



424 Churchill Avenue North

Planning Rationale + Design Brief
Official Plan Amendment + Zoning By-law Amendment + Site Plan Control
October 24, 2022



Prepared for Churchill Properties Inc.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained to prepare this Planning Rationale and Design Brief in support of an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications to facilitate the proposed development on the site municipally known as 424 Churchill Avenue North in the City of Ottawa.

The subject site is located at 424 Churchill Avenue North between Danforth Avenue to the north and Byron Avenue to the south in the Westboro neighbourhood in the City of Ottawa. The subject site currently contains one low-rise detached building that was previously used as a laundromat (no longer in operation). The proposed development includes the construction of an eight (8) storey, mid-rise residential apartment building containing 58 units, with two (2) levels of underground parking. The development is proposed to contain 2 bachelor units, 40 one-bedroom units, 10 one bedroom + den units, and 6 two-bedroom units. A total of 360 square metres of amenity space is provided via private balconies and communal rear yard amenity space. As permitted by the Zoning By-law, 26 residential parking spaces and 5 visitor parking spaces are required for the site, and a total of 50 bicycle storage spaces are provided.

1.1 Required Applications

To facilitate the proposed development, concurrent Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications are being submitted. The Official Plan Amendment proposes to amend the maximum permitted height for the subject site, which is currently 24 metres. The minor Zoning By-law Amendment (ZBLA) proposes to amend the existing zoning applicable to the subject site to accommodate site-specific development details as discussed herein. The Site Plan Control process will address the detailed design of the site and buildings, including such aspects as site servicing, landscaping and building materiality.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale should be read in conjunction with the portfolio of drawings and reports prepared by the architecture and engineering consultants and other specialists as required by the City of Ottawa planning approval process.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on February 11, 2022. The applicant team has maintained subsequent correspondence with City Staff leading up to application submission.
- / Notification of the Westboro Community Association
 - o The Westboro Community Association was notified of the proposed development for the subject site prior to a Zoning By-law Amendment application being submitted.
 - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.
- / Notification of Ward Councillor, Councillor Jeff Leiper
 - o The Ward Councillor was notified of the proposed development for the subject site prior to the applications being submitted.

- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment and Official Plan Amendment– Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

Subject Site and Surrounding Context

2.1 Subject Site

The subject site, municipally known as 424 Churchill Avenue North, is in the Kitchissippi ward in the City of Ottawa, bounded by Danforth Avenue to the north, Churchill Avenue North to the east, and Byron Avenue to the south (Figure 1). The subject site has an area of approximately 1,007 square metres with approximately 25.31 metres of frontage along the east side of Churchill Avenue North, and slopes downwards towards the north. The site is an irregularly shaped lot which currently contains a single-storey commercial building that operated as a laundromat and dry cleaner with surface parking to the south of the building. The subject site has a significant grade change to the northern and western portions of the site and hydro poles and lines running along Churchill Avenue North, all of which should be considered in a redevelopment concept. The site is located approximately 100 metres south the area known as Westboro Village along Richmond Road, a mainstreet which is generally characterised by low- to mid-rise commercial and retail buildings, and some high-rise residential buildings. The site is located within 600 metres of Dominion Station and the OC Transpo Transitway.

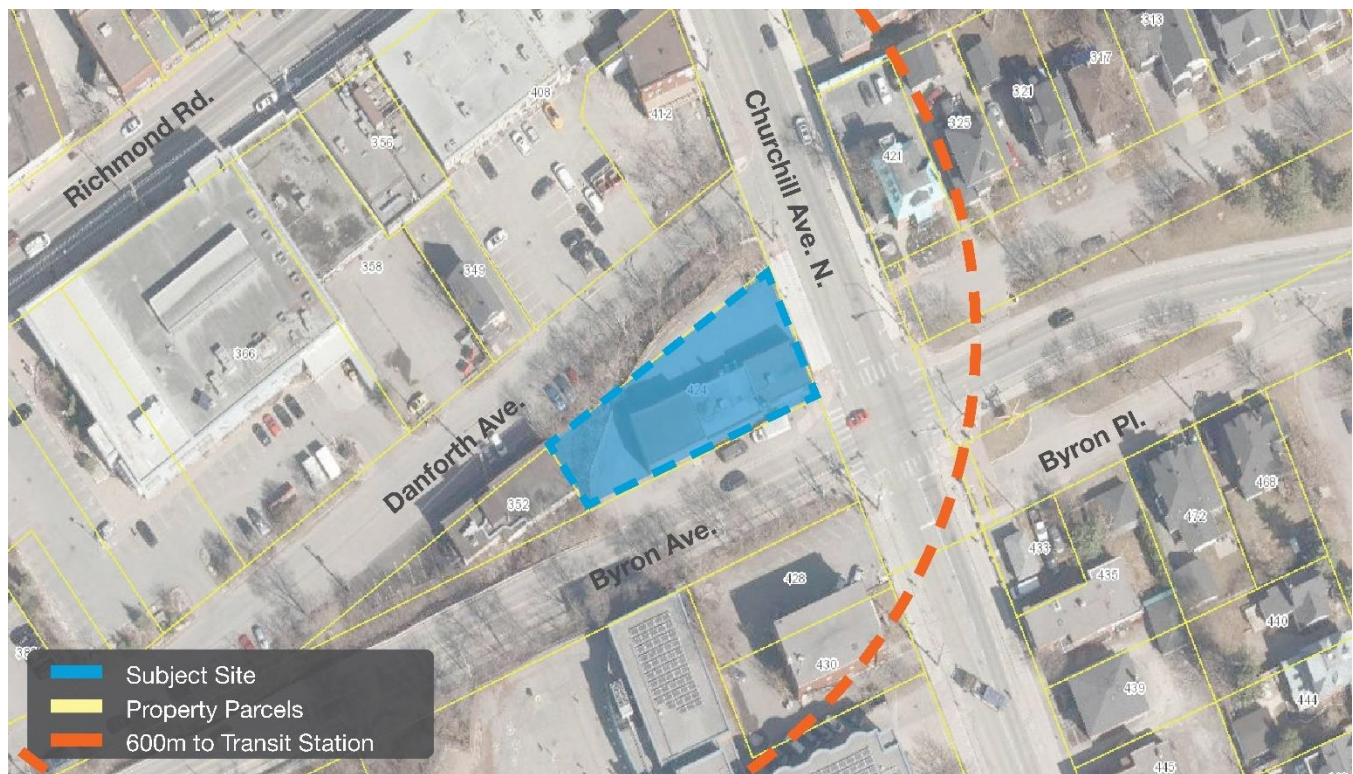


Figure 1: 424 Churchill Avenue North, subject site indicated

2.2 Surrounding Context

North: Immediately north of the subject site is Danforth Avenue, across which are single and two-storey commercial buildings along Churchill Avenue North and the north and south sides of Richmond Road, with surface parking to the rear (facing this site). It should be noted that there is an approximately one-storey drop from the parking lot of this site to Danforth Avenue. A masonry retaining wall is evident on the south side of Danforth Avenue. Richmond Road is 100 metres north of the site and functions as a mainstreet, supporting a broad range of uses and varying building types. Further north is a neighbourhood generally containing low-rise residential buildings, with sporadic commercial buildings located along either side of Churchill Avenue North.



Figure 2: Corner of Danforth Avenue and Churchill Avenue North, looking north



Figure 3: Intersection of Byron Avenue and Churchill Avenue North, looking east

East: Immediately east of the subject site is Churchill Avenue North. Opposite Churchill Avenue North is Byron Avenue, an east-west Collector Road, where the condition is generally low-rise commercial and residential. The Byron Avenue multi-use pathway runs parallel to Byron Avenue. Further east is a neighbourhood generally containing low-rise residential buildings.

South: Immediately south of the subject site is Byron Avenue which intersects with Churchill Avenue North, a stop-light controlled intersection. South across Byron Avenue are institutional buildings, one containing the Westboro Masonic Hall, and the other containing the Churchill Public and Churchill Alternative schools. Further south is the Bluesfest School of Music and Art, and a low-rise neighbourhood, with both commercial and residential uses located along Churchill Avenue North. A six-storey mixed-use building with approximately 75 residential units is currently going through the Site Plan approval process diagonally across from the subject site (south-east corner of Churchill Avenue North and Byron Place).



Figure 4: Westboro Masonic Hall, located immediately south of the subject site at the intersection of Churchill Avenue North and Byron Avenue

West: Immediately west of the subject site is a two-storey commercial building, accessed via Danforth Avenue. There is natural vegetation in the form of trees, scrub on the site that buffers this development. Further west are commercial properties with frontage along Richmond Road, and a low-rise residential neighbourhood through to Roosevelt Avenue. Further west of is mid- to high-rise mixed-use buildings along Richmond Road and a low-rise residential neighbourhood.



Figure 5: Subject site, looking west at Churchill Avenue North and Byron Avenue intersection

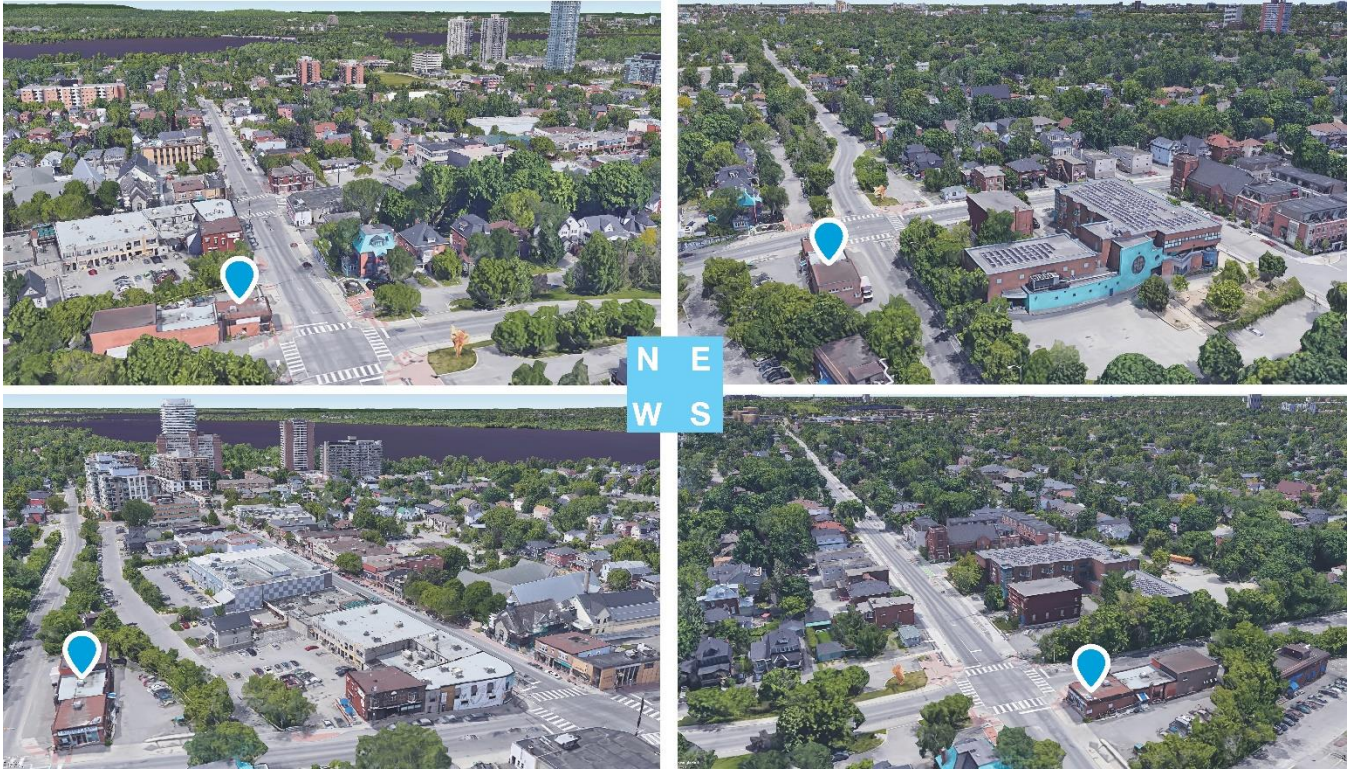


Figure 6: Site context (clockwise from top left) looking north, east, south and west

2.3 Road Network

The subject site is located on Churchill Avenue North, which is designated as Major Collector – Existing on Schedule F (*Central Area / Inner City Road Network*) of the Ottawa Official Plan (Figure 7). Richmond Road south of the subject site is designated an Arterial – existing road. Byron Avenue, which abuts the southern lot line of the subject site is designated as Collector – Existing. Other nearby streets include Scott Street and Kirkwood Avenue, both Arterial roads, and Clare Street, an existing Collector.

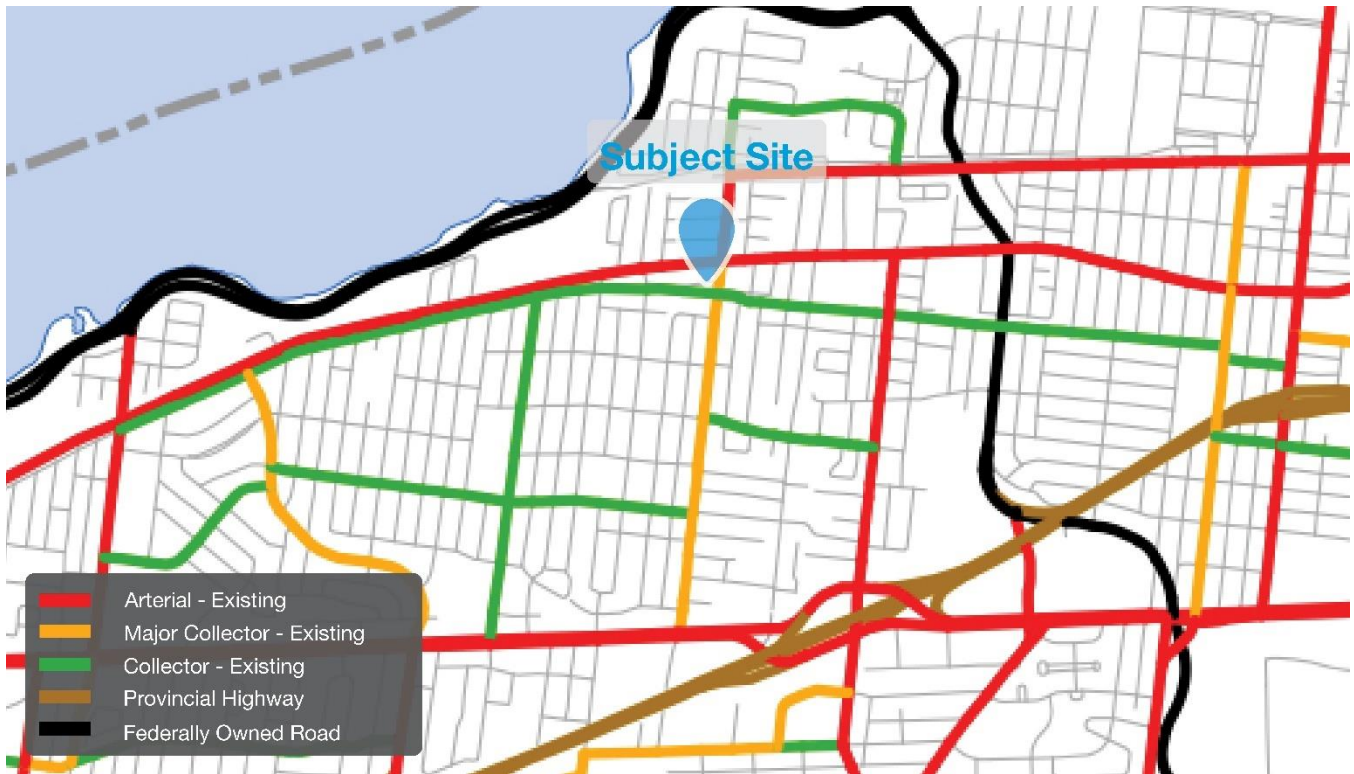


Figure 7: Schedule C4, *Urban Road Network*, City of Ottawa New Official Plan, subject site indicated

Collector roads are networks which serve neighbourhood travel between local and Arterial roads, providing vehicle connections and accesses to adjacent lands. Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. The subject site is well served by the existing road network due to its proximity to an Arterial road and frontage along a Collector road connecting it to other nearby streets and the greater urban road network of the City of Ottawa.

2.4 Transit and Active Transportation Network

The subject site is well-connected with respect to bus rapid transit, cycling, and the pedestrian network. As indicated on Schedule D (*Rapid Transit Network*) of the Official Plan, the subject site is located within 600 metres of Dominion Station, a Bus Rapid Transit (BRT) station and future Light Rail Transit (LRT) Station (Figure 8). Further, the subject site is located approximately 750 metres walking distance of Westboro Station, an LRT station currently under construction. Similarly, OC Transpo serves the site with Route 50 running adjacent to the site along Churchill Avenue North, and Routes 11, 51, 81 and 153 running along Richmond Road and Kirkwood Avenue (Figure 9). An OC Transpo bus stop is located within close proximity to the subject site on Churchill Avenue North. This route connects the subject site to the greater transportation network, through to Tunny's Pasture Station and to Lincoln Fields Station. The subject site is served by routes which connect both eastbound through to the Downtown Core, and westbound to Lincoln Fields.

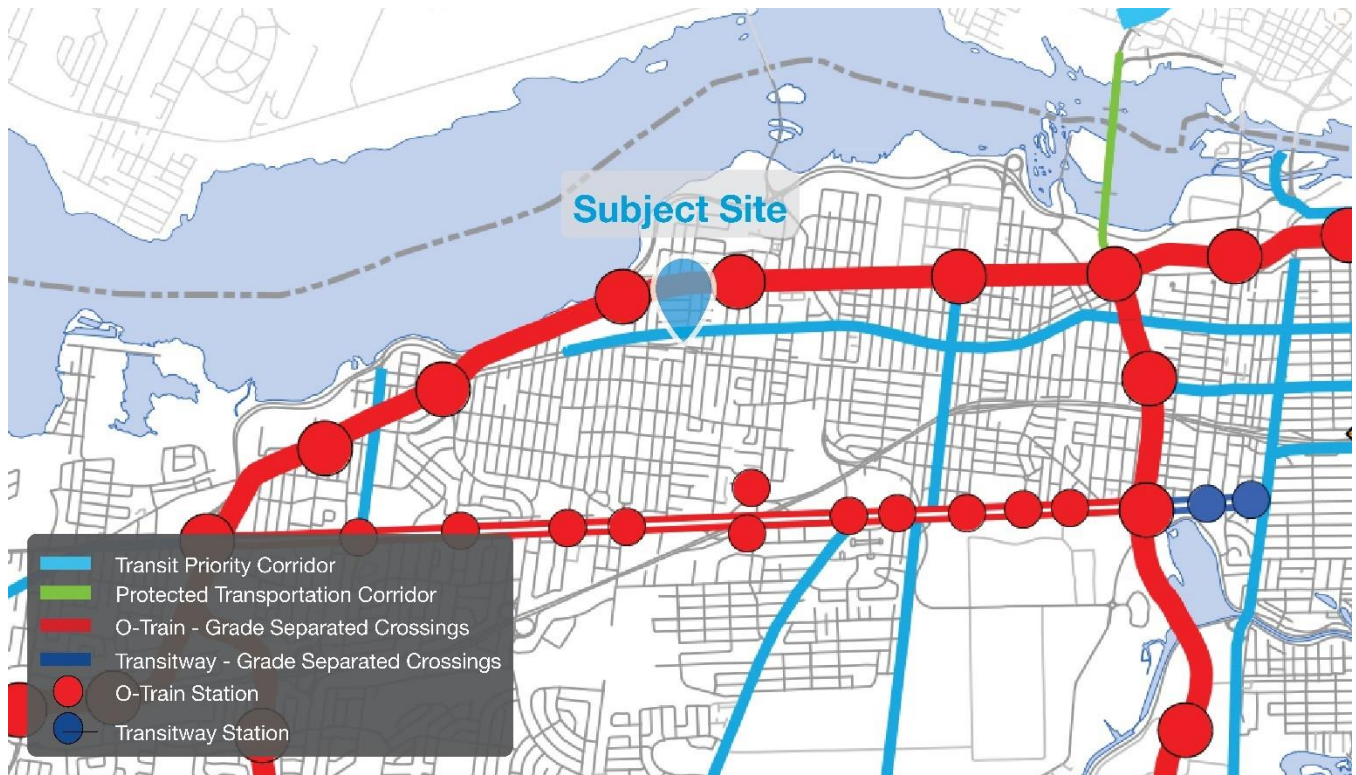


Figure 8: Schedule C2, *Transit Network*, City of Ottawa New Official Plan, subject site indicated

The subject site is connected to the City of Ottawa's urban cycling network (Figure 10). Dedicated bicycle lanes, designated Spine Routes by Schedule C (*Urban Cycling Network*) of the Official Plan, are located along Churchill Avenue North, Richmond Road and Scott Street, each providing access to the greater cycling network. The subject site further benefits from proximity to Multi-use Pathways along Byron Avenue and along the Ottawa River. There is a Cross-Town Bikeway that traverses Scott Street, up to Churchill Avenue North and westbound along Richmond Road. These cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation. Sidewalks are present along both sides of Churchill Avenue North, providing a pedestrian-oriented public realm.

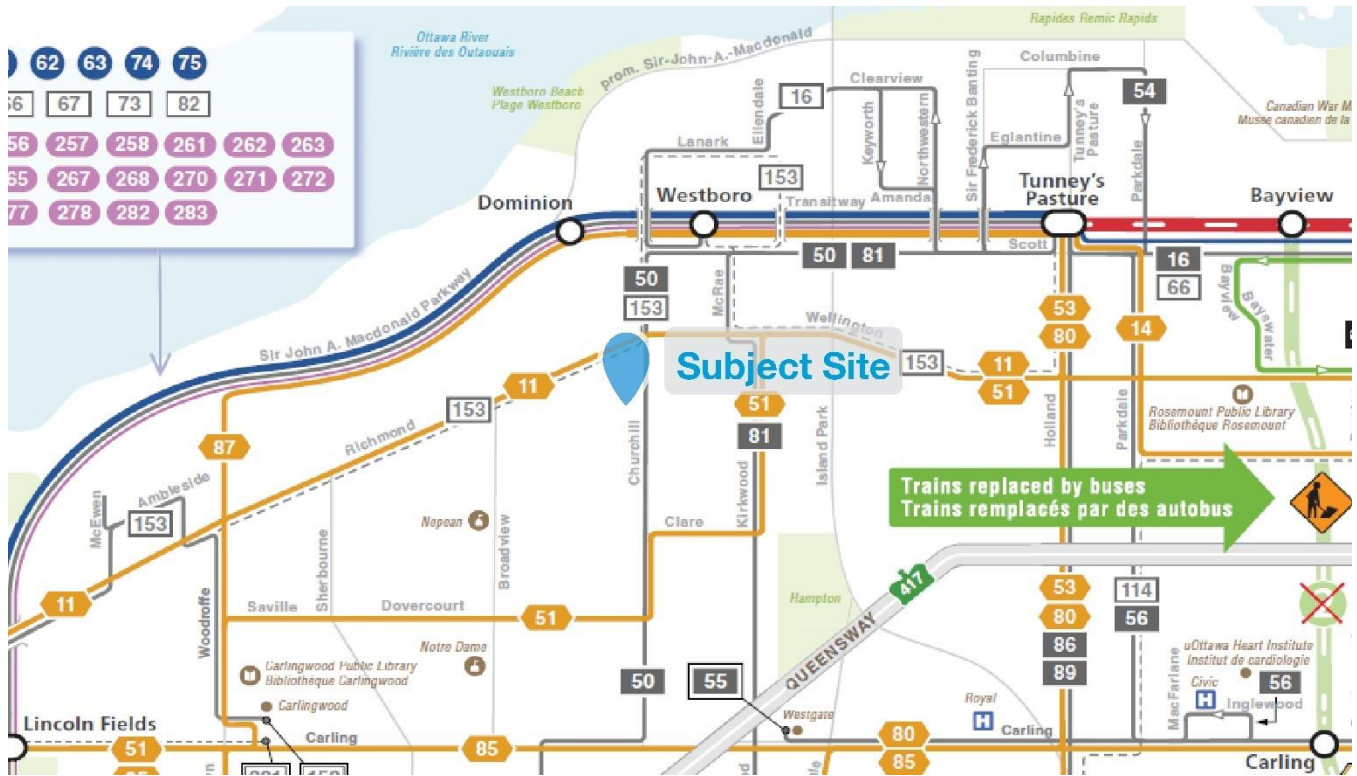


Figure 9: OCTranspo Network Map, subject site indicated

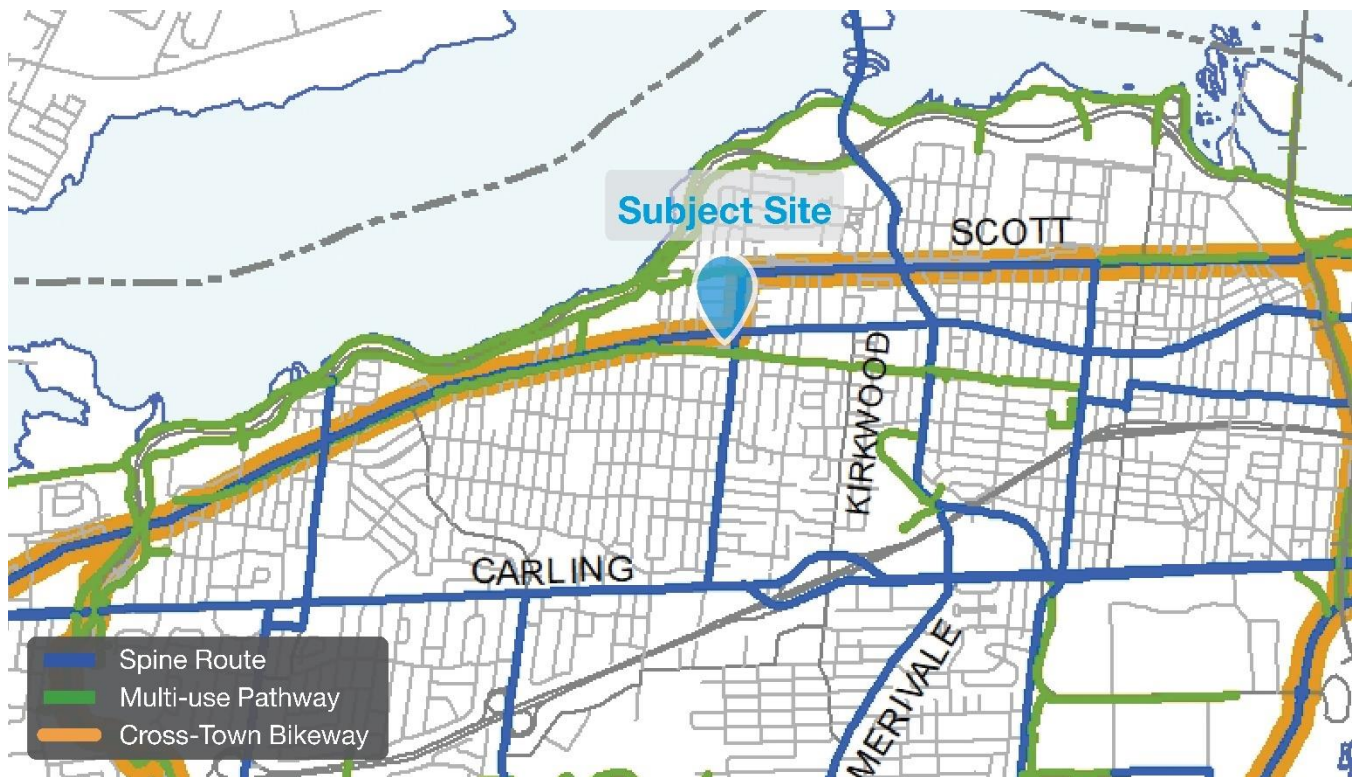


Figure 10: Schedule C, Urban Cycling Network, City of Ottawa Official Plan, subject site indicated

2.5 Neighbourhood Amenities

Considering its location in the established Westboro neighbourhood, the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services and greenspaces.

A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and include:

- / Parks including Roy Duncan Park, Lion's Park, Westboro Beach, Mahoney Park, Clare Gardens Park as well as greenspace along the Ottawa River Multi-Use Pathway;
- / Major commercial, restaurants, and retail business in all directions, however primarily along Richmond Road;
- / Recreational facilities including private gyms, community fitness spaces, and community services such as the Dovercourt Recreation Centre and Ottawa Gymnastics Centre; and,
- / Libraries and public schools such as the Ottawa Public Library (Rosemount Branch), Nepean High School, Broadview Public School and Elmdale Public School.

3.0

Proposed Development and Design Brief

3.1 Vision Statement and Goals for the Project

The redevelopment of this property is an excellent opportunity for an apartment building infill housing development in close proximity to existing public transportation infrastructure in an established neighbourhood. The proposed streetscape that will result will dramatically improve this block from all street fronts and most especially, re-program the Byron and Danforth Avenue sides with active uses which were previously absent. The proposal will generally provide a sensitively designed new development that will be built in harmony with nearby properties and increase housing stock.

3.2 Project Overview

Currently, the site is occupied by a two-storey commercial building, which is proposed to be demolished to facilitate the proposed development.

The proposed development includes a mid-rise, residential apartment building containing 58 units; a mix of two (2) bachelor units, forty (40) one-bedroom units, ten (10) one-bedroom plus den units, and six (6) two-bedroom units. The residential units are accessed via entrances on both Churchill Avenue North and Byron Avenue, both of which will be handicap accessible.

The proposed development is served by three basement levels: levels, B1, B2, and B3. Levels B2 and B3 are reserved for parking spaces and shared building support spaces. Level B1 combines residential and other functions and includes dwelling units along the north side, where there is access to daylight; a bike storage room to the west; indoor amenity rooms to the south ; and a tenant storage room to the east. Other supportive functions are also located on this floor including the administrative office, public washrooms and a dog wash. Owing to the topography of the subject site, Level B2 includes entrances fronting Danforth Avenue including car access to the parking garage and a loading area for waste services.

The ground level of the proposed development includes a common lounge, a generous lobby space, including a waiting area, and other supportive functions. Tenants with units facing north will have access to private balconies, those facing west will have large private terraces, and those facing south will have smaller terraces fronting the street. Levels 2-8 are reserved for residential uses. Balconies are provided for all upper level units. Those facing east are served by French balconies due to the hydro conductor setback, but all remaining units have conventional balconies.

A total of 360 square metres of amenity space is provided via private balconies, communal spaces on the ground floor and B1 levels, and private rear yard terraces. As permitted by the Zoning By-law, 26 residential and 5 visitor parking spaces are proposed for the site, and 50 bicycle storage spaces are provided throughout the site.

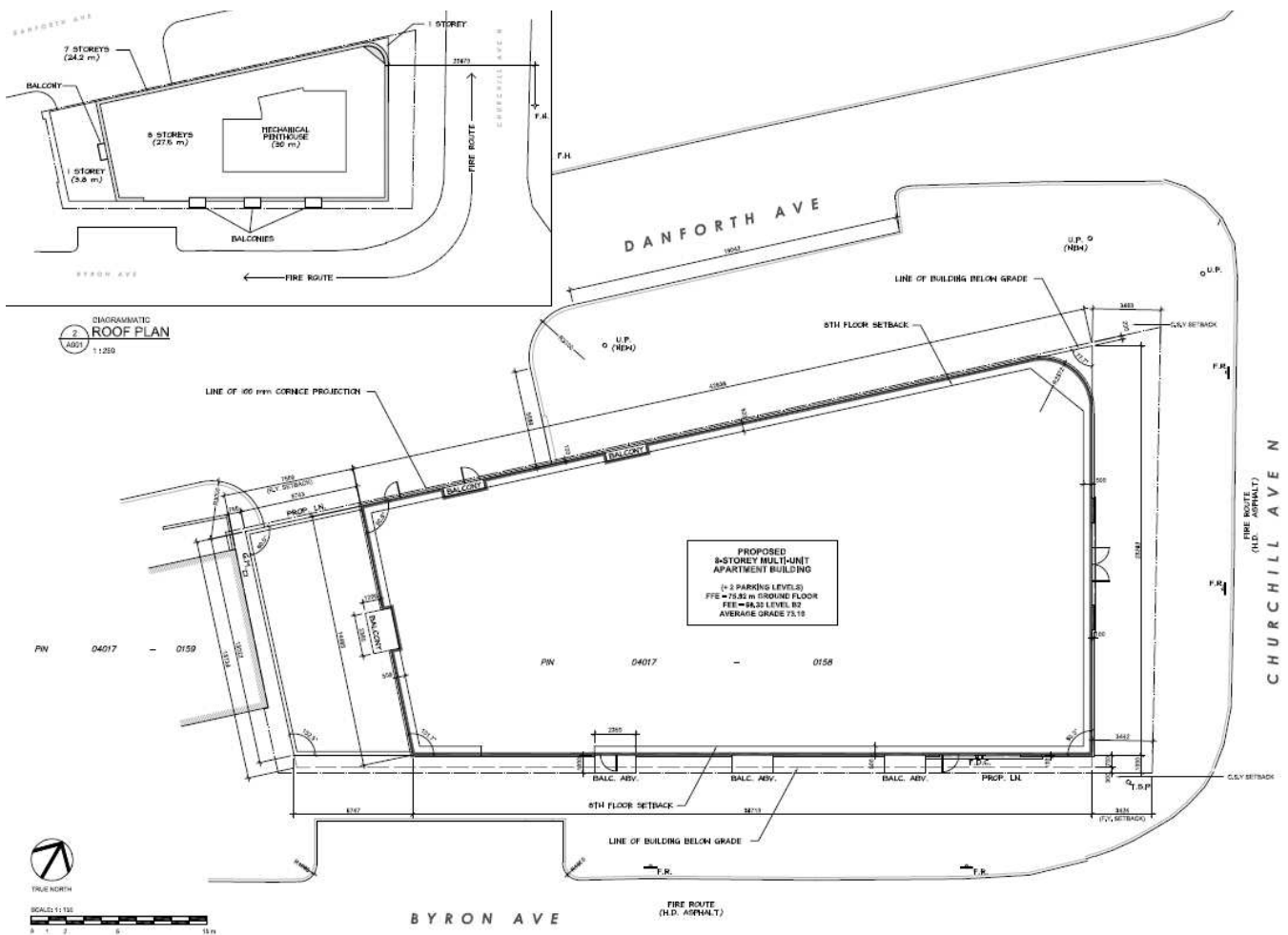


Figure 11: Site plan of proposed development

In determining the massing of the proposed development, three-dimensional modeling was used to capture street views and show the building compared to the permitted maximum heights of neighbouring buildings (Figure 13). The proposed massing of the apartment building has been carefully selected and refined to reduce its presence in the surrounding neighbourhood. Due to the steep grade changes towards the west along Danforth Avenue, the eight-storey building will appear as a seven-storey building from the primary entrances on Churchill Avenue North and Byron Avenue. The grade change on Danforth Avenue exposes the lower two storeys, providing a clear delineation for the parking garage. Further, the location of parking entrance takes advantage of the steep slope which removes the need for a ramp, as this access will be approximately level with the underground parking level.

The scale of the proposed building is sensitive to the visual context of the area. Both the elevation and materiality patterns are varied, designed to break up the mass of the building. This includes the two-storey podium articulation and the mechanical penthouse set back to the middle of the roof to allow more light onto the sidewalk and achieve a human scale.



Figure 12: Rendering of proposed development from Churchill Avenue, looking west down Danforth Avenue



Figure 13: Building compared to the permitted maximum heights of neighbouring buildings



Figure 14: North elevation of proposed development



Figure 15: West elevation of proposed development

3.3 Building Design

The proposed development is designed to enhance the surrounding context, and to contribute to the neighbourhood by using quality design and detailing. The built form minimizes building presence within the public realm by virtue of the wide walkways surrounding the development on all sides and by its modest height. The architectural features compliment neighbouring buildings, in the rhythmic composition of punched windows, in the articulation of the facade banding and cornice, and in the inclusion of entrance awnings, and in the landscape elements. There will be significant numbers of new trees and a soft boarder composed of cascading planting beds which will enable the landscape and building to merge more gently.

The materiality of the building incorporates natural materials. The main walls are portrayed as a beige concrete or stucco cladding. The use of horizontal bandwork in the podium level walls differentiates the upper levels, and generates the base-middle-top composition noted in the City's guidelines for tower design. The top floor (8th level) is clad in a dark grey metal tile such as zinc. The metal tile is also tied into the front facade on Churchill Avenue, with the effect of generating interest and, together with the pre-cast concrete portal, clearly signaling the main entry. Windows and accents are black, and planters are envisioned to be of blasted, cast-in-place concrete consistent with a high-end streetscape quality. The strategic use of façade articulation, step-backs, belt courses, and fenestration create an elegant design that is well suited for Westboro.



Figure 16: Building materiality from Byron Avenue, looking east towards Churchill Avenue North



Figure 17: Building materiality of upper floors of proposed development

3.4 Public Realm

The proposed development is sensitively designed to strengthen the public realm along Churchill Avenue North (east), Byron Avenue (south) and Danforth Avenue (north). The proposed development provides for an active, pedestrian-oriented experience on both Byron Avenue and Churchill Avenue North, while the grade change along Danforth Avenue provides a clear delineation for an accessible parking garage entrance concealed from the wider public realm. The proposed development uses the significant grade changes as an opportunity to provide livable, accessible units without requiring excess height on Churchill Avenue North or Byron Avenue. Landscaping elements at both entrances including trees and concrete planters, as well as lighting and cornices along the facade provide for an animated streetscape.



Figure 18: Pedestrian level view of the proposed development, corner of Churchill Avenue North and Byron Avenue



Figure 19: Pedestrian level view of parking garage on Danforth Avenue looking east towards Churchill Avenue North

3.5 Sustainability

The proposed development provides additional housing types and options, where unit sizes are typically more compact. The proposed development is also located in an area which is highly walkable, with many easily accessible cycling routes, and is well-served by public transit. As such, 50 bicycle parking spaces are provided in a bicycle room on level B1 and at garage level B2. This goes beyond the required 27 spaces, which encouraging utilization of the City's bicycle routes. These features of the proposed development encourage a more sustainable lifestyle and are generally more environmentally friendly.

Additionally, passive sustainable approaches will include permeable pavement structures to promote groundwater recharge. And, the abundance of proposed trees, together with highly reflective roofing materials, will reduce the impacts of the heat-island effect over more traditional approaches.

4.0 Policy and Regulatory Review

4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which 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 site include:

- / **Section 1.1.1:** Healthy, liveable and safe communities are sustained by:
 - o 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.a)**;
 - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing **(1.1.1.b)**;
 - o Avoiding development and land use patterns which may cause environmental or public health and safety concerns **(1.1.1.c)**;
 - o 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.d)**;
 - o 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.e)**;
- / **Section 1.1.3:** Identifies settlement areas as the focus of growth and development **(1.1.3.1)**, 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 **(1.1.3.2)**.
 - o 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
- / **Section 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:
 - o 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 **(1.4.3.b)**; and
 - All types of residential intensification, including additional residential units, and redevelopment **(1.4.3.b)**;
 - o Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed **(1.4.3.d)**;

- / Policies in **Section 1.6** of the PPS provides direction related to 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.
- / **Section 1.7.1:** Long-term economic prosperity should be supported by:
 - o Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (**1.7.1.b**).
- / **Section 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:
 - o Promote compact form and a structure of nodes and corridors (**1.8.1.a**);
 - o Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (**1.8.1.b**); and
 - o Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (**1.8.1.e**).

The proposed development speaks to several policies within the Provincial Policy Statement (2020). The proposed development responds to policies that direct development to areas the municipality has identified for intensification and redevelopment. Further to this, it implements a coherent development and land use pattern while accommodating an appropriate range and mix of residential types to meet long-term needs of the municipality. As part of the overall concept, the re-development offers an efficient, cost-effective pattern of growth, capitalizing on the proximity to significant transit infrastructure, important amenities, and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

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 58 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 proposed 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 this remediated brownfield site will complement the existing pattern of built form. The proposed building height of eight (8) storeys is comparable to the planned context of permitted heights of neighbouring buildings, which range from five (5) storeys immediately to the south of the subject site to nine (9) storeys north of the subject site.

4.2.2 Land Use Designation

The subject site is designated “Traditional Mainstreet” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. **Section 3.6.3** defines Traditional Mainstreets as areas that offer significant opportunities for intensification through medium-density and mixed-use development, particularly along streets that are well-served by transit. Traditional Mainstreets generally have pre-1945 characteristics and are set within a tightly knit urban fabric, and redevelopment is generally promoted in a fashion that locates buildings close to the street and is more supportive of walking, cycling and transit.

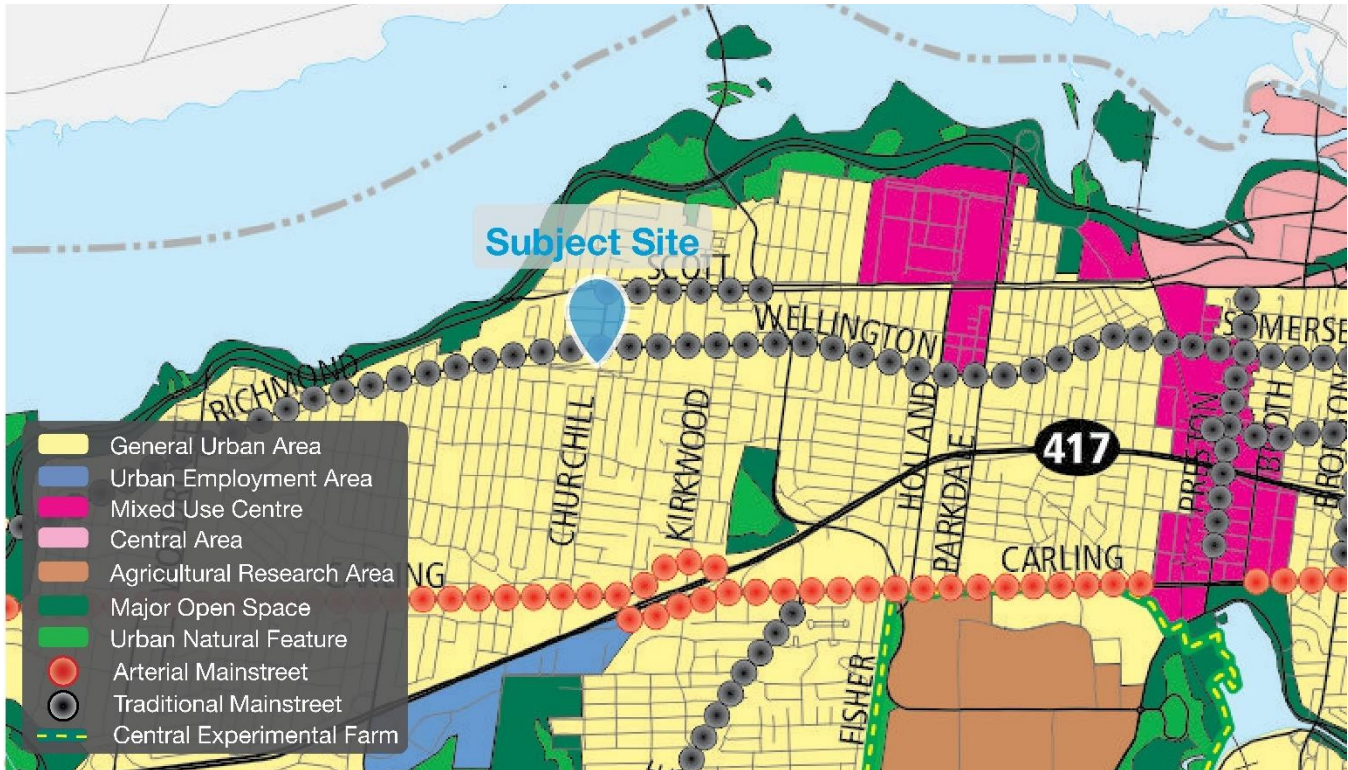


Figure 20: Schedule B, Urban Policy Plan, City of Ottawa Official Plan, subject site indicated

The proposed development meets the following policies of **Section 3.6.3**, among others:

- Policy 1** Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile
- Policy 3** Generally, the Traditional Mainstreet designation applies to lots with frontage along the Mainstreet to a depth of 200 metres, however the boundary may also be varied, depending on site circumstance and lot configuration, to also include properties on abutting side streets that exist within the same corridor.

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. The subject site is within 100 metres of the Richmond Road mainstreet.

- Policy 5** A broad range of uses is permitted within the Traditional Mainstreet designation, including retail and service commercial uses, offices, residential and institutional uses which may be mixed in individual buildings or occur side by side in separate buildings.

Policy 8 New gas bars, service stations, automobile sales and drive-through facilities are generally not permitted on Traditional Mainstreets to protect and enhance the pedestrian environment.

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

Policy 9 Surface parking will not be permitted between the building and the street.

Parking is located in two basement parking levels, accessible via Danforth Avenue.

Policy 10 Redevelopment and infill are encouraged with the Traditional Mainstreet designation to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk

There are two primary entrances that provide direct access from the building to the sidewalk; through steps from the building onto Churchill Avenue, and by way of a barrier-free entrance onto Byron Avenue. The proposed development defines the street edge through thoughtful landscaping including hedge and tree placement along Churchill Avenue, Byron Avenue and Danforth Avenue.

Policy 11 Generally, mid-rise building heights are encouraged, however secondary plans may identify circumstances where different building heights are permitted.

The policies contained in Section 3.6.3 of the Official Plan are supportive of mixed-use or residential development at 424 Churchill Avenue North.

The proposed development looks to intensify the subject site with the demolition of a single-storey commercial building and the construction of an eight (8) storey apartment building, for a total of 58 new residential units. This type of intensification is aligned with the housing type contemplated for intensification in the Official Plan within the Traditional Mainstreet designation. The proposed development will also contribute to the available housing stock within the City of Ottawa, specifically the Westboro 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, mixed-use area. The proposal seeks to maintain this vision of the area. The proposed introduction of a residential units to the subject site 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 360 square metres of amenity space throughout the development, with 192 square metres of interior communal space and 168 square metres of private space in the form of balconies and a rooftop terrace. Further it's ground floor treatment will improve the experience along the public realm.

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 proposed building has contemplated a built form that is compatible with existing context. The proposed additional dwelling units adhere to policies established for mid-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.

4.2.4 Urban Design and Compatibility

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

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and Design Brief satisfies the requirement for a Design Brief for the proposed development.
Building Design	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> • Setbacks, heights and transition; • Façade and roofline articulation; • Colours and materials; • Architectural elements including windows, doors and projections; • On site grading; and • Elements and details that reference common characteristics of the area. 	The proposed development has a mid-rise, residential built form that is compatible with the existing context and planned function of the area. The proposed development achieves compatibility with adjacent existing buildings and the public realm by providing adequate transitions through setbacks, stepbacks, building articulation, placement, and at-grade elements. Architectural elements, including materiality, fenestration, articulation, and rooflines have been carefully considered to complement the existing fabric of the

Policy	Proposed Development
	neighbourhood while providing a distinct and contemporary built form.
6. Orient the principal façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	The principal façade and entrances have been oriented towards the public realm, with entrances and window patterns maintaining existing streetscape pattern and landscaping elements accentuating both primary entrances.
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.	All utilities and mechanical equipment have been internalized within the proposed development and do not interfere with or impact the public realm, streetscape, or at-grade amenity spaces throughout the site.
Massing and Scale	
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 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.	The proposed development is a mid-rise, residential apartment building which is aligned in height with the policies on the Official Plan and to its immediate surroundings. The proposed development is located next to a mid-rise institutional building to the south and has a significant grade change to the northern and western portions of the site along Byron Avenue and Danforth Avenue. The planned height context to the north of the property is 9 storeys. It is anticipated that the additional height being requested (under 4 metres) will have minimal impact on the surrounding properties.
13. Building height and massing transitions will be accomplished through a variety of means, including: a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); 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); c) Building setbacks and stepbacks.	The proposed development contains incremental changes in building height and design along the front elevation to maintain a streetscape pattern and rhythm along Churchill Avenue North. Active entrances are maintained along this façade while appropriate setbacks and stepbacks have been incorporated into the design of the mid-rise building.

Policy	Proposed Development
Outdoor Amenity Areas	
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.	An appropriate rear yard setback of 7.5 metres is consistent with required rear yard setbacks for Traditional Mainstreet zone and is maintained to ensure adequate transition and mitigate negative impacts on existing spaces of adjacent properties. The proposed development provides a mid-rise built form which incorporates setbacks, stepbacks, and other architectural elements to ensure transition measures are achieved. The introduction of landscaping elements, including the planting of shrubs, perennials, and grasses provides additional transition from adjacent properties and enhance\ the outdoor space.
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 proposed development contains both private and communal amenity spaces, where communal spaces are located interior to the building and through outdoor at-grade landscaped spaces. Private amenity spaces are provided throughout the site with the inclusion of balconies and a rooftop terrace.
Design Priority Areas	
22. The portion of the building which is adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The proposed development incorporates several design features where the property is adjacent to the public realm. Lighting is proposed to be introduced where the proposed development interfaces with the public realm, while landscaping and other elements are proposed at-grade to enhance the pedestrian experience.
23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	The proposed development provides weather protection elements, including enclosed entrances, awnings, and landscaping features throughout the site. Shade trees and plantings have been incorporated at front, rear and sides of the site and will enhance the pedestrian amenity spaces throughout the site. Further, the proposed development does not include curb cuts and only one vehicle access point on Danforth Avenue which ensure the public realm remains continuous, undisrupted, and safe for pedestrians.
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using	The massing and scale of the proposed development will define the streetscape along Churchill Avenue North. The overall development

Policy	Proposed Development
buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	defines the public space through landscaping and fenestration along the streetscape.

The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to the existing neighbourhood character through adaptive reuse of an underutilized site, ensuring the streetscape and public realm are prioritized. The proposed development incorporates a high-quality building design which minimizes impacts to surrounding properties through appropriate transition measures.

4.3 Richmond Road/Westboro Secondary Plan (2009)

The subject site is located within the Richmond Road/Westboro Secondary Plan area, which is bounded on the north by the Ottawa River, on the east by Island Park Drive, on the south by Byron Avenue and on the west by Cleary Avenue. The Secondary Plan area as well as the planning sectors are described on Schedule A (Figure 19). The plan was approved by City Council in July 2009 and is based on the Richmond Road/Westboro Community Design Plan.

The objectives of the plan are to:

- / Encourage infill/intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites
- / Preserve, enhance and add to the green space network that provides access to the Ottawa River and serves local community needs, and,
- / Define the distinct urban character of each sector of Richmond Road.

Principles for intensification include:

- / Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
- / Preserve and enhance the human scale (generally four to six storeys) of the Westboro Village traditional mainstreet, Richmond Road;
- / Achieve compatible infill and intensification by:
 - conforming to the maximum recommended building height ranges for each sector, where buildings higher than six-storeys will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, have deeper lots, or have other natural or manmade separations enabling impacts associated with such development to be mitigated and where lesser heights abutting existing lower rise buildings can be provided; and,
 - conforming to the Richmond Road/Westboro CDP design guidelines respecting built form, setbacks, relationship of the building to the adjacent neighbourhood's character, and other criteria aimed at achieving compatible intensification/ infill development while minimizing impacts on adjacent residential neighbourhoods.

While it appears that the subject site is not located within a specified planning sector as described in Schedule A (Figure 21), those outlines are fluid, not following roads and/or other defining edges. As such, the subject site should be considered within the Westboro Village planning sector. Policies applicable to this planning sector seek to:

- / Reinforce the existing traditional mainstreet character of Westboro Village;

- / Maintain a sense of human scale in Westboro Village by providing for mixed-use buildings, generally in the four- to six-storey range, with a minimum of two-storeys, with buildings located close to the street;
- / Encourage mixed use, including a continuity of ground floor retail/restaurant uses with residential and office uses on the upper floors.

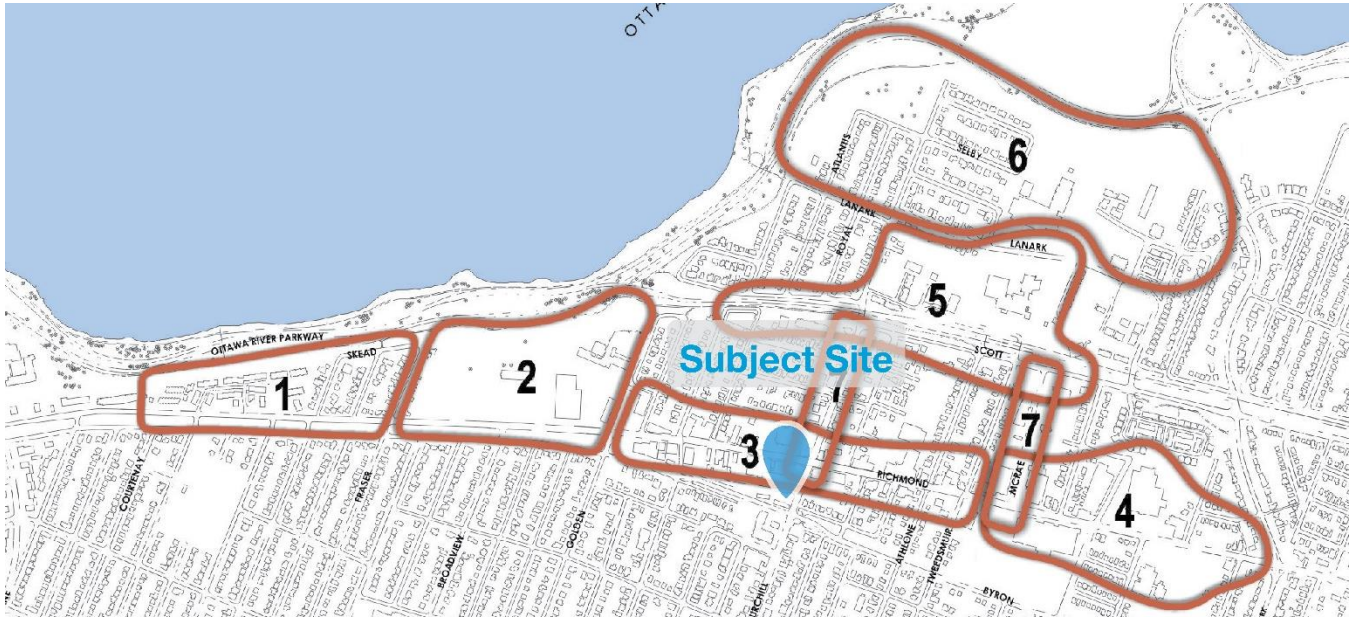


Figure 21: Schedule A, Richmond Road / Westboro Secondary Plan, subject site indicated.

The Richmond Road/Westboro Secondary Plan is supportive of mixed-use development and intensification of underutilized sites and supports building heights between four- and six-storeys at the subject site (Figure 22).



Figure 22: Schedule C2, Maximum Permitted Building Heights, Richmond Road / Westboro Secondary Plan, subject site indicated

Within Westboro Village, intensification is supported, if buildings reinforce a sense of human scale. Buildings in the four to six storey height range are encouraged, however, heights of seven to nine storeys are appropriate where block sizes are large enough and the street network are adequate; this minimizes impacts on nearby low-rise residential neighbourhoods.

4.4 Richmond Road/Westboro Community Design Plan (2007)

The subject site is located within the Richmond Road/Westboro Community Design Plan (CDP) area. This CDP was approved by City Council on July 9, 2007 and seeks to develop a vision for Richmond Road/Westboro as an attractive and viable place for all who shop, work or live in the area. The information in this CDP informed the development of the Richmond Road/Westboro Secondary Plan.

Section 3.2 describes the land uses within the CDP area; the subject site's existing conditions is shown as "Reinforced Village Mainstreet Character" (Figure 23). Further, **Section 3.5** describes the existing zoning applicable to the policy area and describes the area of Westboro Village generally zoned as CN- Neighbourhood Linear Commercial, TM- Traditional Mainstreet, which supports a wide variety of retail, restaurant and community uses, where building heights of 24 metres (or eight storeys) are permitted.

Section 6.0 describes the land use strategy and appropriate building scales within the CDP area. As described on Schedule C2 (Figure 24), the subject site is located within the Neighbourhood Linear Commercial Zone (CN) and is permitted building heights of "8 to 6 storeys". This height does differ from the approved Secondary Plan but does mirror the maximum height currently permitted in the zoning.

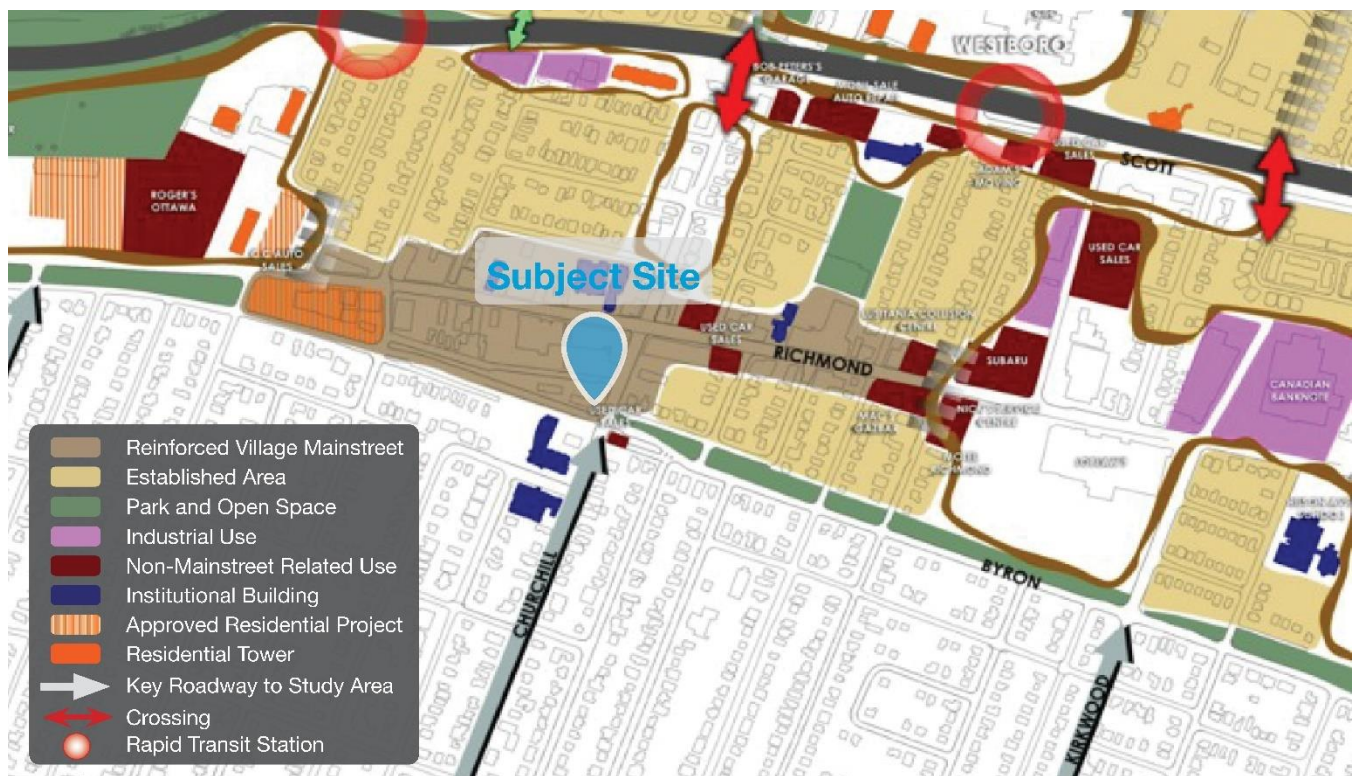


Figure 23: Map 3, Existing Conditions, Richmond Road/Westboro Community Design Plan, subject site indicated

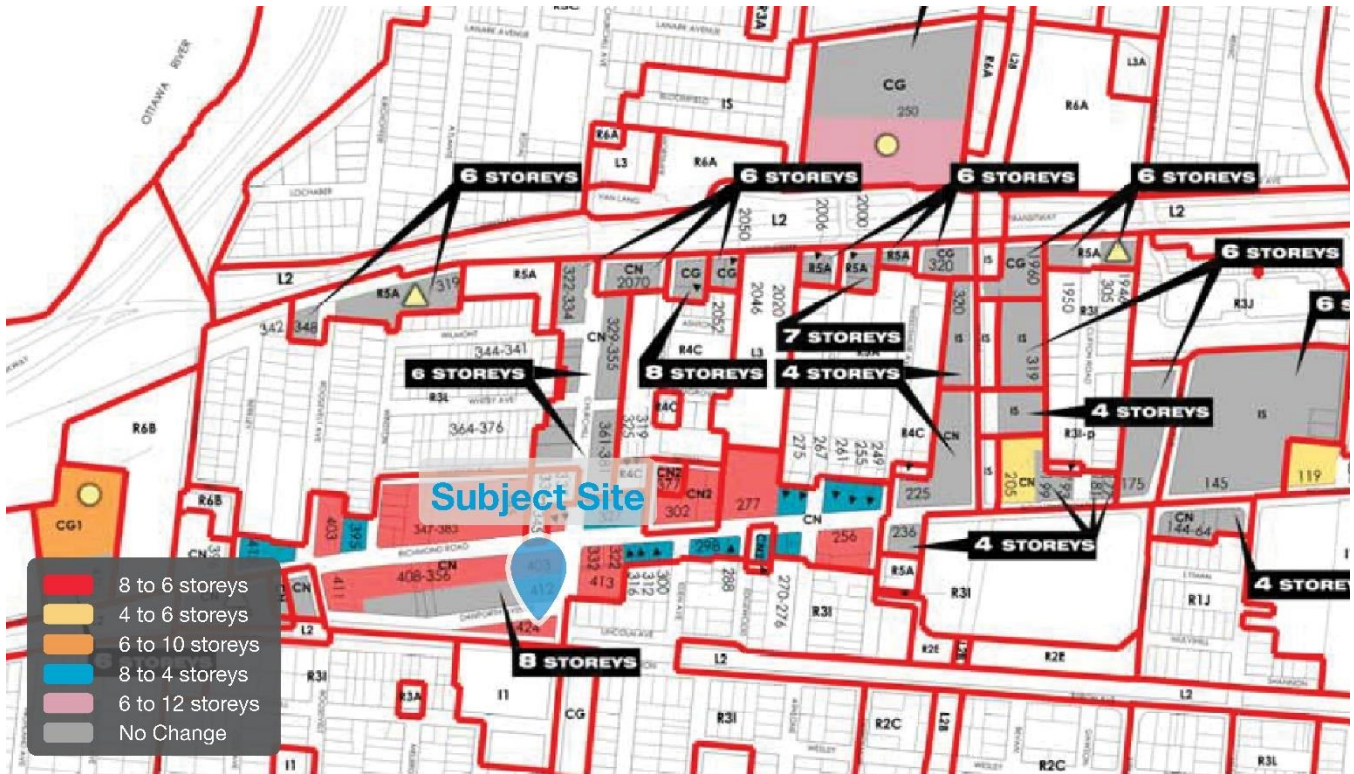


Figure 24: Map 9b, *Proposed Maximum Building Height*, Richmond Road/Westboro Community Design Plan, subject site indicated

The CDP reinforces the theme of promoting mixed uses along Traditional Mainstreets, where building forms will consist of a ground floor commercial use, such as retail or restaurants, and office uses in some areas, and upper floors consisting of residential uses. The CDP refers to the Official Plan policies for maximum building heights for Traditional Mainstreets.

Although the proposed development seeks to add eight (8) storeys on the subject site, it can be argued that it would be a technicality to call it an eight-storey building due to the grade change on Danforth Avenue which conceals the lower storeys from the public realm. This reduces the building's presence on Churchill Avenue North and Byron Avenue. The grade change and building design reduces the presence of the eight storeys on surrounding neighbours.

Looking at the planned context for the area and how it is intended to develop, even with the grade change on Danforth Avenue, the eight-storey building (seven storey profile on Churchill and Byron) is appropriate as it complies with the maximum height of eight storeys as set out in the CDP and Secondary Plan, while providing an adequate transition to the existing low-rise residential neighbourhood. The proposed development also provides for adequate building separation while maintaining an active continuous frontage along Churchill Avenue and Byron Avenue. Overall, the proposed development conforms with the guidelines established in the Richmond Road/Westboro CDP.

4.5 New City of Ottawa Official Plan (anticipated 2022)

Ottawa City Council approved the City's new Official Plan on October 27th, 2021 which was the culmination of a multi-year review process. The final adoption by Council occurred on November 24, 2021. Currently, the final new Official Plan is under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval,

anticipated later in 2022. While the new Official Plan is not yet in force, the policy directions approved by City Council have been reviewed as they relate to the subject site.

Policy directions for the New Official Plan 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.

4.5.1 Inner Urban Transect

The subject site is located within the proposed Inner Urban Transect area, as shown in Schedule B2 (Figure 25). 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 walking distance from home to support the growth of 15-minute neighborhoods.



Figure 25: Schedule B2, Inner Urban Transect, City of Ottawa New Official Plan, subject site indicated.

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 underdeveloped site to increase the density of the subject site, 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 and planned context 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.

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 is in close proximity to transit will provide ample bicycle parking to support active transportation. Access to the two parking levels will be via Danforth Avenue, where movement patterns and safety 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:
 - i. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - ii. 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
 - iii. 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 below-grade accessed via Danforth Avenue and is not visible from the street.

5.2.3.2 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:

- a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;
- b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and
- c) In all cases:
 - i. The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, 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 and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
 - ii. The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

The subject property is within 220 metres of Richmond Road, a Mainstreet with a right-of-way that is narrower than 30 metres. The contemplated eight-storey building is below the permitted height of 9-storeys. While the maximum height in the secondary plan is 6-storey the proposed built form is appropriate based on the proximity to the Mainstreet and context, including unique topography.

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

- 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 construction of an eight-storey building on an underutilized lot that currently contains a two-storey building. Although not within the range for building heights along Minor Corridors and the height designation in the Richmond Road/Westboro Secondary Plan (up to six storeys), the proposed height is consistent with, and provides transition to building heights in the surrounding area. Additionally, the site slopes downward towards the north, which situates the lower two floors partially below grade.

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 the residential units along Churchill Avenue North, a Minor Corridor, as well as on Byron Avenue, an existing Collector Road.

4.5.2 Corridor Designations

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 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 stepbacks where appropriate.

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

- 6.2.1.1** Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:
- a) Generally, a maximum depth of:
 - i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
 - ii. In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;
 - iii. Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and
 - iv. Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;
 - b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and
 - c) Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.

The subject site is within 220 metres of Richmond Road a proposed Mainstreet Corridor and as previously discussed the boundaries in the secondary plan are fluid and it could be argued that the subject property should be redeveloped in alignment with Mainstreet policies.

- 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 stepbacks 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 eight-storey development is of an appropriate height and use for the Corridor and surrounding area. The addition of 58 residential units in an area characterized by low- to mid-rise residential dwellings 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 58 residential units within the eight-storey building in an area where buildings are predominantly mixed-use along the adjacent Traditional Mainstreet. The creation of a residential-only building adds densification and contributes to the cultivation of a 15-minute neighbourhood.

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 an eight-storey residential-only building on the subject site with entrances fronting Churchill Avenue North and Byron Avenue.

4.5.3 Evolving Neighbourhood Overlay

In addition to its designation, the subject site also has an Evolving Neighbourhood overlay applied. The Evolving Neighbourhood 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.

4.5.4 Urban Design

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:

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 4.5.1 and 4.5.2 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 the City's Transit Oriented Development as detailed in Sections 4.7 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 4.5.2 of this Rationale, the proposed development meets all relevant policies within the appropriate Corridor designation. The proposed development frames the street, locating the principal 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 below-grade to the rear of the site, accessible via Danforth Avenue. Parking is located beneath the proposed development to conceal parked vehicles from public view.

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 outdoor amenity space will be provided at the rear of the site, as well as indoor amenity space and fitness centre. In addition, private outdoor amenity space is provided in the form of balconies. These have been designed in accordance with the requirements of the Zoning By-law and considering all four seasons.

- 4.6.6.7** Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
- a) Frame the street block and provide mid-block connections to break up large blocks;
 - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
 - c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
 - d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development is compatible with the Inner Urban Transect polices 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 site as well as interior to the building, and main entrances are located at-grade at the front of the building on Byron Avenue and Churchill Avenue North. Further, the building is constructed of high-quality materials and include large amounts of fenestration that complement the existing building stock in the area.

4.6 Transit Oriented Development Guidelines

The Transit-Oriented Development (TOD) guidelines provide guidance in achieving well-designed and successful Transit-Oriented Development. It contemplates Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment as they can be implemented to create transit-supportive development. Applicable recommendations include:

Land Use

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station **(Guideline 1)**;
- / Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user **(Guideline 2)**.

Built Form

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street **(Guideline 11)**;
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians **(Guideline 14)**;
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing **(Guideline 15)**.

Pedestrians & Cyclists

- / Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians (**Guideline 29**).

The proposed development implements a number of the TOD guidelines. The proposed eight-storey, mid-rise residential apartment building targets the guideline of establishing residential densities close to transit. The transit-supportive land use encourages transit use and transportation network efficiency. By including 50 bicycle parking spaces, the proposed development will attract and generate pedestrian and cycling traffic along Churchill Avenue North, a designated spine route, and Byron Avenue, designated a Multi-Use Pathway.

The proposed entrances have been designed with large, clear, street level windows to help animate the streetscape and provide a sense of security for pedestrians and cyclists. Furthermore, ample bicycle storage is conveniently located within the building's garage accessible via Danforth Avenue, to encourage active transportation.

4.7 Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by Council in 2006 to promote development that will enhance the recognized and planned character of Mainstreets, to achieve high-quality built form along Traditional Mainstreets, and to accommodate a broad range of uses that enables people to shop, live and access amenities. The guidelines are intended to be applied across the City within Traditional Mainstreet designations, with consideration for site-specific context and conditions.

The proposed development responds to the relevant guidelines by:

- / Aligning the streetwall of the building with the existing built form, and with the average setback of the adjacent buildings in order to create a visually continuous streetscape (**Guideline 1**);
- / Providing a front façade with variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk (**Guideline 4**);
- / Creating an attractive public outdoor amenity space at the rear of the building in form of an outdoor plaza (**Guideline 6**);
- / Designing a quality building that is rich in architectural detail and respects the rhythm and pattern of the existing mid-rise buildings on the street, which generally have a setback above the third or fourth storey (**Guideline 8**);
- / Locating active pedestrian-oriented uses at-grade and using clear windows and doors on the façade facing the street so as to be highly transparent, (**Guideline 11**);
- / Setting back the fifth to ninth floor, and the mechanical/amenity penthouse farther back from the street to help achieve a human scale and to allow more light onto the sidewalk (**Guideline 12**);
- / Locating front doors to face the mainstreet and be directly accessible from the public sidewalk (**Guideline 19**); and
- / Locating vehicular access off the side streets (**Guideline 23**).

The proposed development responds to the Urban Design Guidelines for Development along Traditional Mainstreets and represents an attractive design that compliments and enhances the existing streetscape character and the wider Westboro community.

4.8 City of Ottawa Zoning By-law (2008-250)

The subject site is zoned “Traditional Mainstreet” TM H(24) in the City’s Comprehensive Zoning By-law (2008-250), with a maximum height of 24 metres (Figure 26). Traditional Mainstreet zoning is intended to accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings in areas **designated Traditional Mainstreet** in the Official Plan. These areas foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by multiple modes of transportation, while adhering to development standards which ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

The Mature Neighbourhoods Overlay includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. As per Section 140 of the By-Law, the Mature Neighbourhoods Overlay generally regulates development or additions within the front or corner side yard through the completion of a Streetscape Character Analysis. Pursuant to **Section 140 (4a)**, the proposed development is not subject to a Streetscape Character Analysis as it does not include the introduction of a driveway, attached garage, or carport.

Permitted uses in the TM zone include:

- / **apartment dwelling, low rise and mid-rise**
- / bed and breakfast
- / dwelling units
- / group home,
- / home-based business
- / home-based day care
- / retirement home
- / retirement home, converted
- / rooming house

In addition, several non-residential uses are permitted on the site, with office and residential uses are permitted on the entirety of the ground floor.

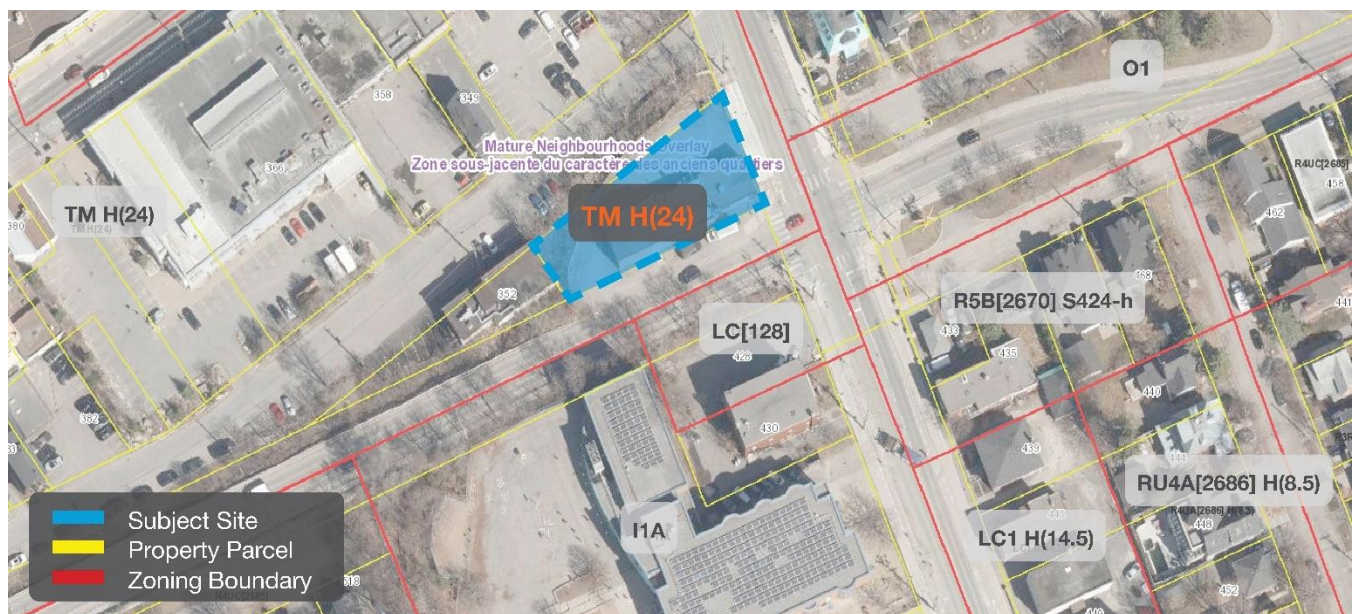
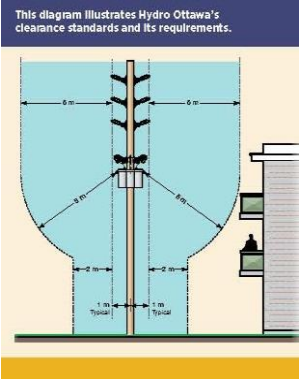


Figure 26: Zoning Map for the subject site and surrounding context

The below table describes detailed zoning provisions applicable to the subject site and indicates the compliance of the proposed development to these provisions.

TM H(24) Zoning Provision	Required	Provided	Compliance
Minimum Lot Area	No minimum	1,009 square metres	Yes
Minimum Lot Width	No minimum	25.34 metres at the front, 14 metres at the rear	Yes
Maximum Front Yard Setback	2 metres, however for any part of a building above 15 metres a minimum front yard setback of 2 metres must be provided	3.4 metres to the nearest property line which is governed by the hydro line setback requirement. Meets the minimum above the 15-metre mark.	No
Minimum Corner Side Yard Setback	3 metres, except for any part of a building above 15 metres for which an additional 2 metre setback must be provided	1 metre (Byron) 0.2 metres (Danforth)	No
Minimum Rear Yard Setback	7.5 metres	7.5 metres	Yes
Maximum Building Height	24 metres Note: where the building height is greater than four-storeys or 15 metres, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line and from the corner side lot line.	27.5 metres 0.5 metre stepback on all sides at the 8 th floor	No
Minimum width of landscaped area	Abutting a residential zone: 3 metres; may be reduced to one metre where a minimum 1.4-metre-high opaque fence is provided	3 metres	Yes
Amenity Area for Mid-Rise Apartment and Mixed-Use Building	Total 6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit	360 m ² provided overall 192 m ² communal (indoor) 168 m ² private (balconies and terraces)	Yes

TM H(24) Zoning Provision	Required	Provided	Compliance
	<p>Communal A minimum of 50% of the required total amenity area shall be communal</p>		
<p>Hydro Setbacks</p>  <p>This diagram illustrates Hydro Ottawa's clearance standards and its requirements.</p>	<p>The subject site is affected by hydro poles located at the northwest corner of the site and a high voltage power line running along the western portion of the site along Churchill Avenue North. A plan of survey will be required to confirm exact implications of hydro poles.</p> <p>Primary hydro poles base requires a setback of 2.0 metres, and from a high voltage power line, the setback may be 5 metres for that portion of the building affected by the line, as shown in the diagram below.</p>	<p>The proposed development is set back 3.4 metres to the nearest property line per Hydro Ottawa's requirements</p>	<p>Yes</p>

The table below describes vehicle and bicycle parking zoning provisions applicable to the subject site and indicates compliance of the proposed development to these provisions.

Provision	Required	Provided	Compliance
<p>Residential Vehicle Parking (Area X, Schedule 1A).</p>	<p>Residential: 0.5 per dwelling unit, less the first 12 dwelling units Total: 21 spaces</p>	<p>26 spaces</p>	<p>Yes</p>
<p>Visitor Parking</p>	<p>0.1 spaces/unit of visitor parking, less the first 12 units to a maximum of 30 visitor spaces Total: 4.2 spaces</p>	<p>5 spaces</p>	<p>Yes</p>
<p>Bicycle Parking</p>	<p>Residential: 0.5/dwelling unit Total: 27 spaces</p>	<p>50 spaces</p>	<p>Yes</p>

Provision	Required	Provided	Compliance
Bicycle Parking Space Dimensions	Horizontal: 0.6m x 1.8m Stacked: 0.37m x 1.8m	Horizontal: 0.6m x 1.8m Stacked: 0.37m x 1.8m	Yes
Bicycle Parking Aisle Dimension	Minimum width: 1.5 metres	1.5 metres	Yes

5.0 Proposed Amendments

5.1 Official Plan Amendment

A site-specific Official Plan Amendment is proposed to the Richmond Road / Westboro Secondary Plan as follows:

- / Amend Schedule C2, Maximum Permitted Building Heights to by revising current maximum permitted building height up to 8 storeys at 424 Churchill Avenue.

It is the professional opinion of Fotenn that the proposed Official Plan Amendment is appropriate and represents good planning. The subject site is subject to the requirement of the Traditional Mainstreet zone which applies to properties designated Traditional Mainstreet in the Official Plan. The policies of this designation generally apply to sites within 200 metres of the mainstreet. In this case the subject site is within 100 metres. Further the Community Design Plan which formed the basis of the Richmond Road / Westboro Secondary Plan indicated that redevelopment on this site could be up to 8 storeys. It was that document the influenced the zoning, which currently permits buildings heights up to 24 metres. The requested increase to 27.5 metres will not allow for any additional storeys, but will factor in the unique topography of site, which due the definition of average grade in the Zoning By-law results in an increase to permitted height in metres, but not in storeys.

The 8-storeys will provide the appropriate transition from the subject site to its surrounding context. The proposed development will provide increased housing types and choices within proximity to transit. Churchill Avenue, Byron Avenue and Danforth Avenue will benefit from an improved pedestrian environment, which will further support use of the existing pedestrian, cycling, and rapid transit network.

5.2 Zoning By-law Amendment

To facilitate the proposed development, relief from the Zoning By-law is requested as follows:

- / **Building Height:** The Zoning By-law allows for a maximum height of 24 metres. Relief is required to increase the height 3.5 metres to 27.5 metres to accommodate the proposed development at eight (8) storeys, noting the variance in height is related to the grade difference on Danforth Avenue and the calculation used for “average grade” in the Zoning By-law.
- / **Front Yard Setback:** The Zoning By-law permits a maximum setback of 2 metres, whereas the current setback is 3.4 metres to the nearest property line. This relief is being requested to meet the hydro line setback requirement governed by Hydro Ottawa. The proposed development meets the setback requirement above the 15-metre mark.
- / **Corner Side Yard Setback:** The Zoning By-law permits a minimum of 3 metres at ground level, and 5 metres above 15 metres in height, whereas the proposed plan is requesting a setback of 1 metre (southern property line – Byron Avenue) and 0.2 metres (northern property line – Danforth Avenue). The is relief is being requested to maximize the width of the site. Due to the hydro line increasing the front yard requirement, reducing the corner yard setbacks facilitates a better building design for this unique site.

6.0 Supporting Studies

The following reports and studies have been prepared in support of the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications.

6.1 Site Servicing and Stormwater Management Report

A Site Servicing and Storm Water Management Study has been prepared by LRL Engineering, dated October 11, 2022, to confirm that the proposed development can be adequately serviced using the existing municipal infrastructure (water, sanitary, and storm) surrounding the site. The findings of this study can be summarized as follows:

- / The anticipated water demands for the proposed site are 0.28 L/s (average day), 2.0 L/s (max day), and 3.01 L/s (peak hour). The boundary conditions received from the City of Ottawa indicate that the existing watermain network can provide the required water demands for the proposed site.
- / The estimated sanitary flow for the proposed development is 280L/p/day, with a residential peaking factor of 3.5 and a total infiltration rate of 0.33L/s/ha. The total anticipated wet wastewater flow is 1.04L/S. The City of Ottawa has indicated that the existing sanitary sewer network near the proposed site can accept the peak wet weather sanitary flow of the proposed development.
- / The allowable stormwater release rate for the proposed site is 10.81 L/s. By controlling only the roof portion of the building up to the 100-year storm event, to a 2-year pre-development level, the remainder of the site could be left uncontrolled.

As a result of the conclusions drawn by the previous points, it is expected that the proposed development can be serviced by the existing municipal services network surrounding the site.

6.2 Geotechnical Report

DST Consulting Engineers has conducted a Geotechnical Investigation of the subject property, dated July 2021, to assess the appropriateness of the proposed eight (8) storey building. The findings and recommendations of the Geotechnical Investigation were considered by the architect and civil engineer in preparing the proposed design. From a geotechnical perspective, the subject site is considered suitable for the proposed eight (8) storey building. The proposed building is expected to be founded on the sound limestone bedrock.

6.3 Wind Analysis

A Pedestrian Level Wind Analysis was prepared by Gradient Wind dated September 16, 2022. The purpose of this report is to investigate the potential impact of pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required. The study concludes the following:

- / All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year.
- / Conditions over surrounding sidewalks, transit stops, and in the vicinity of building access points, are considered acceptable.
- / Calm and acceptable wind conditions are predicted over the common amenity terrace serving the proposed development at Level B1 during the typical use period.

6.4 Noise and Vibration Study

A Noise and Vibration Study was prepared by Gradient Wind dated September 20, 2022. The purpose of this report is to investigate the potential impact of environmental noise and vibration on the proposed development, including a review of existing and future noise and vibration sources as they relate to provincial guidelines and municipal standards. The study has determined that no significant stationary noise impact on the proposed development is anticipated based on the following;

- / Existing stationary noise sources are either small or the direct line of sight between them and the study site is blocked.
- / The highest noise level occurs at the east and south façades of the study building which are nearest and most exposed to Churchill and Byron Avenues and upgraded building components will be required where noise levels exceed 65 dBA.

6.5 Transportation Impact Assessment

A Transportation Impact Assessment was Prepared by Castleglenn Consultants, dated September 16, 2022. This TIA was prepared with respect to the City's Transportation Impact Assessment Guidelines, with the following findings;

- / Study area intersections are currently operating at or above the minimum desirable targets for capacity and there are no prevailing safety concerns, based on historical collision data.
- / The subject site is adequately served by transit, where transit is assumed to be the primary mode of travel, which is consistent with the City's goals and objectives, given the context of the study area.
- / With additional traffic generated by area development and the subject development itself, both the local bus and nearby BRT and LRT, and study area intersections are projected to continue operating acceptably. The proposed development fits well into the context of the surrounding area and it is projected to have a minimal impact on the surrounding transportation network.

6.6 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by Arcadis IBI Group, dated October 14, 2022. The TCR describes all 39 trees identified on site, recording their species, size, and current health condition, including trees on adjacent property whose roots extend onto the subject site. The TCR further evaluates the impact of the trees by the proposed development and what the recommended action is (retain or protect) and provides recommendations on how to mitigate damage to retained trees during construction.

- / There are 34 trees that will need to be removed to facilitate the construction of the proposed building and development and one dead tree within property that will also be removed within the proposed building area.
- / The TCR further provides recommendations to ensure streetscape canopy is retained through tree replacement and installation of Tree Protection Fencing along the western property line to protect four trees on the adjacent property.

6.7 Phase I & II Environmental Site Assessment

Phase I & II Environmental Impact Assessments were prepared by DST Consulting Engineers, dated May, 2021. Based on the results of the Phase II ESA, the presence of confirmed impacts within the groundwater at the monitoring well locations on Site, requires the identified groundwater contamination on site be addressed through the application of a chemical oxidant or reductant into the groundwater.

7.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications to permit a mid-rise, residential building on the subject site 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 an efficient development and land use pattern, accommodating an appropriate range and mix of residential types to meet long-term needs of the municipality, promoting cost-effective development patterns, and supporting multi-modal, active transportation. The proposed development provides a more intensive housing form and type in a location identified for intensification by the municipality.
- / The proposed development **aligns with the current Official Plan**, allowing for greater intensification and the addition of residential density to a target area for intensification by the City of Ottawa by providing an infill development, helping to achieve and implement the growth management policies of Section 2.2 of the Official Plan, while also conforming to the policies for urban design and compatibility by maintaining the streetscape through building design on Churchill Avenue North.
- / Although the proposed development seeks to add eight storeys on the subject site where the Richmond Road/Westboro Secondary Plan permits six, the building should be seen as seven storeys due to the significant grade change on Danforth Avenue which conceals the lower two storeys from the public realm. This grade change greatly reduces the building's presence on Churchill Avenue North and Byron Avenue and **conforms to the general intent of the policies within both Richmond Road/Westboro Community Design Plan and Secondary Plan. The Official Plan Amendment is appropriate** to permit the additional height sought.
- / The proposed development **conforms to the policies within the new City of Ottawa Official Plan** by providing an urban residential built form within the **Inner Urban Transect and Corridor** designation. The proposed development is supported by its proximity to multi-modal transit options and broad range of services and amenities in the area. The proposed development provides a built form consistent with the existing and planned context of the site, within the described building height range and densities supported by the new Official Plan policies.
- / The proposed development **implements several Transit Oriented Development Guidelines**. The proposed eight storey mid-rise residential apartment building establishes a high residential density close to transit while attracting and generating pedestrian and cycling traffic along Churchill Avenue North and Byron Avenue through an increased number of bicycle parking spaces.
- / The proposed development responds to several of the City's **Urban Design Guidelines for Development along Traditional Mainstreets**, showcasing an attractive design that compliments and enhances the existing streetscape character of Westboro.
- / The proposed development has been designed in a manner **which generally conforms to all applicable provisions of the City of Ottawa Zoning By-law**.
- / The **proposed Zoning By-law Amendments are appropriate** in accommodating the development and do not result in undue negative impacts on the subject site or surrounding properties.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.
- / The proposed applications will allow for the **appropriate redevelopment of a underutilized, brownfield site** within an existing 15-minute community.

Sincerely,


Jillian Simpson, M.PL
Planner


Lisa Dalla Rosa, MCIP RPP
Associate