also been prepared in support of these applications and support the proposed development as summarized within this report.

## 1.2 Subject Property

The subject property is located along Coronation Avenue and is comprised of one lot with an existing low-rise residential apartment building and associated surface parking. It has frontage of approximately 56.39 m along Coronation Avenue and a total lot area of 3411.36m<sup>2</sup>.

The subject property is currently developed with a three-storey 30-unit low-rise apartment building with vehicular access and egress from Coronation Avenue. A large portion of the subject property is paved and currently used as a parking lot for the tenants of the building. A sidewalk is provided along the street frontages and there is at-grade landscaping and garbage enclosures. There exists some vegetation on the subject property with shrubs, bushes and some medium- to large-sized trees along the property lines.



Figure 1: Subject Property and Surrounding Area

### 1.3 Surrounding Area

- / **North** of the subject property is Coronation Avenue, an east-west collector road. North of Coronation Avenue is generally characterized by low-rise industrial building, currently occupied by various light-industrial and commercial uses. Further to the north is the Trainyards Shopping Centre, a large-format retail centre that serves the everyday needs of the surrounding area.
- / **East** of the subject property, directly adjacent are several blocks of townhouses as part of a condominium corporation. Further east along Coronation Ave and Industrial Ave is characterized by various retail, light industrial, office and services uses.
- / **South** of the subject property is a townhouse development as outlined above. South of this, is a low-rise residential community.
- / **West** of the subject property are single-detached dwelling units fronting onto Botsford Street. Further west is characterised by a similar low-rise residential community, comprised of parks, single and semi-detached homes and blocks of low-rise apartment buildings along Coronation Ave.

### 1.4 Transportation

The subject property fronts onto Coronation Avenue, which is designated as a Collector Road in Schedule E of the City of Ottawa's Official Plan (Figure 2). Collector roads are intended to connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than Arterial roads. As a Collector road, Coronation Avenue acts as one of the principal connections within the neighbourhood for residents, delivery, commercial vehicles, transit, cyclists, and pedestrians.



The subject property is located along several bus routes, such as route number 46 (Figure 3), which connects to Hurdman Station, and ultimately, the greater transit network. While the subject project is not located within 600m walking distance of a transit station, the bus and cycling routes allow for connections to the greater rapid transit network.

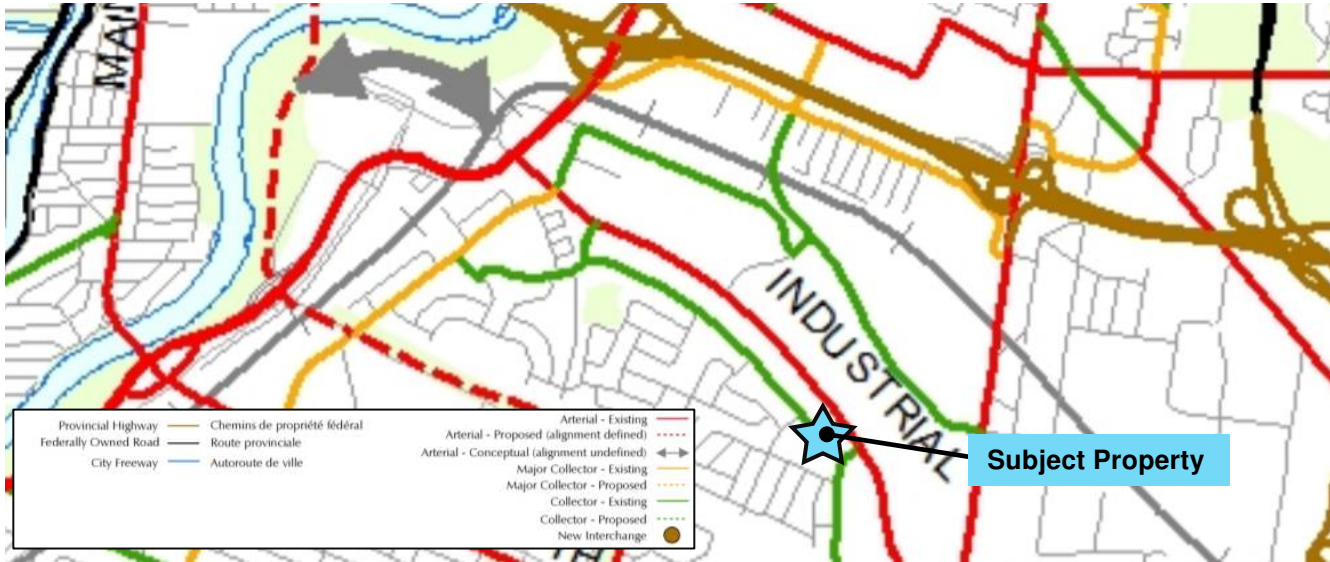


Figure 2: Official Plan Schedule 'E' - Urban Road Network

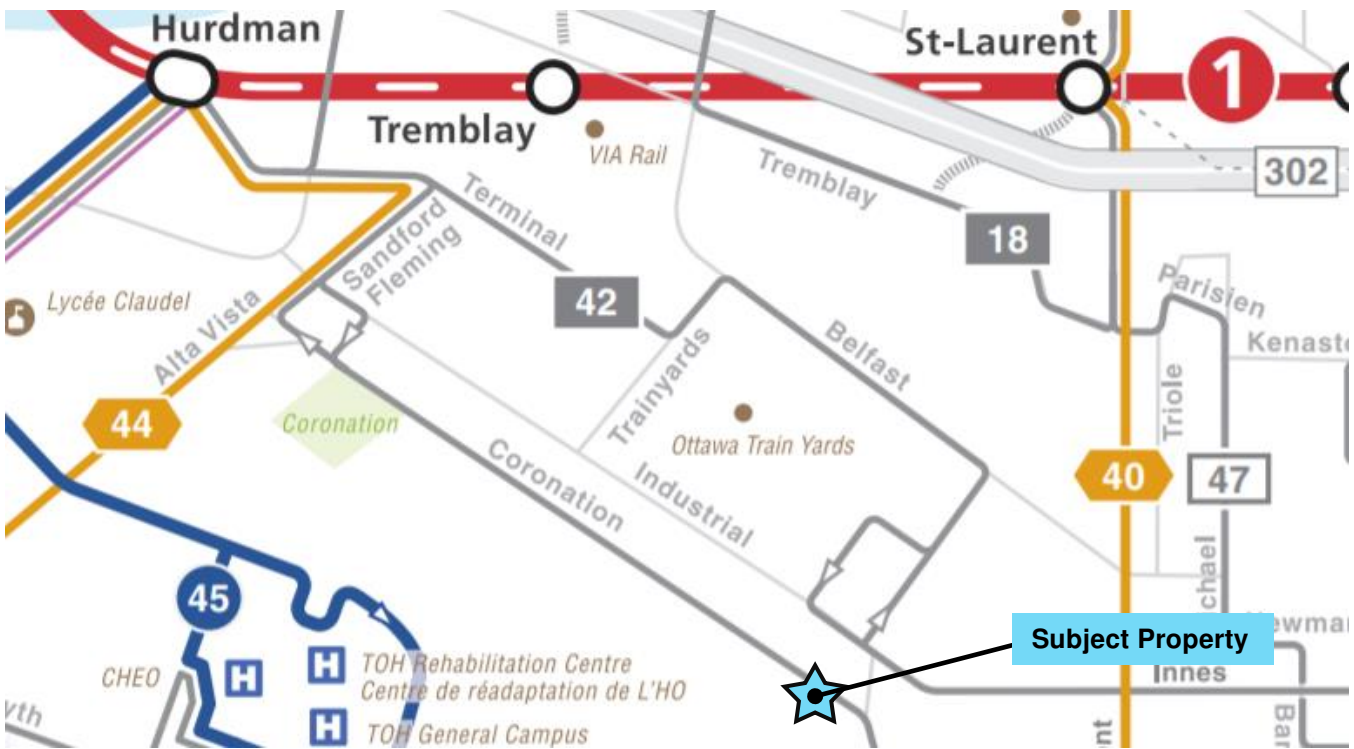


Figure 3: Approximate location of subject property on OC Transpo map

The subject property is located in proximity to a multi-use pathway and cycling spine route in Schedule C of the Official Plan (Figure 4). As such, the subject property is well-served by cycling infrastructure and residents will have access to the greater cycling network in the City, further facilitating multi-modal and active transportation.

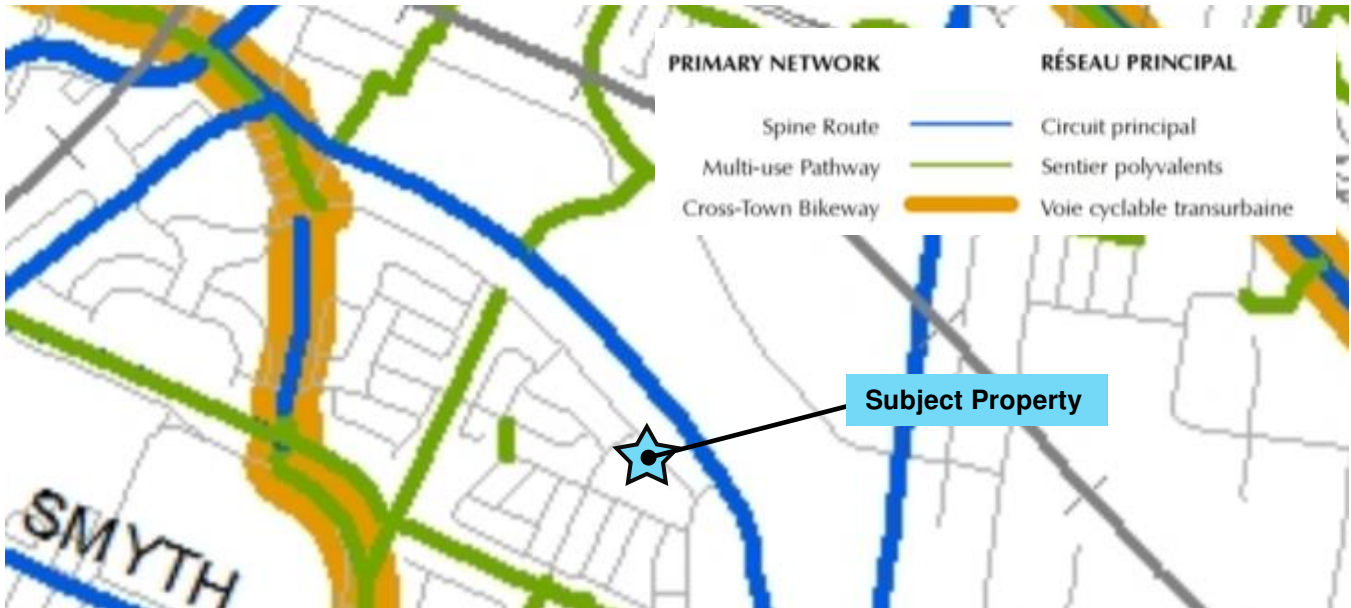


Figure 4: Schedule C of the Official Plan - Primary Cycling Network

## Proposed Development & Design Brief

### 2.1 Proposed Development

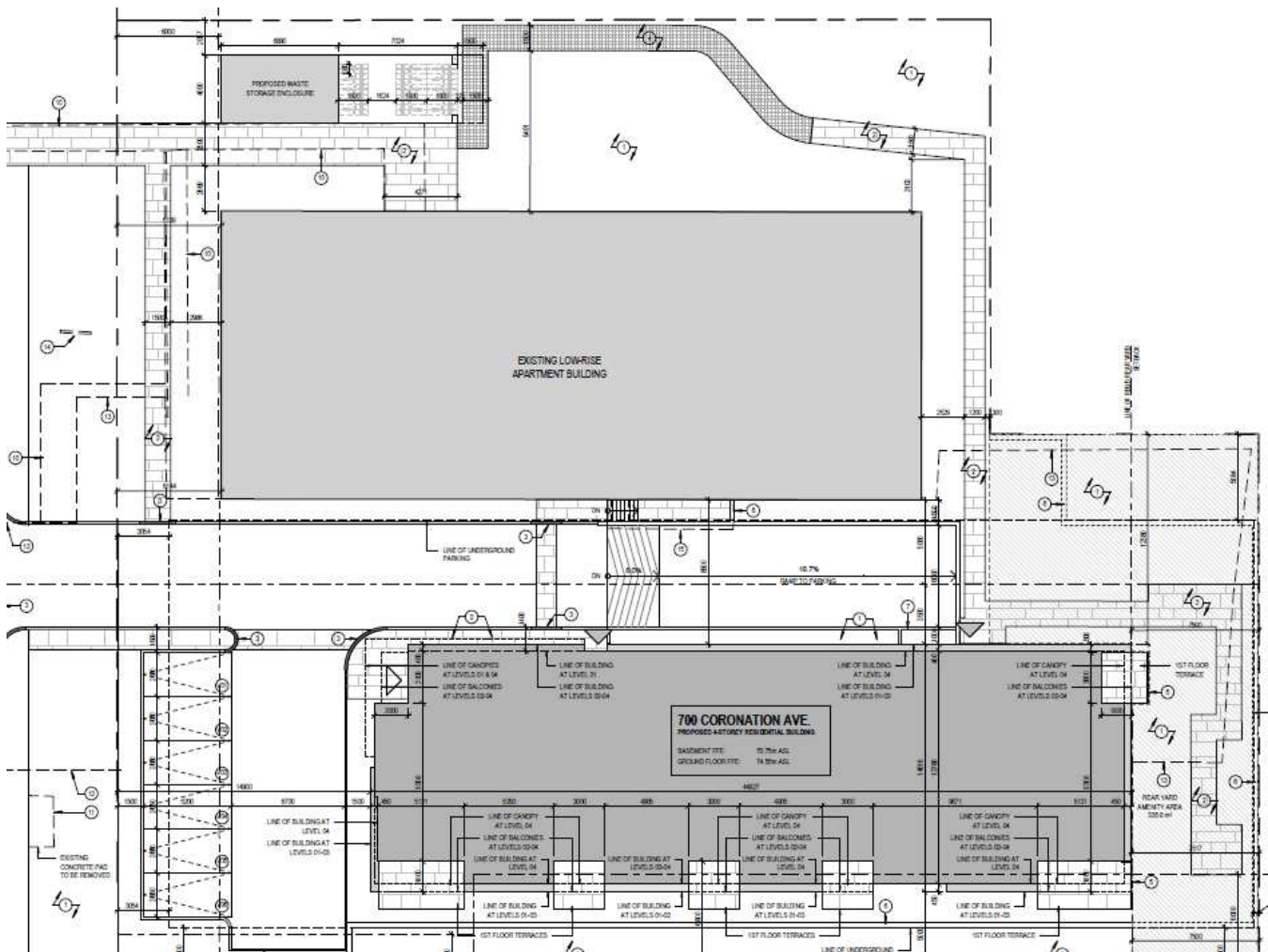


Figure 5: Site Plan for 700 Coronation Avenue

The proposed development for the subject property is a 4-storey residential building comprised of 35 residential units, in addition to the 30 units contained within the existing building. The proposed development provides 47 parking spaces both at-grade and underground to accommodate both buildings. The development also has 176m<sup>2</sup> of private and 167m<sup>2</sup> of at-grade communal amenity space. The development proposes 34 bicycle parking spaces for both buildings (15 spaces covered at-grade and 19 spaces in the parking garage), exceeding the Zoning By-law requirements. Access to the building will be through a residential lobby on the interior of the subject property, facing the entrance of the existing building.

The proposed development is intended to operate as a multi-unit rental building, with a mixture of studio, one- and two-bedroom units. This unit mix will create a variety of housing types, ultimately helping achieve greater urban density in the City of Ottawa, contributing to an increase in available rental units in the area.



The following unit types are currently proposed:

Unit Type	Number of Units
Studio	4
One Bedroom	16
Two Bedroom	15

Vehicular access and egress are provided from Coronation Avenue, while the driveway leads vehicles to a ramp to the underground parking garage. The ramp, which runs between both buildings, will access the lot accommodating parking for both the existing and proposed buildings. The proposed building will be accessed through the underground parking structure whereas an exterior entrance will be provided for residents of the existing building. A combination of communal amenity areas and private balconies is proposed for building residents, as well as outdoor communal amenity space located along the rear of the property.



Figure 6: West elevation (top) and east elevation (bottom)

## 2.2 Design Brief

### 2.2.1 Massing and Scale

The proposed built form of the development is a 4-storey building that will appropriately infill the subject property, while integrating into the existing neighbourhood context. While a 4-storey building is permitted as-of-right in the Zoning By-law and Official Plan, relief from the maximum building height provisions are required. To mitigate the increased height, and to minimize adverse impacts on neighbouring properties, a building step back has been provided at the 4<sup>th</sup> storey to push the mass of the building back away from abutting properties.



Figure 7: Render demonstrating the proposed building in related to the existing building

Building design and architectural articulation, including a variety of building materials, heavy fenestration and balconies will also help to reduce the potential impacts of the building, by creating visual interest on the building facades. In addition to the 4<sup>th</sup> floor building step back, the building's top floor uses different materials (Figure 8) The building design employs inset balconies to break up the building mass while also reducing the amount of projection towards the neighbouring dwellings to the west and south of the property. As a result of these design considerations, the overall massing and scale of the building is appropriate for this type of low-rise infill development and will contribute to the mix of housing styles and typologies on the perimeter of an established residential area, along a Collector road.



Figure 8: Render of building as viewed from west property line (renderings represent current proposed building)

As illustrated in the figure above, the proposed development includes a variety of building materials, such as: grey aluminum composite panels, red toned brick, aluminum siding with a cedar finish grey masonry, glass and concrete. The use of the various materials ensure that the building is well-articulated and visually interesting. These details also contribute to reducing the visual mass of the building by using different materials to delineate the base and top of the building at the 3<sup>rd</sup> and 4<sup>th</sup> storeys, along with providing the illusion of having two 3-storey buildings to mimic the neighbouring context.



Figure 9: View of building from the rear yard, looking towards Coronation Ave

### 2.2.2 Public Realm

The frontage along Coronation Avenue will feature six (6) surface parking spaces, to be used as visitor parking. As such, additional care has been provided to the landscape treatment on the subject property to ensure that adequate screening has been implemented to maintain an attractive streetscape pedestrian experience along Coronation Ave. A sidewalk will be built along the Coronation Avenue frontage to contribute to enhanced connectivity and the pedestrian realm. On the subject property, at-grade terraces and outdoor amenity space have been proposed and will be screened by landscaping elements to create a positive at-grade experience for neighbours and residents of the development, contribution to a positive public realm on the subject property. Generous fenestration will provide the real and perceived effect of additional 'eyes on the street' and greater safety throughout the subject property and surroundings.





Figure 10: View of building looking south from Coronation Ave

Significant efforts have been made to retain the existing mature trees along the property lines, and throughout the subject property to meet the policy requirements of the Secondary Plan, but also to ensure that the privacy of the abutting properties is maintained. Additional landscaping has been integrated on-site to further ensure privacy is maintained as well as enhanced. Overall, these deliberate design elements respect the character of the area, as well as contribute to enhancing the public realm.

As part of the Landscape Plan, the trees retained along the property line are comprised of mostly of species of Elm, Linden, Maple, Spruce and Cedar. Furthermore, the subject property is to be extensively landscaped through the planting of trees, shrubs, perennials, and ornamental grasses to maintain privacy, transition and a pleasant at-grade environment. Per the Landscape Plan and Tree Conservation Report, the following number and types of trees are being retained, and added to the subject property:

Table 2: Tree Planting and Retention

Type of Tree	Number Retained	Number Proposed
<b>Deciduous</b>	10 Trees	18 Trees
<b>Coniferous</b>	3 Trees	No coniferous trees proposed, however, 23 Juniper shrubs are proposed

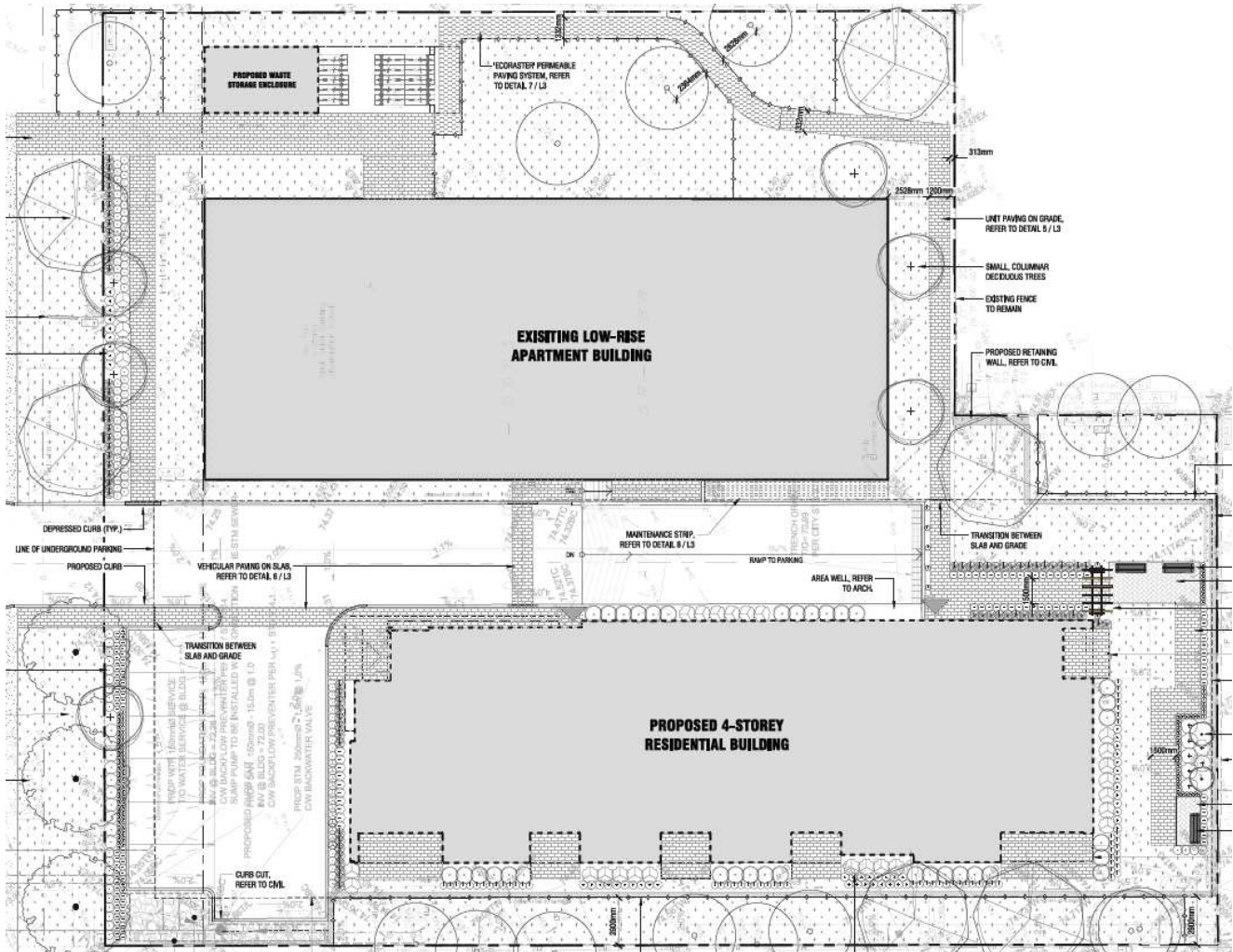


Figure 11: Landscape Plan



## 3.0 Policy and Regulatory Review

### 3.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act. It provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns...”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject property include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing;
  - 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;
- / 1.1.3: Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; 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.
  - Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities
- / 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 or current and future residents of the regional market area by:
  - Permitting and facilitating:
    - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    - All types of residential intensification, including second additional residential units, and redevelopment;
- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.
- / 1.7.1: Long-term economic prosperity should be supported by:
  - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.
- / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

**The proposed development is consistent with the Provincial Policy Statement, 2020. As a site located in within the General Urban Area and is well-served by transit, the redevelopment and infill of this property advances the provincial goals of healthy, liveable and safe communities by proposing a compact building form that efficiently uses infrastructure, improve the range and mix of housing types, and supports transit use.**

## 3.2 City of Ottawa Official Plan

### 3.2.1 Section 2.2.2 – Managing Intensification in the Urban Area

The policies in Section 2.2.2 pertain specifically with the management of intensification within the urban area. Residential intensification is defined as “the development of a property, building or area that results in a net increase in residential units or accommodation”. It is recognized that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure, and can be provided through redevelopment, the development of vacant or underutilized lots, infill development, and conversions.

The subject property is not located in a target intensification area, which includes Central Area, Mixed Use Centres, Mainstreets, and Town Centres. However, Policy 22 in Section 2.2.2 states that the City will support intensification outside of target intensification areas, including in the General Urban Area, in particular where it will enhance and complement its desirable characteristics and long-term renewal.

Policy 10 in Section 2.2.2 acknowledges that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met and notes that low-rise intensification will be the predominant form of intensification in the General Urban Area designation.

**The proposed development provides an opportunity to increase the number of residents living within the existing built-up area and maximizes the use of existing municipal infrastructure. The proposed development represents residential intensification through the redevelopment of an underutilized lot with development being proposed on an existing parking area. The development provides a compatible design and an appropriate building height as further discussed herein. In addition to community services, more residents will also support the City’s transit system, which is in close proximity to the development and is connected by a bus route that runs along Coronation Avenue. The sensible infill and intensification of the property meets the goals of this section of the Official Plan through the introduction of a compatible low-rise building form along a Collector road.**

### 3.2.2 Section 3.6.1 – General Urban Designation

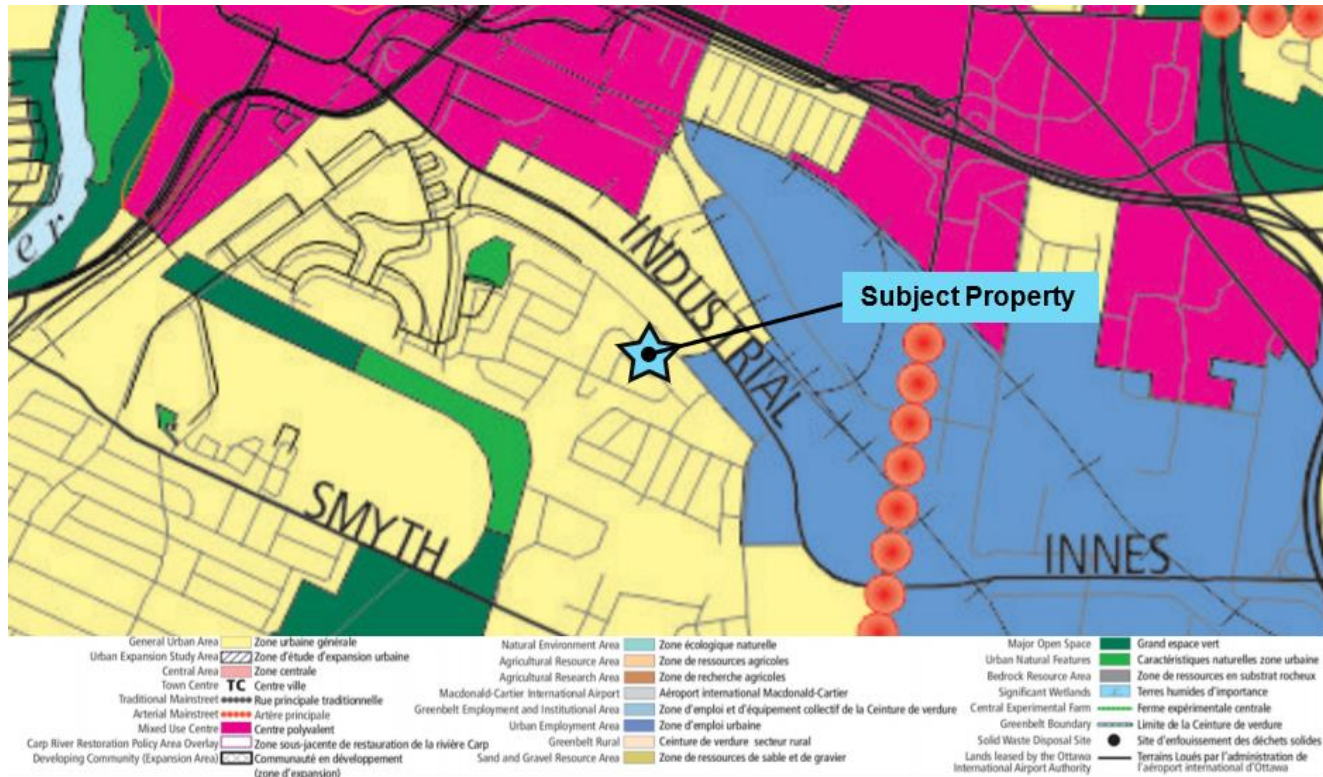


Figure 12: Schedule 'B' City of Ottawa Official Plan

The subject property is designated General Urban Area on Schedule B- Urban Policy Plan of the Official Plan (Figure 12). The General Urban Area designation permits a wide variety of uses, including a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Furthermore, building height in the General Urban Area are to be predominantly low-rise (4 storeys or less). As such, built form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

The Official Plan supports intensification within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. In reviewing applications for intensification, the City will:

- / 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
- / 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 4-storey building is a permitted use in the General Urban Area designation of the City of Ottawa Official Plan, and provides an opportunity for intensification within the urban area in a compact, low-rise built form. The proposed development contributes to a mix of unit types and the balance of housing types in the General Urban Area, meeting the needs of future residents of the community in an area that is well-supported by transit and other modes of transportation.**

### 3.2.3 Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed application in the following ways:

**Enhance the sense of community by creating and maintaining places with their own distinct identity**

The proposed development makes more efficient use of a lot within an existing community, contributing to a greater unit mix in the area.

**Define quality public and private spaces through development**

The proposed development will be adequately landscaped, maintain current landscaping and trees and will infill a lot through appropriate development.

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

The proposed development and landscape treatment will contribute to a pleasant pedestrian realm and will also provide passive surveillance on the street, increasing actual and perceived safety.

**Ensure that new development respects the character of existing areas**

The built form of the proposed low-rise development is compatible with the existing low-rise building on site, and has been designed in a manner that does not have adverse impacts on the townhomes and detached homes found in the immediately surrounding area.

**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 is representative of evolution that can occur over time in communities. The variety of residential unit types proposed will allow residents at all life stages to be accommodated in the community, and the infill of the lot accommodates greater density in the urban area.

**Understand and respect natural processes and features in development design**

Stormwater quantity control objectives will be met through on-site storm water ponding on the roof and parking lot surface storage, which will then connect to a storm sewer extension along Coronation Ave. Per consultations with the RVCA, stormwater quality control will not be required for this development.

**Maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**

The proposed development is considered infill development, which will add more residents within an existing urban serviced area. As such, the proposed development will result in more efficient use of existing urban land and existing infrastructure.

**3.2.4 Section 4.11 – Urban Design and Compatibility**

Section 4.11 addresses issues of urban design and compatibility. The following policies are applicable to the proposed development:

Table 2: Urban Design and Compatibility Policies of Section 4.11 of the Official Plan

Policy	Proposed Development
<b>Building Design</b>	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> <li>• Setbacks, heights and transition;</li> <li>• Façade and roofline articulation;</li> <li>• Colours and materials;</li> <li>• Architectural elements including windows, doors and projections;</li> <li>• On site grading; and</li> <li>• Elements and details that reference common characteristics of the area.</li> </ul>	<p>The proposed development is providing compatible infill by using high-quality building design to help frame the public realm and achieve compatibility. The architectural articulation and change in materiality creates a well-designed low-rise building that complements and enhances the character of the area.</p> <p>The building design creates visual interest in the area and reduces the impact of massing. Articulation and a setback at the 4<sup>th</sup> floor further reduce the impact of the massing between the proposed development and the low-rise buildings to the west.</p> <p>The building has been located 5m away from the west property line, 7.5m from the south property line and is located 8.5m away from the existing building. These setbacks, in conjunction with the existing setbacks of neighbouring property provide considerable distance between the proposed development and the exiting context. A building-to-building separation distance of approximately 16m to 18m will be provided.</p> <p>Further compatibility has been achieved by providing a step back at the 4<sup>th</sup> floor to be sensitive to the 2- and 3-storey developments neighbouring the building.</p> <p>The variety of building materials and colours are compatible and similar to existing building forms in the surrounding area. The use of varying materials creates visual articulation and helps to break up the massing of the building. This is achieved using stone panels, aluminum siding, brick and cedar accents.</p> <p>The use and articulation of the brick tone along the east and west elevations has been designed in a manner to mimic a 3-storey brick building to correspond to the surrounding context. More specifically, the articulation neighbouring the single-detached houses has been further designed to reference the character of the detached houses.</p>



Policy	Proposed Development
	<p>The 4<sup>th</sup> storey of the building will be clad in a neutral material that will help ensure that it is compatible with surrounding development.</p> <p>The balconies have been inset, thereby reducing impacts of projecting balconies to the surrounding built form and maintaining privacy. Ample windows and fenestration help reduce the mass of the 4-storey building while providing natural light for the residents of the building.</p>
<p>6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>Principal entrances are oriented towards the abutting public streets. Architectural elements have been included to ensure that the building is well-defined at pedestrian-level. Additional landscaping is proposed to screen the surface parking spaces between the public street and the spaces.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Servicing and mechanical equipment are located internal to the subject property and away from the public realm.</p> <p>The proposed development also locates the garbage enclosures both internal to the development and within a waste enclosure proposed at the north-east corner to service the existing low-rise building.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>The rooftop mechanical equipment and amenity spaces have been incorporated into the design and massing of the building.</p>
<b>Massing and Scale</b>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.</p>	<p>The proposed development is a low-rise building that respects the massing and scale of the surrounding buildings. There exists a low-rise residential building on the subject property, the infill of the proposed building is a similar size and scale than the existing conditions, and it compatible with the surrounding character of the area.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is</p>	<p>As discussed above, the proposed development is a low-rise development located in an area with a similar character. The height and massing of the building will not have any undue adverse impacts on the surrounding area due to the building</p>

Policy	Proposed Development
<p>proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>setbacks and step backs, height and massing of the proposed development. The preservation of existing mature trees will contribute a transition in built form from the low-rise building to the abutting properties. Additional architectural elements and building articulation have been included to further reduce impacts to neighbours.</p> <p>The transition achieved by the above-mentioned characteristics will help minimize the conflicts between the proposed development and the low-density character along Botsford Street and the townhouse development to the rear, helping reduce the impacts of the building on surrounding properties. Additionally, special consideration and efforts have been implemented through landscape plan to maintain the trees that currently exist on the subject property, maintaining a visual buffer between the development and neighbours and maintaining the existing conditions.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>b) Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>c) Building setbacks and step-backs.</li> </ul>	<p>Transition has been provided via building articulation and massing through a 5m setback from the west property line, and an additional 0.5m step back at the 4<sup>th</sup> storey. The proposed building will be located approximately 16m- 18m away from the properties fronting onto Botsford Street, and approximately 12m away from the townhomes located in the condominium development, providing a sufficient and appropriate separation distance between the existing and proposed low-rise buildings.</p> <p>The transition is achieved through design considerations such as building articulation, step backs and setbacks. These are accomplished through various means such as: incremental building articulation, inset balconies, fenestration, a variety of building materials and colours, and, ground-oriented units and terraces.</p>
<b>Outdoor Amenity Areas</b>	
<p>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). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>The inset balconies in the development are sensitively located to mitigate issues of overlook and privacy onto abutting properties. Amenity areas for residents are being provided in the form of balconies and at-grade communal amenity space. The outdoor communal amenity area will further animate the rear yard and provide a buffer between the proposed development and neighbours.</p>

Policy	Proposed Development
	Additionally, ground-oriented units will include adequately screened terraces to minimize privacy issues, while providing outdoor space for these tenants.
20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	Amenity space is provided via a combination of private balconies and communal outdoor amenity space.

**The proposed development conforms with the policies of the Official Plan. Specifically, it meets the policies of the General Urban Area designation, as well as the urban design and compatibility criteria policies.**

### 3.3 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. The key preliminary policy directions, which are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

Preliminary policy directions applicable to the proposed development include:

- / Achieve an intensification target of 60%-70%;
- / 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.

**In summary, the new proposed Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design. The proposed development is consistent with these directions, as it proposes a compact build form within the General Urban Area, contributing to a denser neighbourhood, with a high-quality building form and design. This is precisely the type of infill and neighbourhood regeneration that the new Official Plan supports.**

### 3.4 Alta Vista/Faircrest Heights/Riverview Park Secondary Plan

The Alta Vista/Faircrest Heights/Riverview Park Secondary Plan is part of the Former City of Ottawa secondary planning document. The documents guides future growth and change in Alta Vista/Faircrest Heights/Riverview Park with respect to land use, site development and public participation. The document looks to maintain the quality of life in the area, ensuring residential development complements the scale, density and openness of the existing character of the area.

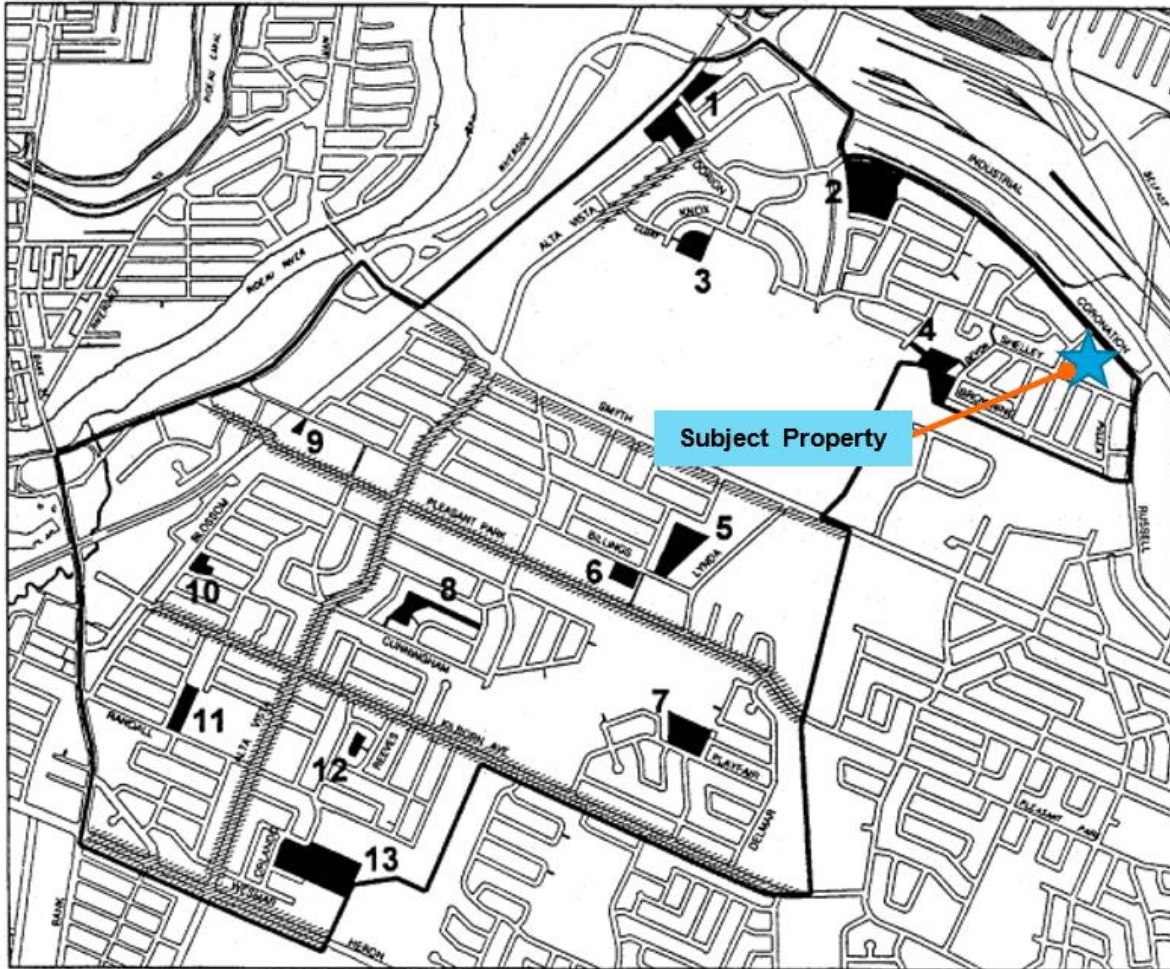


Figure 13: Study Area of Secondary Plan

While the Secondary Plan does not contain any site-specific policies for this area, it does have strong language to ensure that minor residential growth proposes lot sizes that are typical of the surrounding area. Additional policies from Section 9.6 'Site Development' require that new development be visually and functionally compatible with existing development, and existing mature vegetation is to be retained or replaced with vegetation of comparable size where possible. If this is not possible, reinstatement of an appropriate quantity and quality of vegetation shall be introduced on the development site.

**The proposed development meets the policy direction outlined in the Secondary Plan, as the development is compatible with the existing building on the property and is similar in scale to other low-rise apartment buildings located within the community. The high-quality design will ensure that the**

**proposed development will enhance the existing community and provide new housing to support the development of the area. Furthermore, per the Secondary Plan policies, additional care has been implemented to ensure the retention of the existing mature trees on the subject property, and additional vegetation has been proposed on the lands for both aesthetic and privacy implications.**

### 3.5 Urban Design Guidelines for Low-rise Infill Housing

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 design guidelines have additionally been integrated into the Zoning By-law.

The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. The following guidelines apply to the proposed development:

- / Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.
- / Reflect the desirable aspects of the established streetscape character.
- / Expand the network of public sidewalks, pathways and crosswalks, to enhance pedestrian safety.
- / Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge.
- / 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.
- / Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and roof top decks to respect the privacy of the surrounding homes.
- / 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.
- / 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.
- / 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 (e.g. different materials, colours, rooflines, windows and door treatments) so that they have distinct identities.

**The proposed development meets several of the Low-Rise Infill Housing Guidelines.**



### 3.6 City of Ottawa Zoning By-law 2008-250

The subject property is currently zoned Residential Fourth Density, Subzone N (R4N) in the City of Ottawa Zoning By-law.

The purpose of the R4 zone is to permit a wide mix of residential buildings from detached to low-rise apartment dwellings in the General Urban Area. The intent of the zone is to allow a number of residential uses to provide housing choices within the R4 zone, and to regulate development in a manner that is compatible with existing land use patterns to ensure that the character of the area is maintained but also introduces a mixed building form in the area.

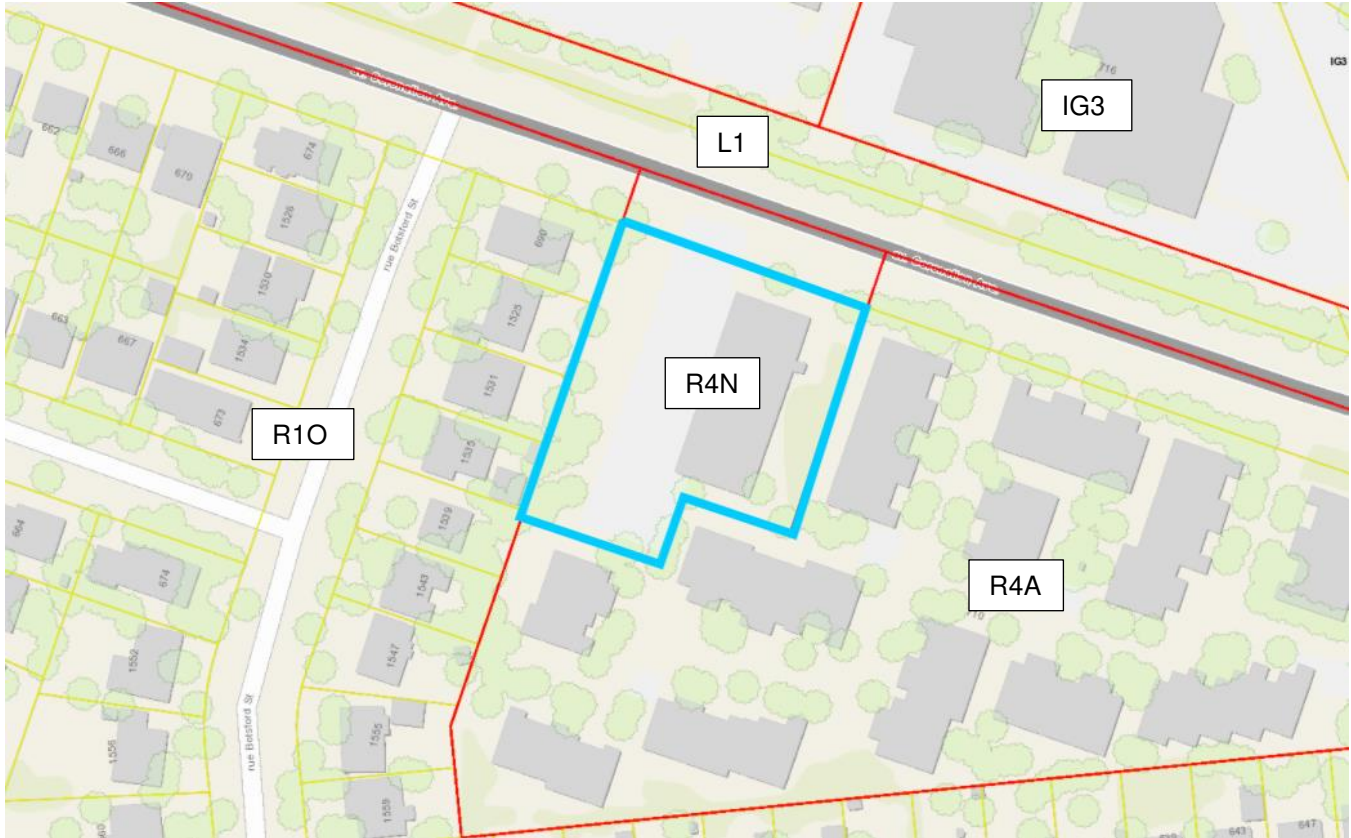


Figure 14: Zoning of Subject Property (in blue) and Surrounding Area

Table 4 lists some of the permitted uses on the subject property:

Table 4: Permitted Uses

Residential Uses	
/ Low rise apartment dwelling	/ Rooming house
/ Detached dwelling	/ Semi-detached unit
/ Duplex	/ Stacked dwelling
/ Park	/ Three-unit dwelling
/ Planned Unit Development	/ Townhouse
/ Retirement home	

The following graphic identifies the property lines as confirmed by a City of Ottawa Zoning Interpreter.



Figure 15: Lot line interpretation

**3.6.1 Section 131 - Planned Unit Development**

Given the proposal would introduce a second building on the property, the subject lands are subject to Section 131 of the Zoning By-law (provisions for Planned Unit Developments). Provision 1 of Section 131 of the By-law states that:

- / Planned unit development is permitted only if:
  - (a) it is in a zone or sub-zone in which a planned unit development is a permitted use;
  - (b) it consists only of uses that are permitted in the zone or sub-zone; and
  - (c) the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, any development parcels within the planned unit development that are severed need not comply with the dwelling type-specific provisions indicated in Part 6 other than maximum permitted building height.

Table 5 below outlines how the proposed development generally meets the intent of the Planned Unit Development (PUD) provisions:

Table 5: Planned Unit Development Provisions

Provisions	Requirement	Provided	Compliance
<b>Min. width of private way</b>	6m	6m	Yes
<b>Min. setback for any wall of a residential use to a private way</b>	1.8m	1m	No
<b>Min. setback of a garage entrance from private way</b>	5.2m	+30m	Yes

<b>Min. separation between buildings within a Planned Unit Development</b>	For buildings equal to or less than 14.5m: 1.2m	8.5m	<b>Yes</b>
<b>Parking</b>	Parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed		<b>Yes</b>

As noted previously, the owner will be applying for a consent to sever the proposed building from the lot containing the existing building. The applicable by-law provisions are as per the dwelling type, in this case a low-rise apartment building along with the PUD provisions. As listed in Table 4 above, a Planned Unit Development is permitted within the R4N Zone and the by-law includes provisions for both a low-rise apartment building and a low-rise apartment building within a Planned Unit Development. The severance application will be required for financing purposes, and the building will remain under the same ownership, as a result, the subject property will continue to function as a PUD. A Zoning By-law Amendment to consider the lot as one-lot for zoning purposes will allow this development to function as a Planned Unit Development, despite the severance, and will result in more compatible and functional zoning for the site.

### 3.6.2 Waste Management

As proposed, the on-site waste facilities would be located in two places:

- / Within the underground level of the proposed development; and,
- / The east side interior yard in a separate enclosure adjacent the existing building.

The waste disposal room located within the underground parking will serve residents of the proposed development. The location of the room at the bottom of the ramp will ensure ease of access for both waste disposal and waste collection.

A newly constructed garbage enclosure is proposed on the east of the site to serve the existing development. This accessory use will be located within the interior side yard of the existing development, and has been designed to screen the waste disposal units from the street, residents and neighbours by locating them inside of an enclosed space, hidden from the street-level. The enclosure will be an aesthetic and functional improvement to the current large waste bins located in the surface parking on site. This proposed enclosure includes a 1.2m path to the street line, as required by Section 143 of the Zoning By-law. An amendment will be sought to amend Section 143(1)(i) to permit the storage area within the side yard of the development, along with an amendment to Section 55, Table 55(e)(i), to permit the enclosure less than 2.5m away from the side lot line (same as the principal building).

### 3.6.3 R4N Zoning Provisions

Table 6 provides a summary of the R4N provisions for a Planned Unit Development as detailed in the Zoning By-law.:

Table 6: Zoning Provisions for the R4N Zone

<b>Provision</b>	<b>Requirement</b>	<b>Provided (Proposed Building)</b>	<b>Provided (Existing)</b>	<b>Compliance</b>
<b>Min. Lot Width</b>	18m	>18m		<b>Yes</b>
<b>Min. Lot Area</b>	1,400m <sup>2</sup> for a Planned Unit Development	3411.36m <sup>2</sup>		<b>Yes</b>

<b>Max. Building Height</b>	11m	12.34m	>11m	<b>No</b>
<b>Min. Front Yard Setback</b>	6m	14.9m	6.1m	<b>Yes</b>
<b>Min. Rear Yard Setback (As per By-law 2008-250)</b>	7.5m	7.5m	>7.5m	<b>Yes</b>
<b>Min. Rear Yard Setback (Per 2020 Infill II provision) *Please see note below</b>	The minimum required rear yard setback on through lots or interior lots where the rear lot line abuts R1, R2, R3, and R4 zones, and where the minimum front yard setback is greater than 4.5 metres in Area A on Schedule 342 are as follows:  For lots greater than 25 metres, a distance equal to 30 per cent of the lot depth which must comprise at least 25 per cent of the area of the lot  $30\% \times 67.36 \text{ m} = 20.2 \text{ m}$	7.5m	20m	<b>No</b>
<b>Min. Interior Side Yard Setback (Low-rise Apartment per By-law 2008-250)</b>	For existing building: 2.5m for first 21m from front lot line, then, 6m for the remainder.  For proposed building: 3m, and yard must be landscaped	5m on west property line	4.02m on east property line (Legally non-complying)	<b>No</b>
<b>Min. Interior Side Yard Setback (Planned Unit Development per By-law 2008-250)</b>	For existing building: 2.5m for the first 18m from front lot line, then, 7.5m.  For proposed building: Equal to the minimum required rear yard setback of the dwelling type proposed, where it abuts a rear yard of an abutting lot: 7.5m			
<b>Min. Vehicle Parking (Both buildings)</b>	Residential Area B: 0.5 spaces/64 units = 32 Visitor after first 8 units: 0.2 space/56 units = 10	33 residential spaces 14 visitor spaces		<b>Yes</b>

<b>Location of Parking (Section 109)</b>	Vehicular Parking may not be located within the required front yard	Visitor parking located in the required front yard	<b>No</b>
<b>Parking Space Provisions (Section 106)</b>	A motor vehicle parking space must have a min width of 2.6m and a maximum width of 3.1  Parking Spaces must have a min. length of 5.2m	All parking spaces are 2.6m by 5.2m in size	<b>Yes</b>
<b>Aisle and Driveway Provisions (Section 107)</b>	A min 6m is required for a double traffic lane leading to a parking garage and for an aisle leading to parking spaces	6m lane proposed leading to the parking garage.  6m aisle proposed in parking garage.	<b>Yes</b>
<b>Min. Bicycle Parking (Section 111)</b>	0.5/unit = 32	34 spaces	<b>Yes</b>
<b>Amenity Area (Table 137 – Row 3)</b>	15m <sup>2</sup> per dwelling unit up to 8 units: 120m <sup>2</sup>  6m <sup>2</sup> for each unit in excess of 8:336m <sup>2</sup>  120m <sup>2</sup> must be provided as communal amenity space, in rear yard at-grade and 80% must be soft landscaping.  Total amenity area required: 456m <sup>2</sup>  Communal amenity area required: 120m <sup>2</sup>	Total private amenity area provided for new building: 176m <sup>2</sup>  Communal amenity area provided at-grade in rear yard: 335.8m <sup>2</sup>  Total: 511.8m <sup>2</sup>	<b>Yes</b>
<b>Minimum Landscaping Requirements</b>	Thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development that contains any one or more of these dwelling types.  3422.36m <sup>2</sup> x 30% = 1,026.7m <sup>2</sup>	1481.67m <sup>2</sup> of the total lot area is landscaped = 43.4%	<b>Yes</b>



<b>Minimum Front Yard Landscaping Requirements (Per new Infill II)</b> <i>*Please see note below</i>	40% of the front yard area must be landscaped with soft landscaping.	Total soft landscaped area = 51% of the front yard	<b>Yes</b>
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\*This table considered the new Infill II provisions, however, the provisions have yet to be integrated within the existing City of Ottawa Zoning By-law 2008-250 on the City's website. Further it is our understanding that these provisions have been appealed and are not in full force and effect. Despite this, the development proposal addresses both requirements. Due to the changing nature of the by-law, additional zone provisions of non-compliance may be identified through technical circulation and discussions with City of Ottawa planning Staff.

**Overall, the development complies with the intent of the City of Ottawa Comprehensive Zoning By-law, however the applicant has filed a Minor Zoning By-law Amendment to address certain zoning deficiencies. As such, an urban exception is proposed to address site-specific zoning provisions.**

### 3.7 Requested Zoning By-law Amendment

The following amendments are requested as a site-specific exemption as part of the Zoning By-law Amendment application. Due to the proposed change in Infill II zoning regulations coming soon, both the existing and proposed zoning provisions are being included as part of the requested amendments. The following amendments are required, and proposed as an Urban Exception to the current zoning on site.

- / **To consider 700 Coronation as one-lot for zoning purposes.**
  - While a future severance will be submitted to the Committee of Adjustment, this severance is required purely for financing purposes, as the current property owner intends to maintain ownership of both sites. As such, an amendment is requested to consider the site as one-lot for zoning purposes at the time of the severance application to ensure zoning compliance of the PUD following the consent application.
  
- / **To permit a garbage enclosure area in the interior side yard, whereas the zoning requires the accessory building to be located in the rear yard.**
  - An amendment to Section 143 (1)(c)(i) is sought to permit the garbage enclosure to be located within the side yard of the development. The relocation of this garbage enclosure is due to the loss of the current waste disposal unit located in the parking lot. Moving it to the east side yard will allow residents of the existing building to dispose of their waste in a more efficient manner – through the side door. Section 143 stipulates that a garbage enclosure may only be located within the rear yard of a development, however, it is our opinion that the proposed location and mitigation measures for the enclosure maximises the functionality and configuration of the lot and will not arise in any undue adverse impacts to neighbours. In addition, if the enclosure were in the rear yard, it would be located within the amenity area – diminishing the functionality and desirability of that space.
  
- / **Permit a reduced 2.05m setback for an accessory building, whereas the by-law requires a 2.5m setback for the first 18m from the front lot line for accessory buildings.**
  - An amendment to Section 55, Table 55 (3) (e)(i) is also required to permit the location of the garbage enclosure area. Currently, the enclosure is located 2.05m from the property line, whereas the by-law requires a setback corresponding to the building type, in this case, the R4N provisions for a Low-Rise Apartment in a Planned Unit Development require a setback of 2.5m for the first 18m from the front lot line. Per the rationale above, various measures are being implemented to mitigate impacts of the enclosure, as such, the reduced setback will not result in adverse impacts to neighbouring residents. It is important to highlight that accessory

buildings and structures are generally permitted to be located within 0.6m to 1.2m from interior or rear lot lines. As such, it is our opinion that the proposed 2.05m interior side yard setback for an accessory building (garbage enclosure) is appropriate for this development.

/ **To permit a reduced 1m setback from a private way, whereas the PUD provisions require a 1.8m setback from a private way.**

- Relief from the PUD provisions are required to permit a reduced setback of 1m from the private way, whereas the Zoning By-law required a minimum 1.8m setback. The proposed private way is intended to operate as a driveway to enter an underground parking garage and is only providing residents with access in and out of the garage. The reduced setback is minor and will not result in any conflicts with neighbouring uses or residential units.

**To permit a building height of 12.34m while the current zoning permits a maximum building height of 11m.**

- The R4N zone permits 4-storey building, however, limits the overall building height to 11m. The proposed building is proposed to be 12.34m and exceeds the minimum required height by 1.34 metres. While this is not a significant increase in building height, it is required to ensure the liveability of the units while also maintaining the architectural functionality of the building. A 9 foot (2.74m) floor to ceiling height is currently contemplated, and with ducts and bulkheads, this reduces the overall floor to ceiling heights of the units to 8 feet (2.43m) in certain areas of the floorplan, any design lower than this would architecturally be compact for this type of development. It is important to highlight that the Official Plan permits 4-storey residential buildings within the Urban Area, and therefore the proposal conforms to the policies of the Official Plan. To mitigate any undue adverse impacts to neighbouring properties, careful design considerations have been implemented to ensure that transition is respected, such as the step back at the fourth floor. Further, the use of a variety of building materials assist to diminish any potential impacts, while the retention of the mature trees along the property lines will effectively screen the development from existing residential uses and their associated amenity areas. It is our professional opinion that the proposed amendment to building height is appropriate for the development of the subject property within the existing context.

/ **Permit a reduced interior side yard setback of 4.02m for the existing building, and 5m for the proposed building whereas the Zoning By-law requires a minimum interior side yard setback of 2.5m for the first 18m from the front lot line, then requires a 6m setback for the existing building, and 7.5m for the proposed building for a Planned Unit Development.**

- An amendment to the Zoning By-law is required to permit a reduced interior side yard setback for the proposed low-rise apartment building. The reduction to the interior side yard is required due to the PUD provision for setbacks, whereas the provisions for a low-rise residential building would permit a reduced setback of 3m. Due to the building design and preservation of existing trees / landscaping, the reduction of the west interior side yard setback will not result in any undue adverse impacts on the neighbouring properties.
- The existing building is currently legally non-complying, relief from the interior side yard setback is sought to bring the existing building in compliance with the Zoning By-law, out of an abundance of caution. While this is an existing condition and therefore will not have any physical effects on the surrounding properties, this amendment is requested to ensure all zoning deficiencies are addressed at the time of this application.

/ **Permit a reduced rear yard setback of 7.5m whereas the Zoning By-law requires a minimum rear yard setback of 20.2m**

- Relief from the rear yard setback provisions will be required to permit a reduced setback of 7.5m, whereas the new 2020 Infill II provisions of the by-law require a rear yard setback of 20.2m. The proposed building currently meets the PUD requirements of a 7.5m rear yard setback, but out of an abundance of caution, the proposed amendment is requested to the

newly approved Infill II zone provisions. The location of the proposed development is consistent with the existing building on site, and meets the current by-law's requirement for a 7.5m rear yard setback, ultimately providing ample rear yard amenity space between the proposed building and the neighbouring properties. It is our opinion that the 20.2 metre rear yard requirement was not the intended consequence of the newly approved zoning provisions and therefore the 7.5 metre rear yard setback does meet the intent of the zoning by-law.

/ **Permit parking within the required front yard setback, whereas the by-law does not permit parking within the required front yard setback.**

- Relief from the provisions for the parking requirements of Section 109(3)(a)(i) are required to permit the development of the parking spaces proposed along the front of the proposed development. Currently, the proposed visitor parking spaces are located within the required front yard of the development. The visitor parking requirements were not able to be accommodated in the underground lot, therefore the location of the spaces were designed to be located in front of the building within the required front yard. Currently, as per the aerial views on GeoOttawa, the existing parking area encroaches into the City right of way, however, the proposed parking area will improve on this existing condition by setting back the parking spaces from the street and providing landscaping in the right of way, and as a buffer between the front lot line and the proposed parking spaces. While the proposed building is considerably set back from the street, design and landscaping considerations are proposed around the perimeter of the lot will screen the vehicles from the street. Overall, this layout and design is a much better solution than the existing situation. Parking within the front yard setback will not impede the development from achieving the minimum landscaping provisions both in the front yard and on the property as a whole.

## 4.0 Supporting Studies

### 4.1 Noise Assessment

The Noise Assessment notes that the highest noise level occurs at the north facade in proximity to Coronation Ave. As outlined in the study, the proposed construction materials are suitable for noise attenuation, along with warning clauses in all offers of purchase and sale or leasing agreements. There are no additional acoustic mitigations required.

### 4.2 Environmental Site Assessment

An Environmental Site Assessment (ESA) was prepared for a previous application on the subject property. The ESA looked at historic uses, as well as soil samples and ultimately found that there are no environmental contaminants on site, and a Phase II ESA was not recommended.

### 4.3 Geotechnical Report

A Geotechnical Investigation was prepared by Paterson Group in 2020 to determine subsoil and groundwater conditions and to provide recommendations of the proposed development, including construction considerations. The report outlines recommendations and considerations that address appropriate backfill materials, groundwater control, winter construction, and shoring, among others.

### 4.4 Servicing Report

The Servicing Report for the subject property demonstrates that there is sufficient servicing capacity to support the proposed development, but a connection will have to be made with a new water and sewer service connection to the watermain located along Coronation Avenue. The reports notes that boundary conditions indicates that sufficient pressure is available for the subject property. The report further outlines that stormwater will be collected through rooftop storage, and within the parking garage. Stormwater will be conveyed via underground storm sewers to the proposed storm sewer extension within Coronation Ave.

### 4.5 Tree Conservation Report

As part of the submission for the proposed development, a Landscape Plan and Tree Conservation Report have been prepared. As identified on the Tree Conservation Report (TCR), a total of 5 trees will be removed from the property and 14 trees will be retained, mainly along the property lines. A total of 15 new trees and a total of 167 shrubs will be planted on the subject property, along with various perennials, grasses, and vines.

## 5.0 Conclusion

It is our professional opinion that the proposed Minor Zoning By-law Amendment and Site Plan Control Application to permit a 4-storey building on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit and is walkable. The proposed development further meets the policies of the PPS providing development in a compact form that efficiently uses the existing lands and existing infrastructure on the subject property.
- / The proposed development will allow greater intensification and the addition of residential densities within the General Urban Area, helping to implement the growth management policies of Section 2.2. of the Official Plan, while also conforming to the policies for urban design and compatibility.
- / The proposed development conforms to the policies of the Alta Vista/Faircrest Heights/Riverview Park Secondary Plan.
- / The proposed development is consistent with the preliminary policy directions of the City's New Official Plan;
- / The proposed development complies with most of the provisions of the City of Ottawa Zoning By-law, and the requested amendments are reasonable and maintain the intent and purpose of the Zoning By-law for the R4N zoning;
- / The proposed development is supported by technical studies, reports and plans submitted as part of this application.

Sincerely,



Emilie Coyle, MCIP RPP  
Planner  
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Matthew McElligott, MCIP RPP  
Principal  
Fotenn Consultants Inc.