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**FOTENN**



## 703 Churchill Avenue North

Planning Cover Letter  
Application for Minor Variance  
November 15, 2024



Prepared for 703 Churchill Avenue Inc.

Prepared by Fotenn Planning + Design  
420 O'Connor Street  
Ottawa, ON K2P 2H7

November 2024

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November 15, 2024

**Mr. Michel Bellemare**  
Secretary-Treasurer  
Committee of Adjustment  
101 Centrepointe Drive, Fourth Floor  
Ottawa, ON K2G 5K7

**RE: Application for Minor Variance  
703 Churchill Avenue North, Ottawa**

Dear Mr. Bellemare,

Fotenn Consultants Inc. ("Fotenn") has been retained by the owner's representative for 703 Churchill Avenue North, Ottawa, to submit this Minor Variance application to the Committee of Adjustment. The intent of the applications is to seek relief from the minimum required rear-yard setback distance and area to accommodate a low-rise residential use apartment dwelling.

In addition to this cover letter, the following materials have been enclosed in support of this application:

- / Application Form (completed);
- / Site Plan;
- / Building Elevations;
- / Tree Information Report;
- / Application Form;

Sincerely,



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**Timothy Beed, RPP MCIP**  
**Associate**

# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained to prepare this Planning Rationale in support of a Minor Variance application to facilitate the proposed development on the property municipally known as 703 Churchill Avenue North in the City of Ottawa.

The subject site is located at 703 Churchill Avenue North near the corner of Churchill Avenue North and Currell Avenue. The proposed development seeks to construct a low-rise apartment building which includes a mix of studio, one-bedroom, and two-bedroom units.

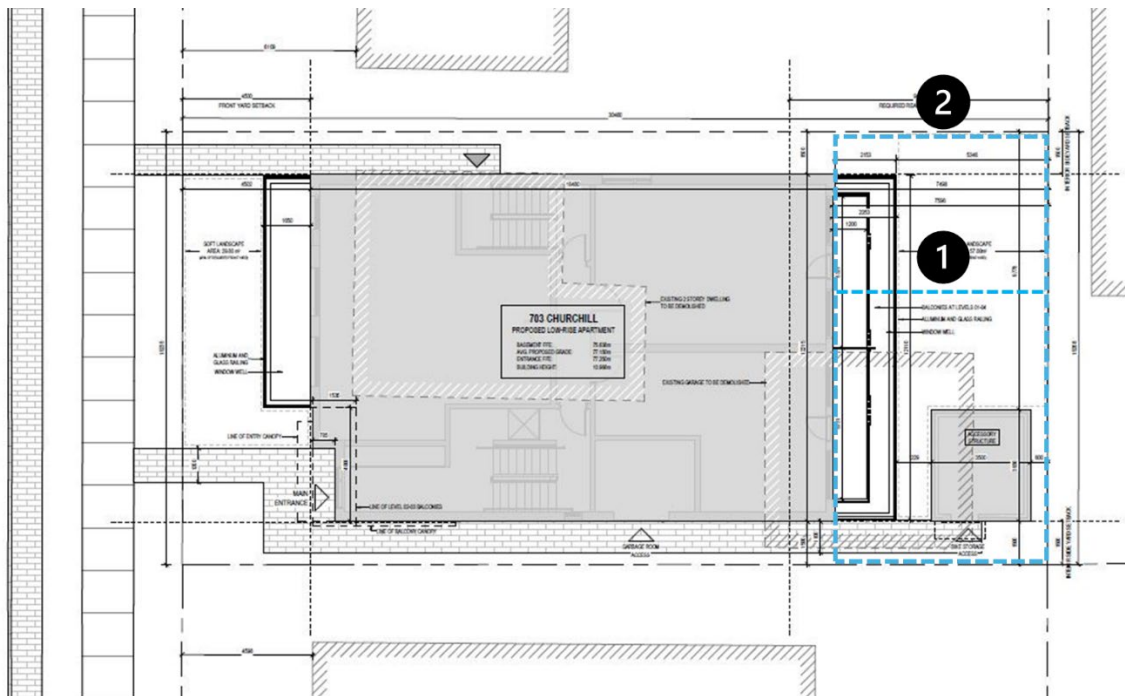
## 1.1 Required Applications

To facilitate the proposed development, a Minor Variance application is being submitted. The Minor Variance application will address the request for a reduced rear-yard setback and area for the proposed new building. All other provisions of the Ottawa Zoning By-law (2008-250) are met.

The property is located within the Residential Fourth Density, Subzone UC (R4UC) zone. While broadly complying with the applicable provisions, in order to proceed with the development, the following minor variances are required:

- / To permit a reduced minimum rear yard setback of 7.49 metres, whereas the By-law requires a minimum rear yard setback of 9.1 metres or 30% of the lot depth (Section 144(3)(a)(iii)) of the City of Ottawa’s Comprehensive Zoning By-law (2008-250); and
- / To permit a reduced minimum rear yard area of 112m<sup>2</sup> (24%), whereas the By-law requires a minimum rear yard area of 116 square metres (25%) (Section 144(3)(a)) of the City of Ottawa’s Comprehensive Zoning By-law (2008-250).

An assessment of these variances in relation to the Four Tests of the *Planning Act* is provided below, following the policy and regulatory overview.





## Subject Site and Surrounding Context

### 2.1 Subject Site



Figure 1 Subject Site Aerial.

The subject site, located in Kitchissippi (Ward 15) in the Westboro neighbourhood of the City of Ottawa, is a rectangular interior lot with a frontage of 15.23 metres on Churchill Avenue North and a depth of 30.48 metres resulting in a total lot area of approximately 468.90 m<sup>2</sup>. The site is currently occupied by a two (2) storey detached dwelling and a one (1) storey detached garage structure at the rear of the property. The existing structures on the property will be demolished to facilitate the proposed redevelopment.

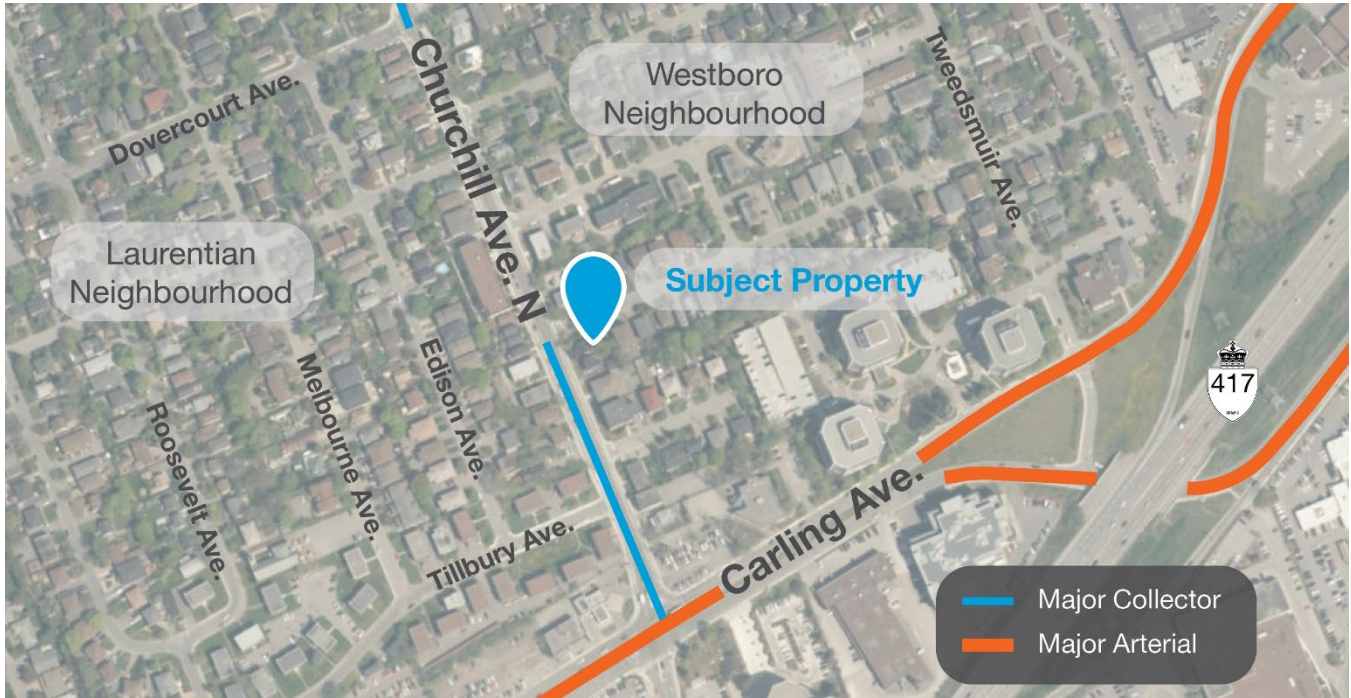


Figure 2: Context map displaying the surrounding urban fabric and key road networks surrounding the subject site.

## 2.2 Surrounding Context

The subject site is located in a neighbourhood generally characterized by low-rise residential buildings, including detached, demi-detached, townhouse, and low-rise apartment dwellings.



Figure 3 Subject Property Existing Condition.





Figure 4 Subject Property Existing Rear-Yard Condition.

**North:** Immediately north of the subject site is a two (2) storey residential dwelling which is located at the corner of Churchill Avenue North and Currell Avenue. The character of the area further north consists of single-detached, semi-detached, and low-rise apartment dwellings.



Figure 5 Churchill Ave at Subject Property looking North.

**East:** East of the subject site are several detached, semi-detached and low-rise apartment dwellings which front onto Currell Avenue and Robin Lane. Further east is the Carling Executive Park which consists of three mid-rise office towers and two above-grade parking garages.

**South:** Immediately south of the subject site are low-rise apartment buildings lining both sides of Churchill Avenue North heading towards Carling Avenue. Further south, at the intersection of Churchill Avenue North and Carling Avenue, are various commercial uses including the Churchill Office Park.





Figure 6 Churchill Ave at Subject Property looking South.

**West:** The area to the west of the subject property, the Laurentian residential neighbourhood is broadly characterized by single-detached, semi-detached, and townhouse dwellings as well as associated institutional uses, including St. Matthews the Apostle Church, the Dovercourt Recreation Centre, and Broadview Public School.

### 2.3 Road Network

The subject site is located along Churchill Avenue North, which is designated a Major Collector road on Schedule C4 - Urban Road Network of the City of Ottawa Official Plan. The site is also located 160 metres from Carling Avenue, which is an east-west Arterial road. Major Collector roads provide access from neighbourhoods to greater travel networks across the city. 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. Sited along Churchill Avenue North and in close proximity to Carling Avenue, the subject site has sufficient access to local and regional travel networks.

### 2.4 Transit Network

The subject site is well-connected with respect to bus rapid transit, cycling, and the pedestrian network. The subject site is located approximately 160 metres from Carling Avenue, which is designated as an at-grade transit route on Schedule C2 - Transit Network – Ultimate of the Official Plan. The subject site also has proximate access to multiple local bus routes with service access from the Iris transfer station to the Tunney's Pasture LRT Station, and the Terrasses de la Chaudière in Gatineau. The subject site is well-served by bus transit networks and is well-connected to the greater regional bus and LRT networks.

## 2.5 Cycling Network

The subject site is well serviced by existing urban cycling infrastructure. Churchill Avenue North contains dedicated, separated bike lanes travelling in both directions. The bike lanes provide connections to other routes, including Carling Avenue to the south and Richmond Road to the north. Churchill Avenue North also provides direct access to a protected bicycle path on Scott Street to the north. This cycling network corridor extends from Stittsville in the west to Thornecliffe Park in the east. The subject property is located along a well-connected route which provides dedicated cycling infrastructure and access to the city-wide cycling network.

## 2.6 Neighbourhood Amenities

The subject property is located in the Westboro neighbourhood on the border of the Laurentian neighbourhood to the west, benefitting from the community services and urban amenities present in the area. The subject site is located close to a variety of retail and commercial amenities, as well as community amenities and access to greenspace. The non-exhaustive list of neighbourhood amenities below illustrates the wide range of uses, and include:

- / A variety of commercial and retail businesses near the intersection of Churchill Avenue North and Carling Avenue;
- / There are three schools in the immediate area: Notre Dame Catholic High School, Nepean High School, and Broadview Public School;
- / Recreational and community facilities include: the Dovercourt Recreation Centre, Hampton Park Recreation Facilities, the Churchill Seniors Recreation Centre, and many other private recreational services;
- / The subject site is close to a variety of parks and greenspace including: Clare Garden Park, Hampton Park, Carlington Park, and Tillbury Park; and,
- / Community Centres such as the Westboro Community Centre located just west of the subject site along Dovercourt Avenue, the Soloway Jewish Community Centre, the Fisher Park Community Centre, and the Alexander Community Centre.

## Proposed Development and Design Brief

### 3.1 Project Overview

The proposed development on the site consists of a low-rise, residential apartment building. To facilitate the construction of the proposed development, the demolition of the existing two-storey residential building and the detached garage structure on the site is required.



Figure 7 Render of Proposed Development (Front Façade).

The proposed low-rise apartment is accessible via the primary front door entrance facing Churchill Avenue North. A side-yard walkway to the north provides access to the building as well, while a side yard access to the south also provides direct access to the bicycle parking in the rear, rear-yard amenity space, and the garbage room entrance.

The proposal includes a total of 234m<sup>2</sup> of amenity space provided through private balconies facing the rear yard and the shared outdoor area at the rear of the property.

The applicable Zoning By-law provisions do not require any vehicular parking for a building of this size, so none are proposed. However, bicycle parking spaces are provided on the site as an alternative mode of transportation.



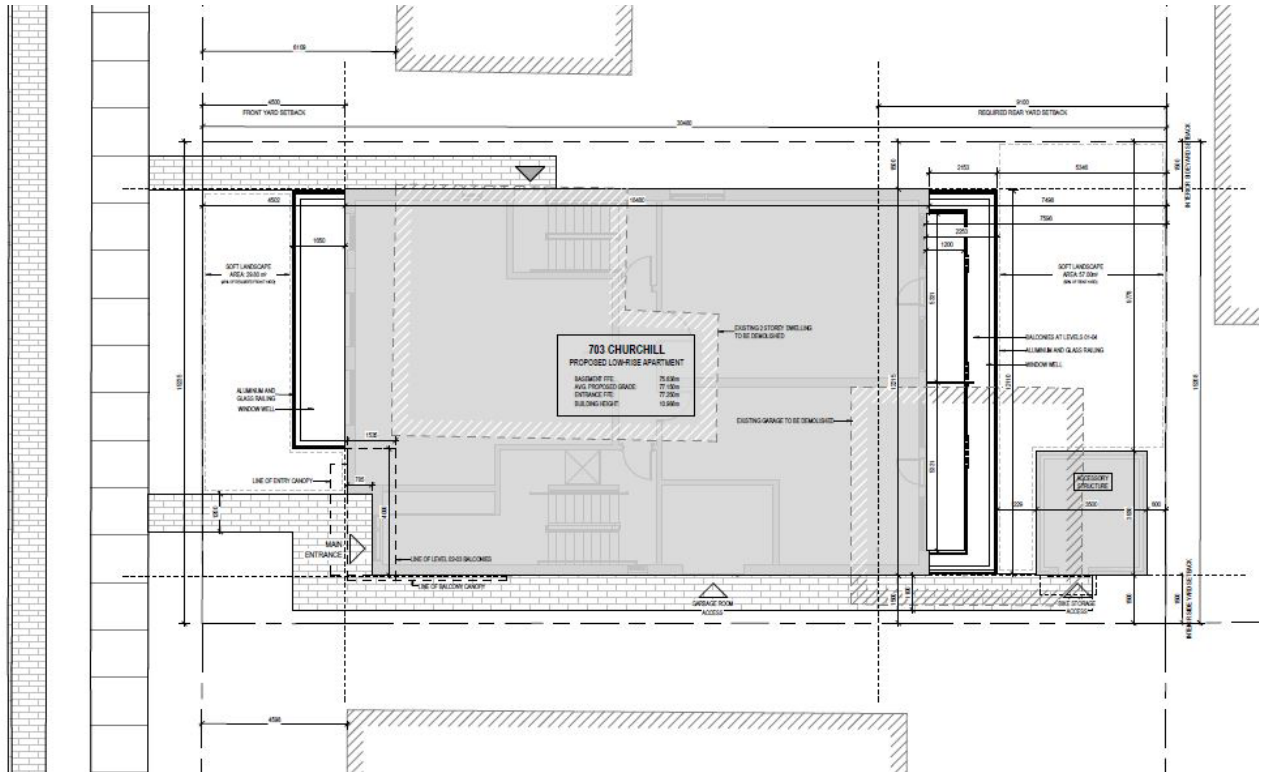


Figure 8: Site Plan of the proposed development.

### 3.2 Design Approach

The proposed development is of a modern design which is representative of the variety of built forms and materiality found along Churchill Avenue North. The building's massing and flat roof design is characteristic of the existing low-rise apartment built-form of the surrounding properties and of the Westboro neighbourhood.

The building height, uniform front-yard setbacks, and roofline articulation of both the proposed development and the surrounding properties help to frame the street while maintaining an appropriate angular plan in relation to the right-of-way, enhancing the public realm and pedestrian experience along Churchill Avenue North.



Figure 9:Proposed Front building elevation.



Figure 10 Rear Elevations.



Figure 11 North elevation.



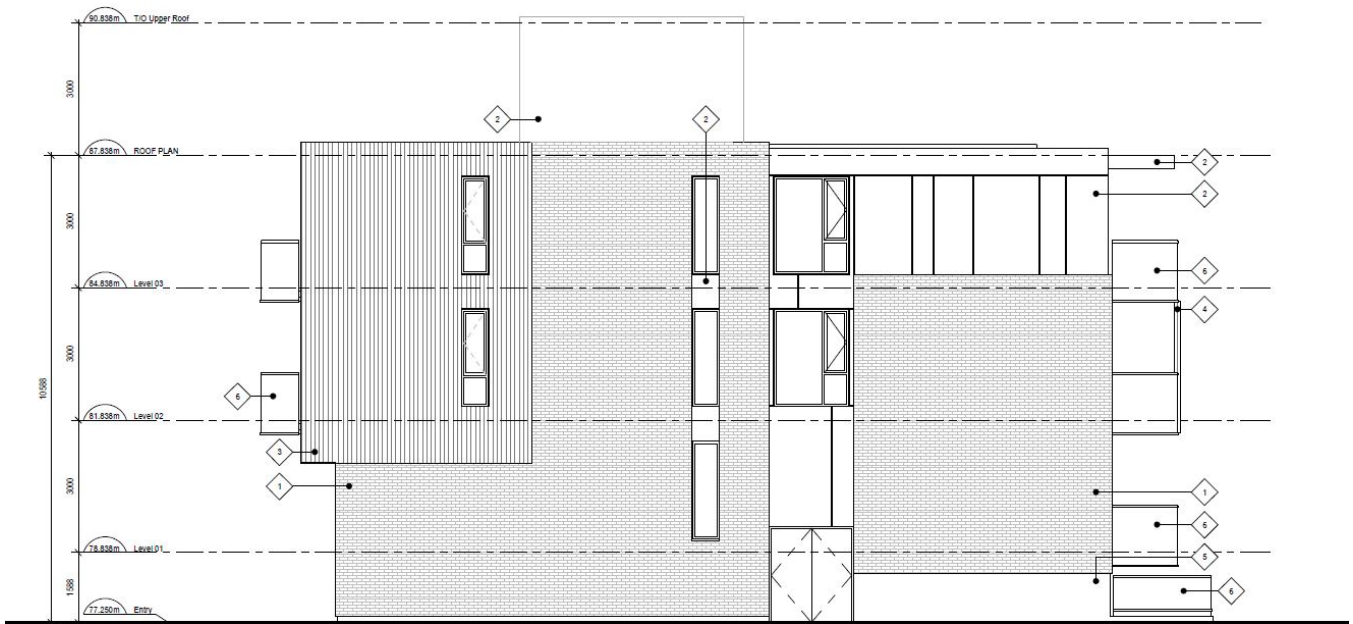


Figure 12 South Elevation.

The proposal positively contributes to the Westboro neighbourhood through thoughtful site design elements and a building aesthetic that integrates with the existing community context. The setback provisions of the Zoning By-law allow for the preservation of existing street trees on the site, helping to create a buffer from the street to the building as well as contributing to the urban tree canopy. The front yard also provides landscaping features.



Figure 13 Rear-facing render.

## 4.0

# The Four Tests of a Minor Variance

In Ontario, a minor variance is a deemed a small variation from the requirements of the applicable zoning by-law. In essence, a minor variance approval is a certificate of permission, as it allows the property owner to obtain a building permit although their property does not comply precisely with performance standards and provisions of the zoning by-law.

Under Section 45(1) of the Planning Act there are four tests a minor variance must meet:

1. Does the application conform to the general intent and purpose of the Official Plan?
2. Does the application conform to the general intent and purpose of the Zoning Bylaw?
3. Is the application minor?
4. Is the variance desirable for the appropriate development or use of the property

These four tests as they apply to the proposal will be addressed in the subsequent and applicable sections of the report below. It is our professional opinion that the proposed development constitutes good planning and meets the four (4) tests outlined in the Planning Act as discussed below.

### 4.1 Does the application conform to the general intent and purpose of the Official Plan?

#### 4.1.1 City of Ottawa Official Plan, 2022

The Official Plan provides guidance for development across the Ottawa region, outlining the how planning over the next 25 years will accommodate the projected population growth. The plan highlights specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas.

The subject property is located within the “Inner Urban Transect” and designated a “Minor Corridor” with the “Evolving Neighbourhood Overlay” applied as shown in Schedule A and B2 of the New Official Plan.

##### 4.1.1.1 Inner Urban Transect Area

The Inner Urban Transect is generally planned for mid- to high-density development, subject to their proximity to transit, their underlying land use designation, and municipal servicing capacity constraints. Section 5.2 sets the policies guiding development under this transect designation. The policies focus on enhancing the pattern of development to reflect the desired urban character, creating walkable and transit-supportive communities, as well as encouraging appropriate ‘missing-middle’ intensification within established neighbourhoods.

##### 4.1.1.2 Minor Corridor

The subject site is located along Churchill Avenue North, which is designated as a Minor Corridor in Schedule B2. The Minor Corridor designation applies to specific streets which are planned for greater densities and are supportive of greater street-level transit service. Specific policies provide direction with on-site massing and the promotion of a variety of land use mixes. The Minor Corridor designation requires a minimum of two (2) storeys and permits a maximum of six (6) storeys, as well as ensuring adequate transitions and relationships to neighbouring properties and the streetscape.

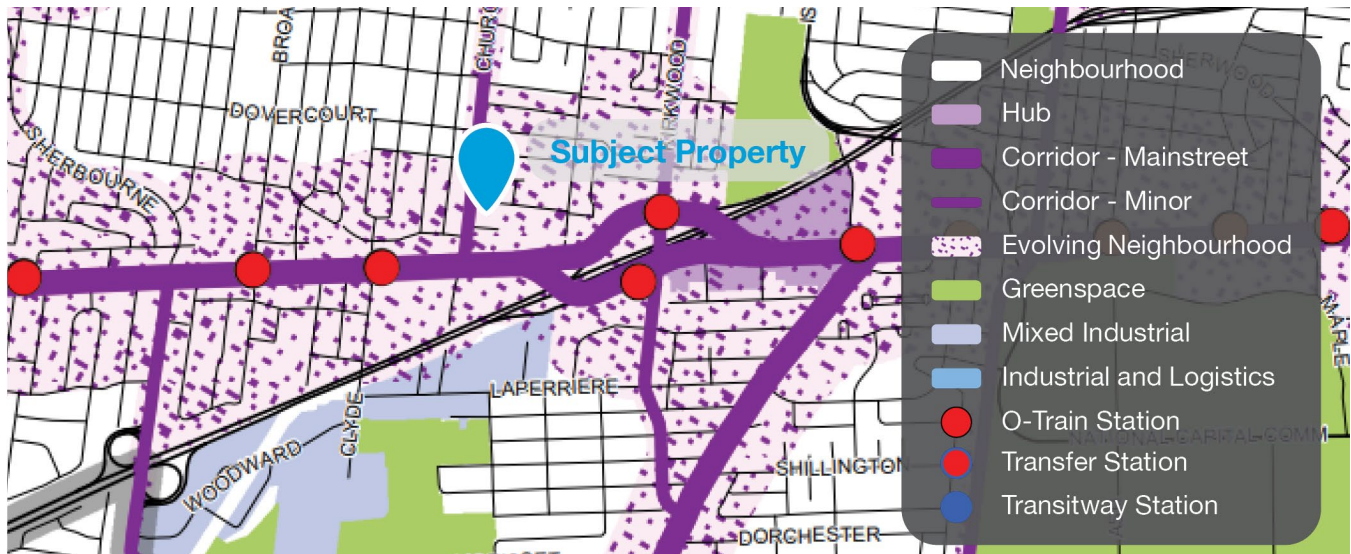


Figure 14: Schedule B2 - Inner Urban Transect - subject site depicted.

- / **The proposed development conforms to the policies of the City of Ottawa’s Official Plan and the applicable land use designations.**
- / **Through proposing a low-rise residential use building with a focus on alternative modes of transportation, the proposed development provides increased density, a mix of housing options, and a compatible built form to the Westboro neighbourhood, aligning with the Inner Urban Transect and Minor Corridor policies.**
- / **The site’s proximity to rapid transit and location on Churchill Avenue North, a Minor Corridor, supports the intensification efforts sought by the proposed development, allowing for multi-modal connectivity to the surrounding area.**
- / **The built form is consistent with that found within the existing and the planned context of the area, in terms of height, street-oriented building massing, and appropriate transitions to neighbouring properties.**

#### 4.1.1.3 Evolving Overlay

The site is also within the Evolving Neighbourhood Overlay. Section 5.6.1 describes how the Overlay will help to guide development near “Hubs” and “Corridors”, with regards to their evolving built form, functional use, and character as they undergo intensification. Intended to provide opportunities to reach the City’s growth management framework for intensification through the Zoning by-law by providing:

- Guidance for a gradual change in character;
  - Allowance for new building forms and typologies, like the missing middle;
  - Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals; and,
  - Provide direction to govern the evaluation of development.
- / **The policies of the Evolving Overlay are supportive of intensification along Corridors which consider the surrounding character and provide for transitions to existing neighborhood areas.**



- / **The proposed development conforms to the policy directions of the Evolving Overlay by providing low-rise missing middle intensification in an established neighborhood, aiding in the evolution of the Churchill Avenue North streetscape.**
- / **The proposed development provides density, unit mix, and a pattern of built form which adheres to policies of the Evolving Overlay and considers its location along a Minor Corridor and within the Inner Urban Transect.**

**4.1.1.4 Urban Design (Official Plan Section 4.6)**

The Official Plan establishes a set of urban design strategies aimed at encouraging excellence in the design of both new developments and the public realm, contributing to the overarching vision of this Plan. Specific policies related to low-rise development highlight context-sensitivity, amenity space provisions, accessibility, and the development’s relationship to the public realm. The Plan’s overall aim of creating 15-minute neighbourhoods is encouraged through the intensification of existing residential areas along Corridors and within Hubs, acknowledging the role of good urban design in making these spaces walkable, inviting, and supportive of growing communities.

The applicable provisions of this plan, as they relate to urban design, are outlined below:

Provision	Response
<b>Section 4.65</b>	
1) <i>Development throughout the City shall demonstrate that the intent of applicable Council-approved plan and design guidelines are met;</i>	<b>The proposed design conforms to the applicable design guidelines, including the <i>Urban Design Guidelines for Low-Rise Infill Housing</i>.</b>
2) <i>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;</i>	<p><b>The preservation of the existing street tree is made possible due to the appropriate front-yard setback, helping to improve the pedestrian experience along Churchill Avenue North.</b></p> <p><b>The mechanical penthouse is integrated into the design of the building, adding articulation to the roofline and contributing to the overall interpretation of the façade from the street.</b></p>
<b>Section 4.6.6</b>	
1) <i>To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines;</i>	<b>Appropriate building heights (low-rise) are proposed in order to minimize the impacts on the surrounding properties.</b>
4) <i>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;</i>	<b>Amenity areas are provided on the subject site in the form of private balconies, a rooftop terrace, and a rear-yard outdoor shared space.</b>
6) <i>Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate.</i>	<p><b>The proposed development provides a low-rise built with architectural and material features complimentary of the local context.</b></p> <p><b>The proposal seeks to improve the front yard interpretation through an at-grade main entrance, several living-room windows, improved front-yard</b></p>

*Buildings shall integrate architecturally to complement the surrounding context.*

**landscaping, and the preservation of the existing street tree, all helping to activate the frontage and enhance the public realm.**

**The small reduction in rear-yard setback and area does not cause any undue adverse impacts considering the building height is well-below the permitted maximum, and rear-yard conditions in the area are that of paved parking, accessory buildings, and ample landscaping.**

- / **The proposed development provides a thoughtfully designed, context-sensitive building, complementing the existing character of the neighbourhood as well as the vision for Churchill Avenue as defined by the City of Ottawa Official Plan.**
- / **The height and massing of the proposed building is appropriate given the surrounding context and its relationship to the street – respectfully framing the public realm.**
- / **Within the development, adequate amenity areas are provided, to support both private space as well as semi-private space provisions.**
- / **The proposal also positively contributes to the pedestrian experience through appropriate setbacks and minimized breaks in the building frontage along Churchill Avenue, allowing for the maintaining of existing street trees.**

#### **4.1.2 Urban Design Guidelines for Low-Rise Infill Housing**

Urban Design Guidelines for Low-rise Infill Housing apply to infill development in the City of Ottawa to help fulfill design strategies as outlined in the Official Plan. These guidelines are intended as a framework for the physical layout, massing, function, and relationship of infill development to their neighbours. These guidelines target those attributes that can guide development in achieving quality design for infill development regarding public streetscapes, landscape, building design, parking and garages, heritage building alterations or additions, and service elements.

In reviewing these Urban Design Guidelines, the following provisions are applicable and have been incorporated into the final design of the proposed development:

##### **Streetscapes**

- / **Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level (Guideline 1.1);**
- / **Reflects the desirable aspects of the established streetscape character (Guideline 1.2);**
- / **Design accessible walkways from private entrances to public sidewalks (Guideline 1.6);**

##### **Landscapes**

- / **Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees (Guideline 2.1);**
- / **Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties and on the infill site. To ensure their survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable (Guideline 2.3);**

## Building Design (Built Form)

### Siting

- / Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street (Guideline 3.1.1);
- / Locate and build infill in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks (Guideline 3.1.2);
- / Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and rooftop decks to respect the privacy of the surrounding homes (Guideline 3.1.4);
- / In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots (Guideline 3.1.5);
- / Avoid the arrangement of units where the front of one dwelling faces the back of another, unless the units in the back row have façades rich in detail, extensive landscaping, and recessed garages if applicable (Guideline 3.1.7);
- / Determine appropriate side and rear separation distances between existing homes and new infill homes/housing blocks to ensure appropriate space for landscaped area and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy (Guideline 3.1.8);
- / Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Limit disruption to an existing neighbourhood pattern of green rear yards caused by reducing required rear yard setbacks (Guideline 3.1.9);
- / Respect the grades and characteristic first-floor heights of the neighbourhood by not artificially raising or lowering grades (Guideline 3.1.11);

### Mass/Height

- / Design infill in a manner that contributes to the quality of the streetscape considers the impacts of scale and mass on the adjacent surrounding homes (Guideline 3.2.1);
- / Where the new development is higher than the existing buildings, create a transition in building heights through the harmonization and manipulation of mass. Add architectural features such as porches and bays, and use materials, colours and textures to visually reduce the height and mass of the new building (Guideline 3.2.3);

### Architectural Style and Facades

- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties (Guideline 3.3.1);
- / Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as: materials, patterns and colours of wall treatments; cornice lines, form of the roofline and chimney area; size, shape, placement, and number of doors and windows; and pattern and location of projections, recesses, and balconies (Guideline 3.3.2);

- / Provide primary building entrances that are inviting and visible from the street (Guideline 3.3.3);
- / Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood (Guideline 3.3.5);
- / Use the past to inform approaches to design; reinterpret local vernacular in a contemporary way (Guideline 3.3.7);
- / Harmonize with the traditional materials of the neighbourhood when in the context of a heritage streetscape (Guideline 3.3.8);

### Service Elements

- / Integrate and screen service elements into the design of the building so that they are not visible from the street (Guideline 6.2); and,
- / Where there is no garage, store garbage, green bins and recycling bins in a rear shed or, if functional space allows, in a small storage space that is within the building but with outdoor access at the side or rear, or outdoors at the side of the building (Guideline 6.3).

The provisions identified in the **Urban Design Guidelines for Low-Rise Infill Housing**, as applicable to this proposal, are conformed to and are represented through the building and site design.

#### 4.1.3 Solid Waste Collection Guidelines for Multi-Unit Residential Development

The proposed development is compliant with all applicable provisions related to waste storage and collection on the subject site.

#### 4.2 Does the application conform to the general intent and purpose of the Zoning Bylaw (City of Ottawa Zoning By-law 2008-250)?

The subject site is zoned Fourth Density Residential, Subzone UC (R4UC) and is also within the Mature Neighbourhood Overlay. The **Residential Fourth Density Zone** is intended to allow for a wide mix of residential building forms ranging from detached to low-rise apartment dwellings, in no case more than four storeys.



Figure 15: Zoning Map - excerpt from GeoOttawa - subject site depicted.



The **Mature Neighbourhood Overlay** is applied to established neighbourhoods in the urban core and inner urban areas of Ottawa. The purpose of the Overlay is to recognize and reflect the existing character of neighbourhoods in new developments. A key consideration of the policies is the **local streetscape character** and how new developments will complement and reinforce the character of adjacent properties 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, Policy 4a., the proposed development is **not subject** to a Streetscape Character Analysis as it does not include the introduction of a driveway, attached garage, carport, or involves a rear addition within the rear and interior side yards.

Table 2 describes the Zoning By-Law provisions and requirements of the Residential Fourth Density, Subzone UC zone as they relate to low-rise apartment dwellings containing nine or more units. The table further provides compliance details as they relate to the proposed development.

Table 1: Zoning Provisions, Requirements, and Compliance for the R4UC zone.

Provision	Required	Provided	Compliance
<b>Minimum Lot Width</b>	15 metres	15.23 metres	Yes
<b>Minimum Lot Area</b>	450 m <sup>2</sup>	468.90 m <sup>2</sup>	Yes
<b>Maximum Building Height</b>	11 metres	11 metres	Yes
<b>Minimum Front Yard Setback</b>	4.5 metres	4.5 metres	Yes
<b>Front Elevation Articulation</b>	20% of the front facade must be recessed an additional 0.6 m from the front setback line, or provide one balcony/porch for every unit that faces the public street	20% of the front facade is recessed an additional 0.6 metres	Yes
<b>Front Façade Window Coverage [S.161(15)]</b>	The front facade must comprise at least 25 per cent windows.	Provided	Yes
<b>Minimum Interior Yard Setback</b>	1.5 metres	1.5 metres	Yes
<b>Minimum Rear Yard Setback and Area</b>	For any lot with a depth greater than 25 metres, a distance equal to 30% of the lot depth.  30.48 m x 30% = 9.1 m  the rear yard must comprise at least 25 percent of the lot area - Area: 461m <sup>2</sup> x 25%=115m <sup>2</sup>	7.49 metres   Area: 464m <sup>2</sup> x 25%= 112m <sup>2</sup>	NO   NO
<b>Landscaped Area</b>	30% of the lot area must be provided as landscaped area	30% of the total area is landscaped	Yes

	50% of the rear yard must be soft landscaped	50% rear yard	Yes
	40% of the front yard must be soft landscaped	40% front yard	Yes
<b>Rear Yard Landscape Buffer</b>	3 metres	5,2 metres to building	Yes
<b>Unit Types</b>	At least 25% of dwelling units must have at least two bedrooms  10 units x 25% = 3 units (2.5)	Four (4) two-bedroom units proposed	Yes
<b>Maximum width of a walkway located in a front yard</b> S. 139 (4) (c) (ii)	In the case of any other residential use building, 1.2 m;	1.2 m	Yes
<b>Principal Entrance Requirement</b> [S.161(15)]	At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street.	Provided	Yes
<b>Permitted Projections</b>			
<b>Permitted Projections above Height Limit</b>	<b>Mechanical / Service / Elevator Penthouse:</b> the maximum height limits do not apply as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely	A mechanical penthouse is provided atop the 3 <sup>th</sup> -storey and is an appropriate height in effectively and safely accommodating its purpose	Yes
<b>Permitted Projections into Required Yards</b>	<b>Covered or uncovered balcony, porch, deck or platform</b>  where the walking surface is not higher than 0.6 m above adjacent grade : in the front yard – the greater of 2m or 50% of the required front yard, but no closer than 1m to a property line;  Permitted to project up to 1.2 m when above the first floor	1.65 metres for the at-grade front yard balconies.  <1.2 metre projection for the front yard balconies  1.2 metre projection for rear balconies	Yes  Yes  Yes

Parking Requirements			
<b>Vehicle Parking Requirement</b>	No off-street motor vehicle parking is required to be provided for the first twelve dwelling units.	None	Yes
<b>Visitor Parking</b>	No visitor parking spaces are required for the first twelve dwelling units on a lot.	None	Yes
<b>Bicycle Parking</b>	0.5 spaces per dwelling unit  0.5 units x 10= 5 spaces	6 spaces provided	Yes

The proposal maintains the intent of the zoning by-law through promoting purpose of the R4 zone which is to allow a wide mix of residential building forms ranging from detached to low-rise apartment dwelling.

Further, the Residential Fourth Density zone is intended to enable a wider range of low-rise, multi-unit infill housing, while respecting compatibility and context sensitive design. Provisions of the R4 zone facilitate building form and typology that constitutes the "missing middle" range of affordable mid-density housing suitable to a wide range of household types, incomes and tenures, as directed by the Official Plan.

The subject property is located within an established community with a tight-knit urban fabric and built form character. The slight reduction in rear-yard setback and area is deemed appropriate given the intent of the proposed re-development plan is to generate modest intensification on the site while proposing a building design and massing that does not overwhelm or place undue burden on the surround community.

In this way, the overarching community character will be retained and respected while also creating a modest yet important level of residential intensification in this community. Furthermore, a scan of the immediately surrounding area indicates rear-yard setback distances are quite variable in this community.

The proposal adheres to the zoning provisions established in all other aspects of the proposed form and function of the building including use, height, front & side setbacks, parking, landscaping, and façade articulation.

Further, throughout the zoning by-law, the proposed 7.49 metre distance for the rear-yard setback is frequently used as the appropriate minimum and considering the contextual conditions of the site, no adverse impacts are expected by the requested 1.5 reduction.

**4.3 Is the application desirable for the appropriate development of the lands in question?**

The Minor Variance to slightly reduce rear-yard setback and area is appropriate as it assists in promoting the ongoing transformation of the area to a more vibrant residential character and provide an appropriately scaled, low-rise building that is compatible with the surroundings, and achieves a high standard of urban design.

The variance facilitates a re-development that promotes a positive interface with the public realm using ample clear glazing, and active entrances along Churchill Avenue North.

It is our professional opinion that the proposed application to permit a low-rise apartment building on the subject property constitutes good planning and is in the public interest:

- / The proposed development is **consistent with the Provincial Policy Statement (2024)** by intensifying an existing built-up urban area which is well serviced by existing municipal infrastructure and improving the mix of housing types and tenures to support the projected housing needs of the future. The proposed development aligns with the Provincial goals and priorities set by the Provincial Policy Statement by efficiently utilizing land resources and providing housing in well-served areas contributing to healthier and more liveable communities.
- / The proposed development **conforms to the policies within the City of Ottawa Official Plan** by providing increased density and intensification along a Minor Corridor and developing an increasingly urban form within the **Inner Urban Transect**. The proposed development's intensity of use and scale is supported by its proximity to transit and existing active transportation infrastructure along Churchill Avenue North. The proposed built form is complimentary to the existing neighbourhood's pattern of development and is **supported by the Urban Designation policies** of the Official Plan.
- / The proposed development conforms to the applicable urban design provisions of the Official Plan, the Urban Design Guidelines for Low-Rise Infill Housing, as well as all other applicable guidelines and plans, through building and site design which emphasizes the streetscape and is respectful of the existing built form of surrounding properties. **The pattern of development along Churchill Avenue North is maintained and enhanced through the careful design of the building and attention to the applicable guidelines.**
- / The proposed development is **compliant with all other applicable provisions of the Fourth Density Residential, Subzone UC (R4UC) zone of the City of Ottawa Zoning By-law.**

#### 4.4 Is the application minor?

The two proposed variances are minor as they propose to reduce the required rear-yard setback by 1.6 metres while still providing a setback of 7.49 metres (a typical rear-yard setback for this building typology throughout Ottawa). The building height of 3-storeys is well below the permitted maximum as established in the Official Plan, and this will also assist in mitigating adverse impacts of the proposed rear-yard setback of shadowing, overlook, and loss of sky-views.

The requested relief will enable compatible intensification of new dwelling units within an established low-rise residential neighbourhood, conforming with strategic direction for managing growth within Ottawa's urban areas. This type of incremental, contextually sensitive, residential intensification capitalizes on existing infrastructure, including public transit routes.

As noted, only two proposed variances are required and they relates solely to the proposed rear yard setback and area while the proposed building height, use, parking, and general massing is fully compliant with all other provisions of the R4UC zone. This includes the required front and side-yard setbacks which provide building separation and liveability and a compatible low-rise building height to minimize overlook, shadowing and other microclimate impacts. This ensures the development will not generate undue adverse impacts on the neighbouring lands or the broader community.

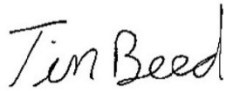


## 5.0 Conclusion

In our professional opinion, the Minor Variances represent good planning and meet the applicable evaluation criteria established in Sections 45 of the Planning Act. The application therefore upholds sound land use planning principles and is in the public interest.

Please contact the undersigned at [saunders@fotenn.com](mailto:saunders@fotenn.com) and [beed@fotenn.com](mailto:beed@fotenn.com) with any questions or requests for additional material.

Sincerely,



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**Timothy Beed, RPP MCIP  
Associate**



**Evan Saunders, M.Pl.  
Planner**