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URBAN DESIGN BRIEF

SITE PLAN CONTROL

SUBJECT SITE: 370 ATHLONE AVENUE



REPORT DATE: JULY 20, 2024

REPORT PREPARED FOR: JERSEY DEVELOPMENTS INC.

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This Urban Design Brief is prepared in support of a Site Plan Control Application for the proposed residential development at 370 Athlone Avenue.

TABLE OF CONTENTS

1.0	PROJECT DESCRIPTION	4
1.1	Design Intent	7
1.2	Project Statistics	7
2.0	DESIGN DIRECTIVES	11
2.1	City Of Ottawa Urban Design Guidelines For Low-Rise Infill Housing	11
2.2	City Of Ottawa: Official Plan (2022) Design Policies	15
2.3	Responses Pre-Application Consultation Comments	17
3.0	SITE, CONTEXT & ANALYSIS	20
3.1	Photographs of Existing Site Conditions and Surrounding Area	20
3.2	Perspective images to and / or from the site.....	24
3.3	Built and Natural Heritage Assets.....	27
3.4	Key uses, Destinations, Spatial Elements.....	28
3.5	Urban Pattern	30
3.6	Characteristics of Adjacent Streets and Public Realm	32
3.7	Mobility Network.....	32
4.0	DESIGN RESEARCH	35
4.1	Similar Developments in the Area Parti diagrams, sketches, and precedent images.	35
4.2	Design Evolution	36
4.3	Massing of the proposed development in the existing context.....	37
5.0	CONCLUSION	40
6.0	LIMITATIONS OF REPORT	41
	APPENDIX A – DESIGN BRIEF TERMS OF REFERENCE FORM	42
	APPENDIX B – SITE PLAN	43
	APPENDIX C – LANDSCAPE PLAN	44
	APPENDIX D – SURVEY	45
	APPENDIX E – HYDRO PLAN	46

APPENDIX F – BUILDING ELEVATIONS..... 47

1.0 PROJECT DESCRIPTION

The proposed development on Athlone Avenue aims to replace an existing 1-storey dwelling and two accessory structures with a modern 3-storey, 16-unit low-rise apartment building. The project features private and communal amenity space through glass guard balconies, indoor and exterior bike storage, landscaped green spaces and integrated paver pathways surrounding the site.

The approach for the exterior design of the facades for 370 Athlone Avenue was to establish a simple colour and material pallet to present an understated but elegant architectural massing and form.

The primary material of the building will be a natural red brick, familiar to the traditional vernacular of many of the homes and buildings in the Westborough Village. The red brick is accented by a contemporary charcoal coloured metal siding and natural wood will be used on the balcony privacy screens and the soffits of the overhangs at the entries. The front entrance will be flanked by textured concrete planters with perennial bushes and ornamental grasses, with natural-coloured pavers forming a walkway to the street.

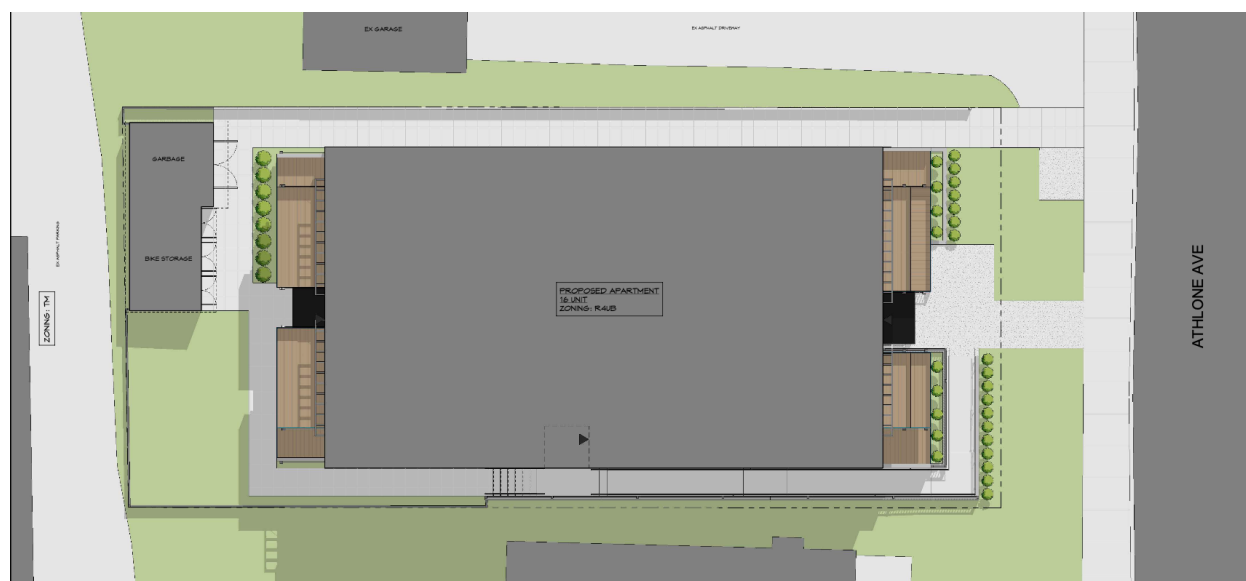


Figure 1: Proposed Site Plan, Colour (Source: Grant Henley Design Group)

The 16-unit building will have a GFA of 936.83 m², with each unit featuring private amenity spaces in the form of balconies along the front and rear façade of the building, adding up to a total of 103.86 m². The outdoor amenity spaces will feature paver walkways on both sides of the building, as well as rear and front yards. Each yard will allocate at least 50% of its area for soft landscaping, including grass, shrubs, or other plantings.

The building will offer two pedestrian-friendly entrances. The main entrance will provide direct access from Athlone Avenue's sidewalk and the side entrance will feature an exterior all-season ramp constructed with pavers, ensuring accessibility and convenience.

The proposed development features no vehicular parking spaces; however, it provides a 1:1 ratio of bicycle parking spaces which ensures a bicycle parking space for each unit and promotes a bike-friendly environment.

The overall development will provide a low-rise residential building that corresponds to the surrounding traditional context of the neighbourhood. Its location accommodates active or public transportation access along Richmond Road and Scott Street. The building will also enhance the streetscape and engage the public realm along Athlone Avenue by providing an attractive, visually interesting façade accessible from the street.

Overall, the development provides a well-designed and appropriately integrated low-rise apartment building that will contribute new rental units to the area.



Figure 2: 3D Rendering of proposed building (Source: Grant Henley Design Group)



Figure X: Aerial 3D rendering of proposed site



Figure X: 3D rendering of rear view of proposed site



Figure 3: 3D rendering Street view of proposed site

1.1 Design Intent

The proposed 3-storey, 16-unit low-rise rental apartment is designed to seamlessly integrate into the neighborhood's existing character, enhancing the urban fabric with compatible infill. Prioritizing accessibility and sustainability, the project features green spaces and promotes active transportation through direct connections to the public realm. Incorporating a variety of materials such as red brick, front-facing balconies, and meticulously designed landscaping, the development enriches the streetscape, ensuring a cohesive aesthetic that elevates the neighborhood's charm.

1.2 Project Statistics

The proposed low-rise apartment building will provide a mix of unit types and add variety of residential type and tenure to the community.

The following table outlines the project statistics:

	370 Athlone Avenue
Site Area	508.17 m ² .
Number of Storeys	3
Proposed Height	10.85 meters
Gross Floor Area	936.83 m ² .
Total resident parking spaces	0 spaces
Total visitor parking spaces	0 spaces
Bicycle parking spaces	Provided: 16 Required: 0.5/unit x 16 units = 8 spaces
Lot Coverage	30 %
Total Units	16
Amenity Area	103.86 m ² .

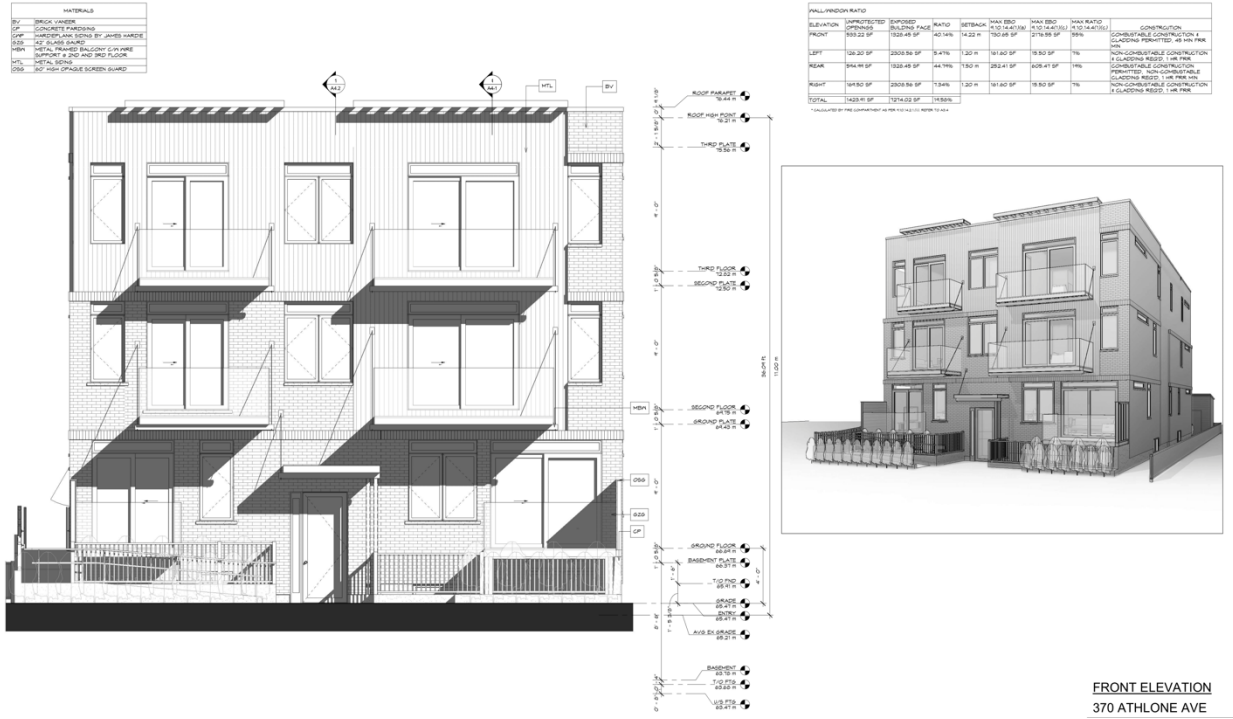


Figure 4: Front Elevation of Proposed Building (Source: Grant Henley Design Group)



Figure 5: Left Elevation of Proposed Building (Source: Grant Henley Design Group)

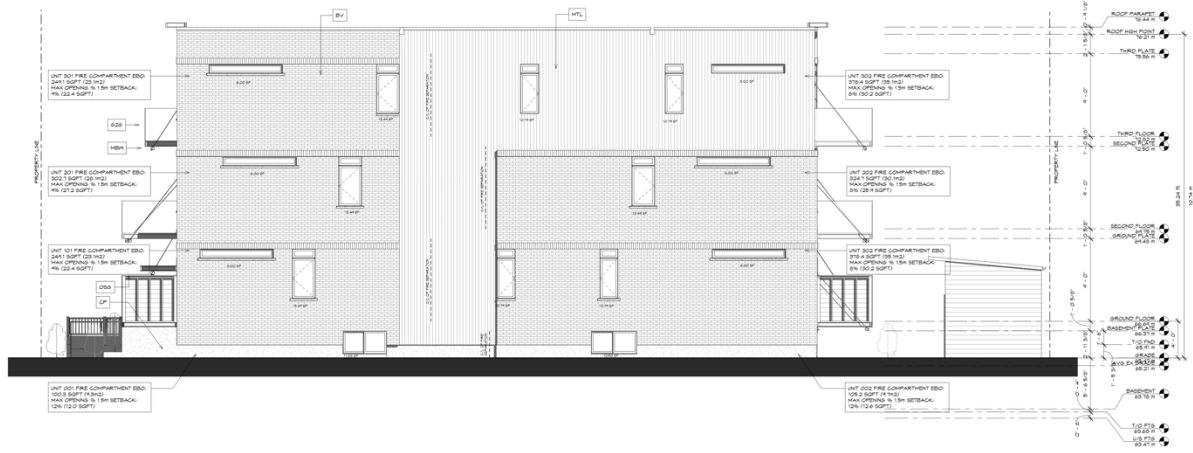


Figure 6: Right Elevation of Proposed Building (Source: Grant Henley Design Group)

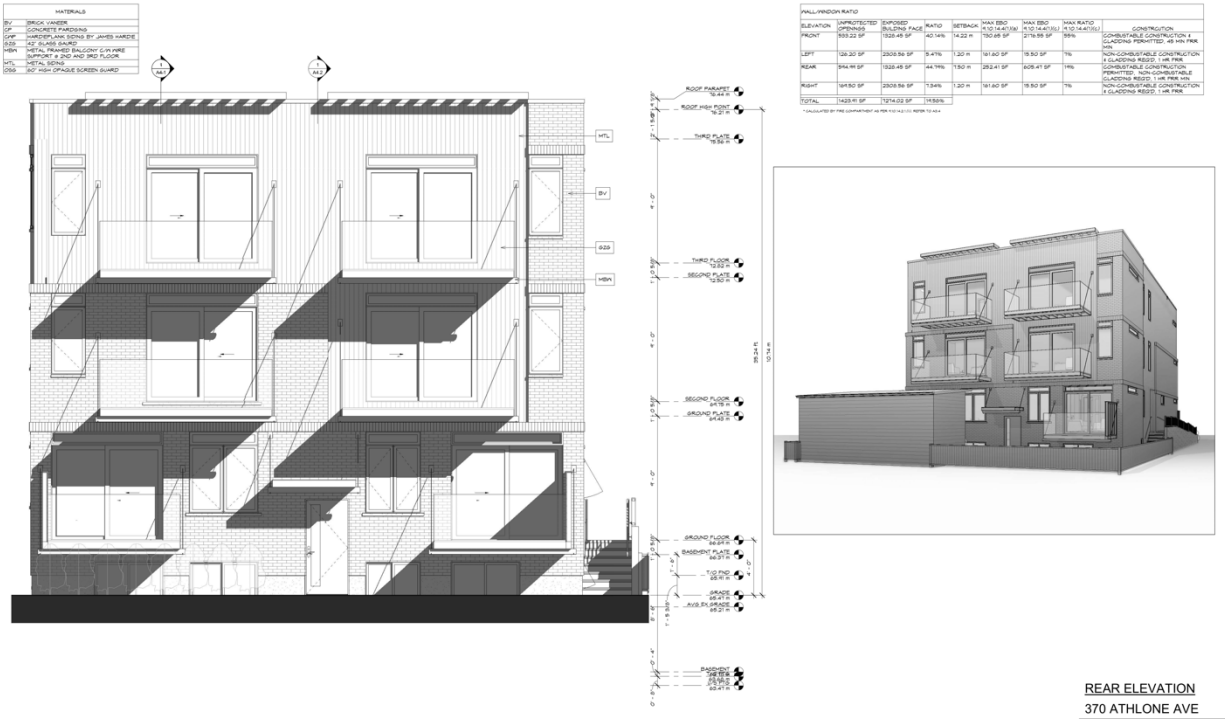


Figure 7: Rear Elevation of Proposed Building (Source: Grant Henley Design Group)

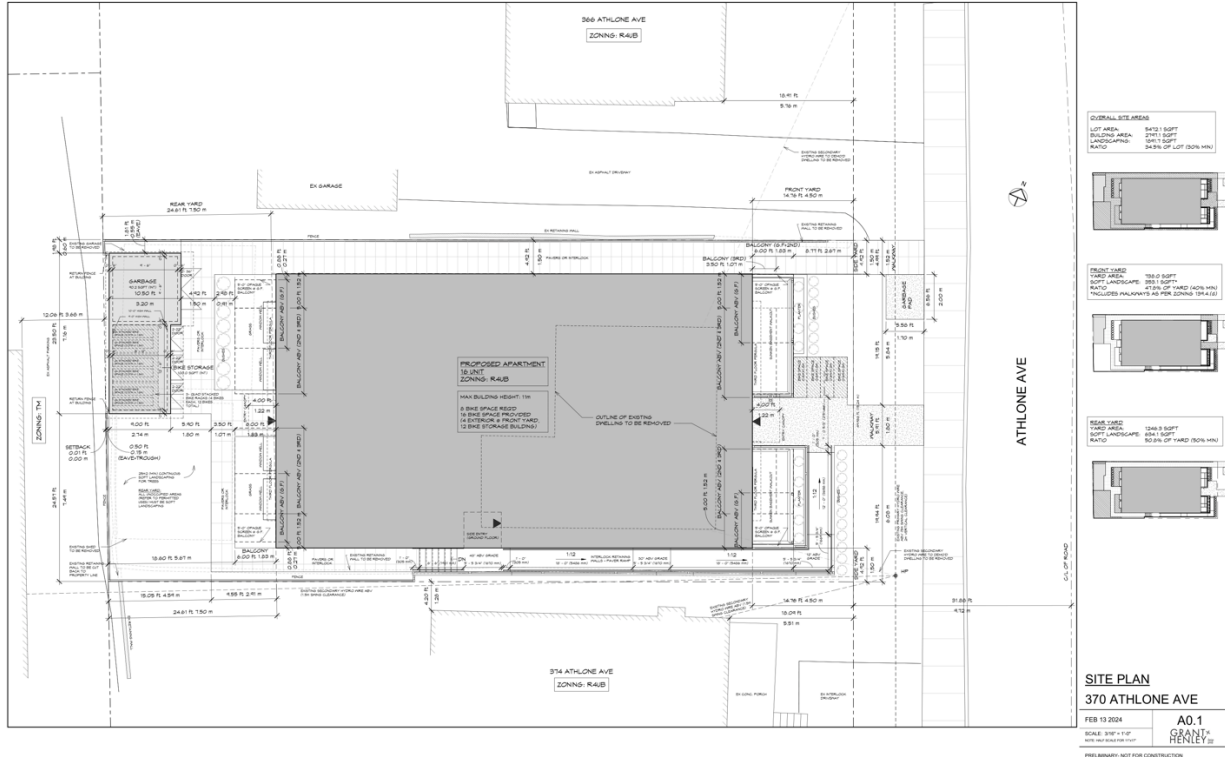


Figure 8: Proposed Site Plan, Colour (Source: Grant Henley Design Group)

2.0 DESIGN DIRECTIVES

2.1 City Of Ottawa Urban Design Guidelines For Low-Rise Infill Housing

Low-Rise infill is considered to be development that is up to four storeys and may occur on vacant lands within built up areas. The Low-Rise Infill Housing Design Guidelines are under review. The following is a review of the currently applicable design guidelines.

The objectives of the new Urban Design Guidelines for Low-Rise Infill Housing are identified below:

- [Enhance streetscapes
- [Protected and expand established landscaping
- [Create a more compact urban form to consume less land and natural resources
- [Achieve a good fit into an existing neighbourhood, respecting its character and its architectural and landscape heritage
- [Provide new housing designs that offer variety, quality, and a sense of identity
- [Emphasize front doors and windows rather than garages
- [Include more soft landscaping and less asphalt in front and rear yards
- [Create at-grade living spaces that promote interaction with the street
- [Incorporate environmental innovation and sustainability

1.0 Streetscapes

1.1	Inviting safe accessible streetscape. Emphasize ground floor. Entries, windows, porches at ground level	Site grading is relatively flat with the main entrance being at slightly above grade. The main entrance is appropriately setback from Athlone Avenue and balconies are located along both facades.
1.2	Reflect desirable aspects of established street character	The proposed built form is low-rise and appropriately sized according to the lot shape, ensuring that the building façade is well-integrated into the streetscape
1.3	Expand network of pedestrian route	The main entrance and other entrances connect to the existing public sidewalk.
1.4	Pedestrian scale and appropriate lighting	The proposed building is human scaled with balconies that address the public realm.
1.5	Preserve and enhance decorative paving	N/A
1.6	Design accessible walkways	The side entrance will provide an exterior accessible ramp for multi-season use.
1.7	Ensure design of private streets look and feel like public streets	N/A

2.0 Landscape

2.1	Landscape the front yard and right of way to emphasize aggregated landscaping.	Front yard setback is consistent with adjacent built form and the front yard contains landscaping.
2.2	Where soft boulevard is limited, identify other areas for tree planting.	Tree planting has been proposed where possible on the site.
2.3	Design building and parking to retain established trees	There are no protected trees on the property or no protected trees adjacent to the property that would be impacted by development
2.4	Provide street trees in shared soil volumes	1 deciduous large tree and 4 small trees are proposed which will account for 35.6% of the canopy cover.
2.5	Plant trees, shrubs, ground cover adjacent to public street	Provided.
2.6	Consider sustainability in species choice for plantings	All street trees are deciduous and will provide shade.
2.7	Enhance separation between private and public space with plantings	Due to the existing overhead wires in the front yard, no medium or large trees are proposed.

3.0 Building Design (Built Form)

Siting		
3.1.1	Ensure new infill animates public space	Front facing balconies and pathways connecting to the public sidewalk enhance the connection with the public realm.
3.1.2	Build to reflect desirable neighbourhood pattern – heights, elevations, entrances	The 3-storey building maintains a consistent height with the other buildings along Athlone Avenue which range from 1 to 3 storeys.
3.1.3	Determining infill lot sizes	N/A
3.1.4	Orient building so amenity spaces do not need sound attenuation	N/A
3.1.5	Match any uniform setbacks	A uniform setback is provided between the proposed building and the adjacent buildings.
3.1.6	Contribute to amenity by addressing open spaces by offering living spaces facing them	Balconies will face the living spaces.
3.1.7	Avoid arrangement where front of a dwelling faces back of another	N/A
3.1.8	Maintain appropriate side and rear separation distances	Setbacks are met.

3.1.9	Maintain rear yard amenity consistent with pattern of neighbourhood	Amenity space is in the rear, behind the built form. Trees are proposed in the front and in the rear.
3.1.10	Permit varied front yard setbacks if it preserves natural features	N/A
3.1.11	Respect grades by not artificially raising or lowering grades	The grading plan aligns the building with existing site levels, featuring precise elevation measurements and a slightly elevated entrance.
3.1.12	Take advantage of solar heat	Glazing has been provided on the south facing elevation which will take advantage of solar heat.
Mass / Height		
3.2.1	Contribute to the quality of the streetscape	The building enhances the streetscape with its contemporary design, varied facade, and step-backs, creating visual interest and a pedestrian-friendly environment. Balconies and large windows add depth and aesthetic appeal, integrating well with the neighborhood.
3.2.2	Where larger infill backs onto lower scale provide buffers	The proposed 10.85m, 3-storey building blends with surrounding 1-storey single detached dwellings by employing facade articulation, varying materials, and landscaping to match their scale and minimize its perceived height.
3.2.3	Where new development is higher, create a transition	Proposed building transitions from 1-storey to a 3-storeys. As the permitted building heights on surrounding lots allow 3 storeys, this is an appropriate transition.
3.2.4	Roof projections to be reduced visually	Not visible
3.2.5	Reduce perceived height	Balconies and horizontal lines reduce the building's perceived height, while ground-level landscaping helps it blend into the surroundings.
3.2.6	Transition in building widths and create visual divisions to approximate width of neighbouring structures	The use of different materials (brick and metal cladding) and the variation in color also help to break up the building's width visually. This creates a more dynamic and less imposing structure.
Architectural Styles and Facades		

3.3.1	Design all sides that face streets with similar quality and detail	All facades are designed in a similar fashion
3.3.2	Respond to established patterns by considering neighbourhood colours, materials, cornice and rooflines	The proposed low-rise apartment building blends seamlessly with the neighborhood and incorporates cool colors, particularly in the dark metal cladding, providing a striking contrast to the warm tones of the brick.
3.3.3	Provide primary building entrances	Primary building will have an accessible entrance slightly above grade level, connected by a public sidewalk
3.3.4	Design infill that is distinguished with different materials, colours, rooflines	Proposed infill is distinguished as part comment above to number 3.3.2
3.3.5	Door heights consistent in the neighbourhood	N/A
3.3.6	Add projections if they are in the neighbourhood	N/A
3.3.7	Interpret historical character in a contemporary approach	N/A
3.3.8	Harmonize traditional materials when in a heritage streetscape	N/A

4.0 Parking and Garages

4.1	Limit area of driveways and parking	No parking is provided on site.
4.2	Where driveways and walkways are close, use different materials	Walkways will be constructed out of paver or interlock.
4.3	Build shared underground parking	N/A
4.4	Provide driveways to detached rear garage or parking areas to maximize dwelling façade and green front yards	No parking is provided on site.
4.5	Where rear lanes exist, provide rear parking	N/A
4.6	Garage and façade be proportional to existing character	N/A
4.7	Limit curb cuts	N/A
4.8	Avoid sloped driveways	N/A
4.9	Front-facing garage be recessed	N/A
4.10	Use permeable paving on narrow lots	N/A

5.0 Heritage Building Alterations and Additions – N/A

6.0 Service Elements

6.1	Integrate and screen service elements into building design	Service elements will be screened and integrated into the building design.
6.2	Make garbage storage hidden	Garbage is located in the rear, in a enclosed accessory building.
6.3	Ensure screening does not interfere with safe movement	Acknowledged
6.4	Avoid air outtakes facing amenity areas	Acknowledged
6.5	Respect safety clearances	Acknowledged
6.6	Group utility boxes	Acknowledged

7.0 Infill on Narrow Lots – N/A

2.2 City Of Ottawa: Official Plan (2022) Design Policies

Section 4 of the City of Ottawa Official Plan contains City-wide policies. Section 4.6, *Urban Design*, contains policies regarding design of built form and the public realm.

The urban design policies outline six (6) distinct goals as follows:

- (1) Promote design excellence in Design Priority Areas;
- (2) Protect views and enhance Scenic Routes including those associated with national symbols;
- (3) Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle;
- (4) Encourage innovative design practices and technologies in site planning and building design;
- (5) Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes; and
- (6) Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

The following policies form Section 4.6 are highlighted that are particularly relevant to the development proposal:

Policy 4.6.5 (3) states that 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 development will include landscaped green spaces and two accessory buildings in the rear yard designated for waste and bike storage. It will also feature paver walkways on both sides of the building, and two pedestrian-friendly entrances, one directly connected to the public sidewalk. Although the project does not include vehicular parking, it provides ample bicycle parking spaces in the rear enclosed structure and spaces in the front located off the walkway. These features improve the attractiveness of the public realm by incorporating a pedestrian accessible design and a bike-friendly environment.

Policy 4.6.5 (4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The development will feature three (3) barrier-free units and an exterior accessible ramp leading to the building's side entrance. In the winter a contracted service will be responsible for the exterior ramp and the pathways leading to the rear garbage disposal of the building. They will utilize shovels, snow blowers, and salt as needed to maintain safe conditions in the winter for all users.

Policy 4.6.6 (6) states that Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development, located in a Neighbourhood within the Inner Urban Transect and part of the Evolving Overlay, maintains a built form and lot-to-structure ratio typical of low-rise rental apartments, thereby preserving the neighborhood's traditional character. With its three-storey design fitting into the planned 2-4 storey height context, the building integrates into the existing streetscape while contributing to urban intensification near Westboro Station and Richmond Road. The development features main entrances slightly above grade and balconies on both the front and rear facades to enhance the building's interaction with the public realm. Moreover, significant soft landscaping throughout the site, including designated areas for tree planting in the rear yard, further enriches its urban design and sustainability initiatives.

In conclusion, the proposed 3-storey development aligns with its urban designation, contributing to urban intensification near a transit station while respecting the area's traditional low-rise character. The site features extensive soft landscaping and designated tree-planting in the rear yard. Multi-season accessible paver walkways on both sides of the building connect to rear enclosed structures for garbage and bike storage. The development includes two entrances, with the main one directly connected to the public sidewalk. The ground-level main

entrance and balconies on the buildings’ front and rear facades enrich the streetscape and promote interaction with the public realm. Accessibility is integrated within the design of the building, with three barrier-free units and an exterior ramp to the side entrance. While vehicular parking is not provided, ample bicycle parking is available.

2.3 Responses Pre-Application Consultation Comments

The following detail the comments regarding Urban Design provided at the pre-application consultation meeting that took place on December 19, 2023.

Site Planning Comments	
<p>Please consider how residents with accessibility needs will move throughout the site, particularly the garbage room. Currently the proposal requires them to move along the entire perimeter of the site and winter conditions add an additional challenge. Please explore options to either include a lift so that a side ramp isn’t required or consider a heating system and robust maintenance plan to maintain the ramp in the wintertime.</p>	<p>It is acknowledged that the path of travel for those using the ramp is a bit longer than other paths of travel to reach the garbage enclosure, however we do not see this as problematic as it does not add significant time for the task. As for winter conditions, there will be a contracted service that will be responsible for all paths of movement and will utilize shovels, snow blowers, and salt as needed to maintain safe conditions in the winter for all users.</p>
<p>Please ensure that the site plan in future submissions show existing site conditions on and adjacent to the property. There are hydro wires on the north side and some traffic signs on the front. You’ll need to demonstrate you have 5m of clearance from the balconies and building to those wires.</p>	<p>The plan submitted in the architectural package and in Appendix E, demonstrate that there is sufficient clearance from the hydro wires.</p>
<p>In the R4UB zoning, provision 15(g)(h) speaks to additional façade recession from the front setback line. However, provision 15(j) does not require additional recession if balconies are present. If there is enough clearance to allow for balconies, then additional façade recession is not required.</p>	<p>Acknowledged. Balconies remain proposed on both facades.</p>

<p>There is concern for the rear balcony immediately across from the garbage room and it is recommended that this balcony be removed. Noise and smell would have a negative impact on this amenity space given that it is less than 1.5m away.</p>	<p>The garbage and recycling accessory structure is entirely enclosed and it is not recommended to remove a private amenity component for a potential infrequent concern, that if it arises, that could be resolved with internal odour control options. If the tenant desires, they can incorporate screening on the balcony rails.</p>
<p>It is suggested to use building materials found in the neighbourhood. Red brick and lighter tone paneling can be found along the street. It would be recommended to incorporate some colour variation to break the building up.</p>	<p>The development proposes incorporating red brick veneer and hardieplank siding to reflect the neighborhood's aesthetic. Concrete parking and metal siding will complement these choices, ensuring durability and contemporary appeal. Introducing color variation through the high opaque screen guard and possibly metal framed balconies can effectively break up the building's facade, harmonizing with the existing streetscape while adding visual interest</p>
<p>The site is constrained but the City is looking for opportunities for tree plantings. It appears that in the rear yard you have room for one tree but the front is constrained. A landscape plan completed by a landscape architect will be required for a complete submission, your consultant could provide recommendations on appropriate tree varieties and maximizing your landscape area given soil volume and conditions.</p>	<p>The landscaped plan is attached in Appendix B, it proposes 1 deciduous large tree and 4 small trees which will account for 35.6% of the canopy cover.</p>
Process Comments	
<p>A Design Brief is required and a discussion on requested variances (if applicable) as they relate to the building façade or rear yard conditions.</p>	<p>Graphics provided as much as possible in addition to the required textual content.</p>

<p>b. Other than the plans and studies identified by staff, Urban Design requires the following plans and studies for a complete submission (OPA):</p> <ul style="list-style-type: none">i. Design Brief – TOR attached.iii. Site Plan.iv. Landscape Plan.v. Building Elevations.	<ul style="list-style-type: none">- Design Brief provided (this document)- Site Plan (provided)- Landscape Plan (provided)- Elevations (provided)- Landscape Plan (provided)
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3.0 SITE, CONTEXT & ANALYSIS

3.1 Photographs of Existing Site Conditions and Surrounding Area



Figure 9: Aerial View of Subject Site (Source: Google Earth)



Figure 10: Site Conditions (Source: Google Maps)



Figure 11: Site Conditions (Source: Google Maps)



Figure 12: View along North side of Althone (Source: Google Maps)



Figure 13: View along South side of Althone (Source: Google Maps)

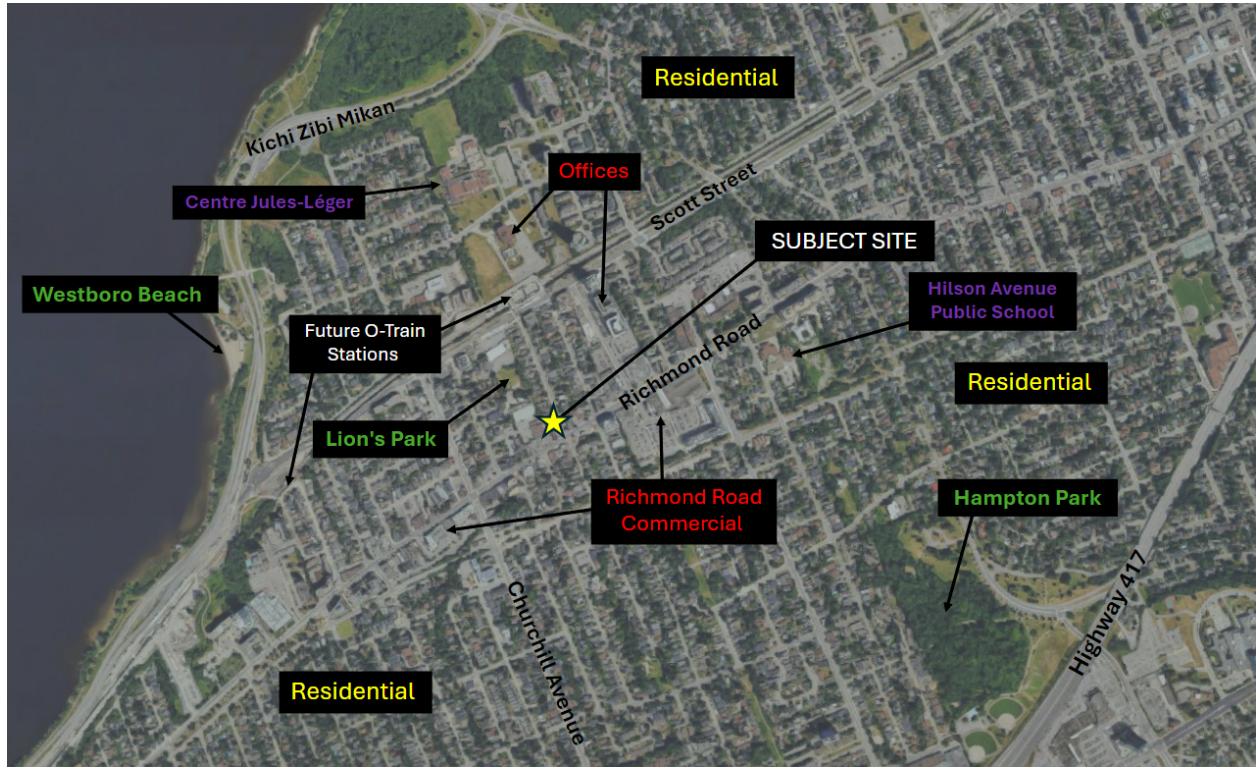


Figure 14: Context Aerial Map



Figure 15: Immediate Context Overview Map

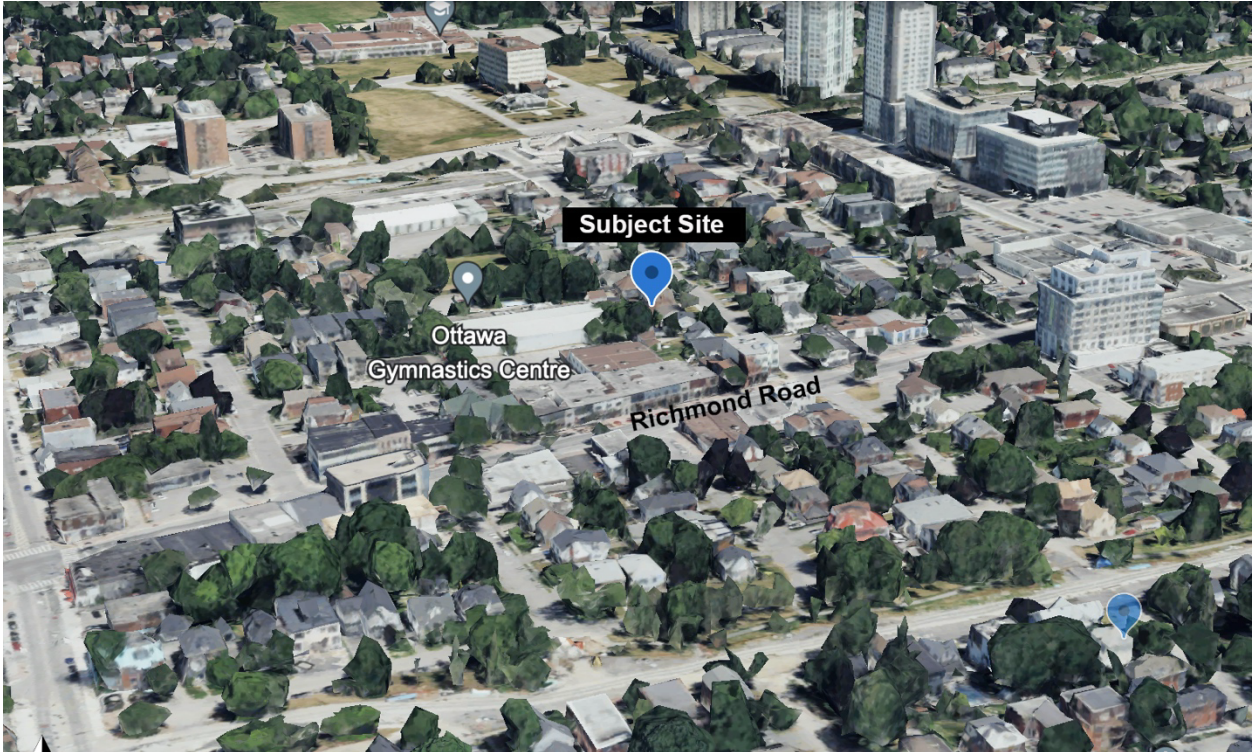


Figure 16: Map showing context surrounding subject site

3.2 Perspective images to and / or from the site.

The following are some perspective images to and from the subject site from the abutting frontages.



Figure 17: Photo 1: View looking northeast along Scott Street (Source: Google Maps)



Figure 18: Photo 2: View looking southwest along Scott Street (Source: Google Maps)

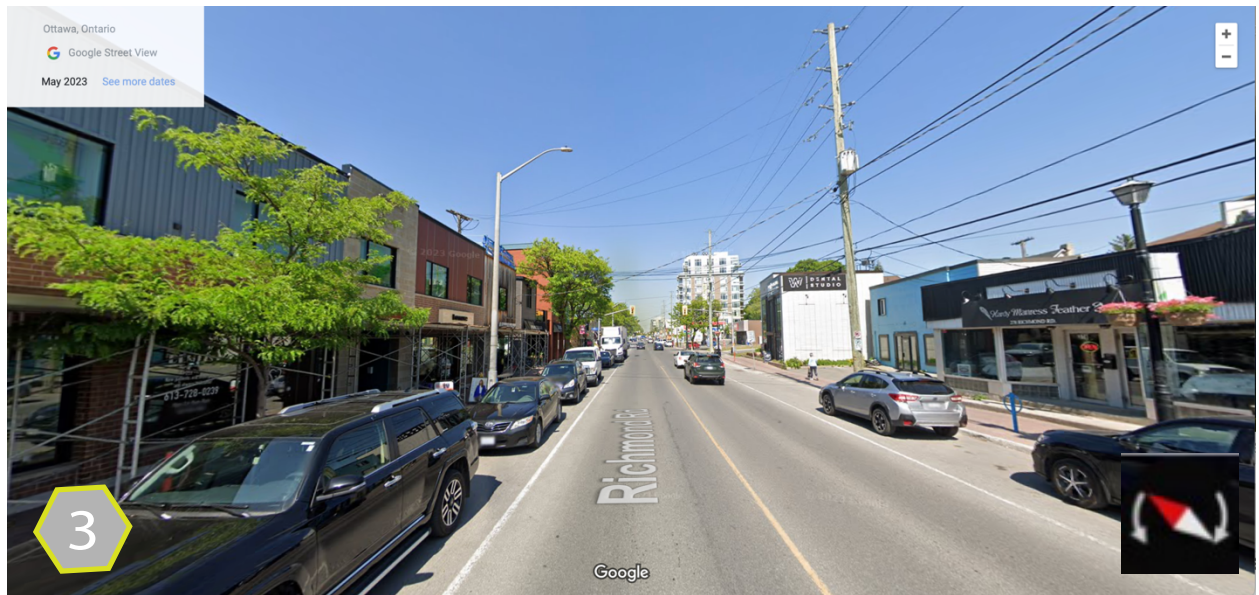


Figure 19: Photo 3: View looking north along Richmond Road (Source: Google Maps)



Figure 20: Photo 4: View looking northwest along Athlone Avenue (Source: Google Maps)



Figure 21: Photo 4: View looking southeast along Richmond Road (Source: Google Maps)



Figure 22: View reference Map (Source: Google Earth).

3.3 Built and Natural Heritage Assets

In terms of built heritage assets, there are two properties located in proximity to the subject site. West of the site is the Former Skead's Mills Methodist Church located at 307 Richmond Road, which is an individually designated property approximately 210 meters from the subject site. The 19th-century stone village church has Gothic features and serves as a historic landmark in Ottawa's west end reflecting the early development of Westboro. Located 350 meters southwest of the site is 366 Winona Avenue, which is a non-designated property with a vernacular style-built c.1910. The property is currently used as a detached residential house. The proposed development will not negatively impact the existing built heritage assets within the surrounding area.



Figure 23: Map identifying built and natural heritage assets

3.4 Key uses, Destinations, Spatial Elements

The key spatial elements that make the site a viable area for development are its alignment with the area context and planned policies, especially considering the site's flat character with no significant grade changes. Entry to the site can be accessed from the south via Scott Street or from the north via Richmond Road, providing convenient access points. The proposed three-storey multi-unit building will be complemented by the nearby greenspace provided by Lion's Park, enhancing the living environment. The site will primarily serve residential purposes, integrating seamlessly with the existing building heights and massing in the area. Additionally, the main entrance from the public sidewalk on Athlone Avenue will create a sense of destination for residents and visitors. The proposed 3-storey building, with a height of 10.85 meters, will fit well within the community, aligning with the existing building heights on Athlone Avenue, which range from 1 to 3 storeys.

Richmond Road is a commercial mainstreet that contains a mix of residential and commercial uses that provide amenities to the local neighbourhood. Churchill Avenue north just south of Scott Street contains a variety of health-related services (symbol is red cross on map below). The black crosses indicate a variety of nearby institutional uses. Just west of the subject property, there are indoor recreation opportunities such as the old Granite Curling Club of West Ottawa and Churchill Recreational Centre and Ottawa Gymnastics Centre. Nearby outdoor recreation opportunities include Lion's Park, to the West within very close proximity to

the subject property, Toy Duncan Park, Winston Square, Iona Park, Westboro Beach and the Byron Linear Tramway Park.



Figure 24: Key uses, destinations and spatial elements including site constraints (Source: Google Earth).



Figure 25 : Map showing nearby commercial mainstreet, indoor and outdoor recreation, institutional and services

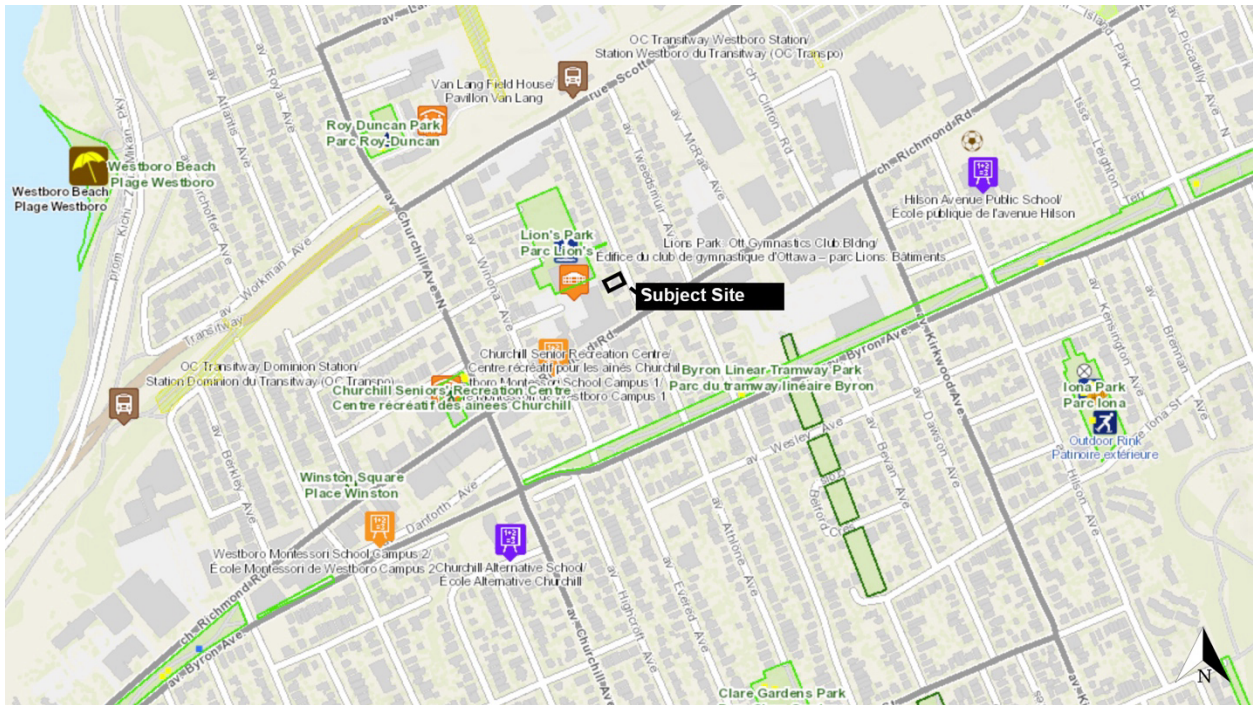


Figure 26: Map showing nearby parks, community and social services

3.5 Urban Pattern

Located at 370 Athlone Avenue in Ottawa's inner urban area within the Westboro neighborhood, the subject site enjoys a prime location with frontage on Athlone Avenue to the west and is positioned just north of Richmond Road.

The subject site is flat with no significant changes in grade and is similar in size to other properties along Athlone Avenue on the north side of Richmond Road, maintaining consistency within the neighborhood's architectural fabric. Athlone Avenue is a two-lane local road with a sidewalk on the west side of the street.

The surrounding area features a mix of residential and commercial developments. To the south and north of the site are single-storey dwellings, while to the west lies a commercial site with multiple tenancies. Across Athlone Avenue to the east, the landscape includes a two-storey detached residential building and two three-storey multi-unit apartment buildings, contributing to the diverse urban fabric of the neighborhood.

Richmond Road is the Westboro mainstreet corridors, which is the spine of the area providing a range of commercial, institutional, community services and amenities. The urban pattern is one of connected streets in a grid format providing connectivity and close pedestrian access from the residential uses to the Richmond Road commercial mainstreet. Very few streets end in a cul-de-sac form (which don't provide good connectivity from a pedestrian and cycling

perspective) and in addition to the streets are a network of trails (as noted along Scott Street, the Byron Linear Tramway Park and along the water).



Figure 27: Map showing urban pattern (Source: GeoOttawa).



Figure 28: Map showing designated street pattern surrounding the subject site.

3.6 Characteristics of Adjacent Streets and Public Realm

The character of adjacent streets west and east of the site, such as Tweedsmuir Avenue and Winona Avenue, is typical of local residential roads featuring a mix of older homes, renovated properties, and new developments. These tree-lined streets provide a suburban feel with varied setbacks and sidewalks on one side of the street.

Richmond Road, a Mainstreet Corridor located 45 meters south of the site, has sidewalks on both sides. Setbacks along Richmond Road are typically small, encouraging pedestrian engagement with various amenities including retail, commercial, and restaurants.

Scott Street, located to the north of the site, is characterized by a mix of residential apartment complexes and commercial properties. Scott Street accommodates multiple travel modes with a designated multi-use pathway, a separated bicycle lane, and the Westboro bus station, and is undergoing transformation to accommodate the O-Train.

3.7 Mobility Network

The site is situated between Richmond Road to the south, Scott Street to the north, Tweedsmuir Avenue to the west, and Winona Avenue to the east. Both Richmond Road and

Scott Street serve as major thoroughfares, traversing through various neighborhoods and providing crucial vehicular connections to other collector roads, arterial roads, and Highway 417.

In terms of public transportation access, the site benefits from its proximity to key transit services. It is within 140 meters of Frequent Bus Route 11, which links Lincoln Fields Station in the west to Parliament Station downtown, ensuring regular and convenient bus service. Additionally, Westboro Station is located approximately 400 meters away. This station serves multiple bus routes and is undergoing transformation to accommodate the O-Train, enhancing connectivity to both local and regional destinations.

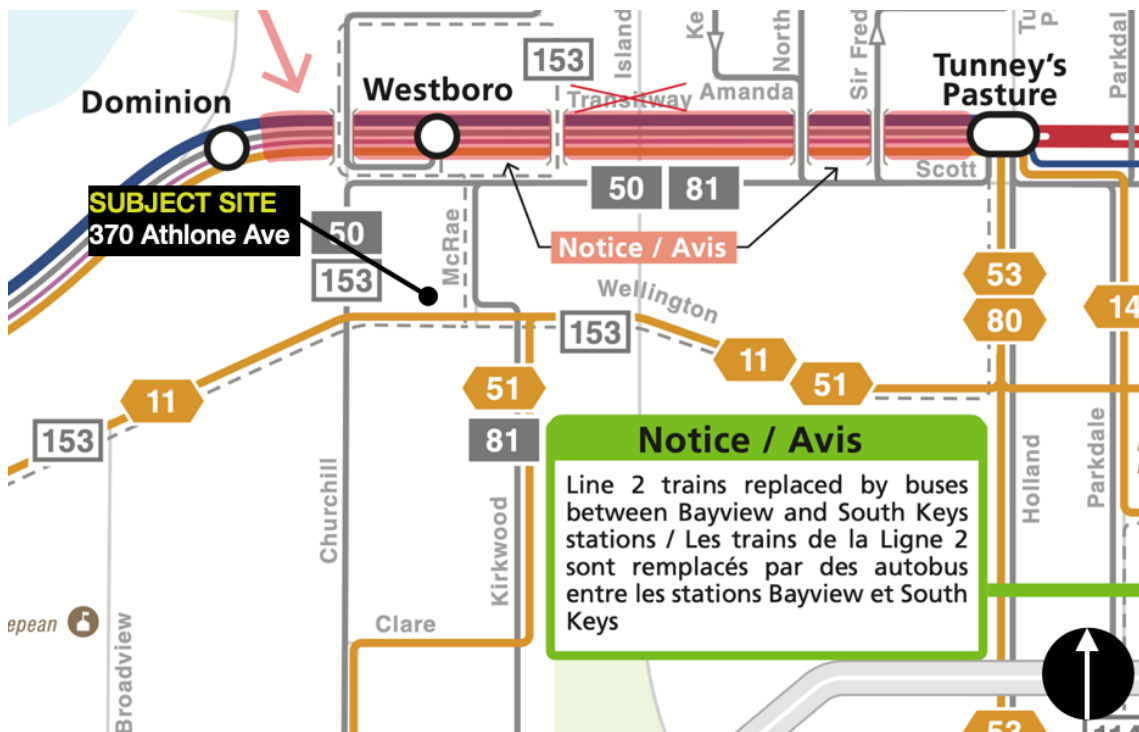


Figure 29: Extract of OC Transpo Route Map (Source: OC Transpo)

Pedestrian and Cycling Network

Athlone Avenue is a two-lane local road with a sidewalk on the west side of the street. Richmond Road is located south of the site and Scott Street is located to the north, both of which are considered walkable streets. Richmond Road features sidewalks on both sides, while Scott Street offers a dedicated multi-use pathway.

Additionally, the area surrounding the subject site supports active transportation with a comprehensive network of interconnected bike lanes, multi-use pathways, and NCC pathways, clearly illustrated on the cycling map from GeoOttawa.

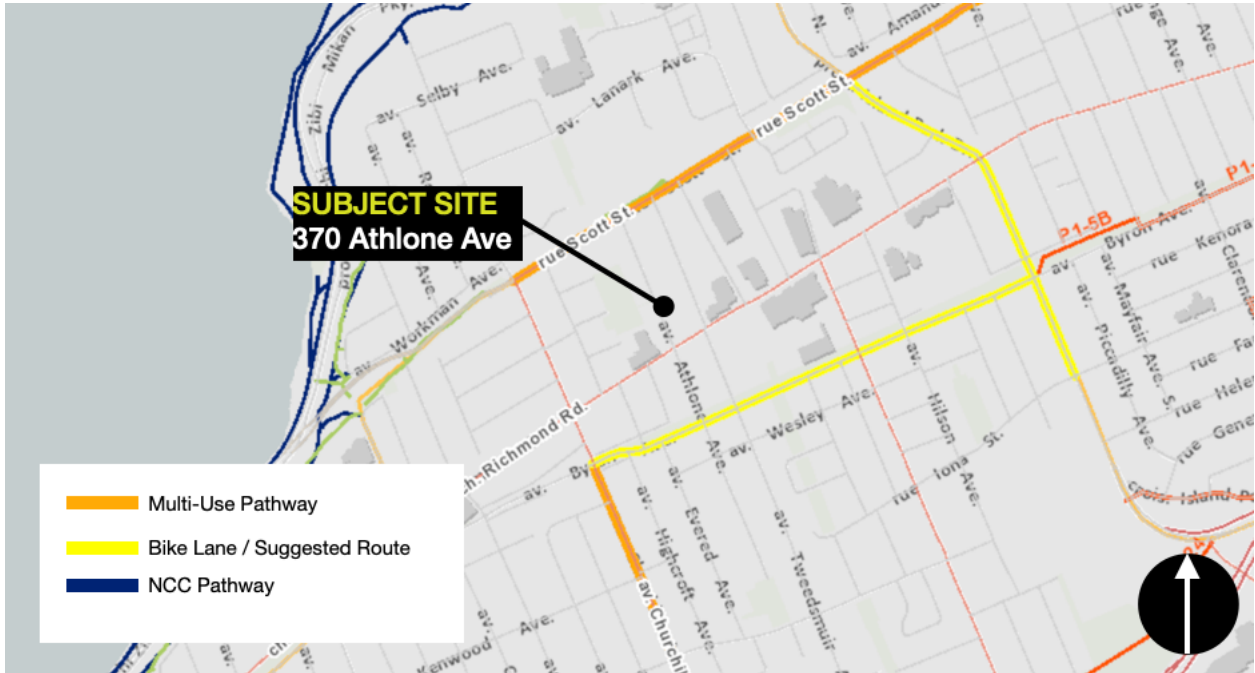


Figure 30: Cycling Map (Source: NCC Maps)



Figure 31: Map showing designated street pattern, transportation network and public realm

4.0 DESIGN RESEARCH

4.1 Similar Developments in the Area Parti diagrams, sketches, and precedent images.

The overall building and site design priorities simplicity of design and materials, a focus on street-facing and other amenity, connections to the amenity and garbage at the rear of the site and opportunities for greenery. The building setback is consistent with that shown on adjacent properties.



Figure 32: Parti Sketch (Source: Q9 Planning + Design)



Figure 33: Precedent Images

4.2 Design Evolution

Every architectural endeavour has an urbanistic implication.

To have a positive effect on its environs, the proposed apartment building considers and responds to the following specific characteristics of its physical context:

- [The site is located mid-block between Scott Street & Richmond Road
- [The 3-storey building maintains a consistent height with the other buildings along Athlone Avenue which range from 1 to 3 storeys.
- [Athlone Avenue is a mix of detached dwellings and multi-unit residential buildings.

The approach for the exterior design of the facades for 370 Athlone Avenue was to establish a simple colour and material pallet to present an understated but elegant architectural massing and form.

The primary material of the building will be a natural red brick, familiar to the traditional vernacular of many of the homes and buildings in the Westborough Village. The red brick is accented by a contemporary charcoal coloured metal siding and natural wood will be used on the balcony privacy screens and the soffits of the overhangs at the entries. The front entrance

will be flanked by textured concrete planters with perennial bushes and ornamental grasses, with natural-coloured pavers forming a walkway to the street.



Figure 34: Preliminary sketch of proposed building

4.3 Massing of the proposed development in the existing context.

The subject property is located in an established residential neighbourhood consisting of a variety of residential dwelling types ranging from single-detached dwelling, semi-detached, three-unit dwellings, low-rise apartment dwellings. There are mid-rise and high-rise apartment dwellings in the community due to Richmond Road and the proximity of Westboro Station.

Within the applicable block, the west side of Athlone Avenue moving north from Richmond Avenue is a mix of 1 and 2-storey residential dwellings with a range of materials and colours.

On the east side of Athlone Avenue, there is a mid-rise apartment at the corner of Scott Street, followed by 2-storey single-detached dwellings, semi-detached dwellings, and two 3-storey residential apartments. Architectural style is a mix of the older pre-war styles with more modern newly developed sites.

- [**South:** 1-storey dwelling (+ ADU) | 3-storeys permitted
- [**North:** 1-storey dwelling | 3 storeys permitted
- [**West:** Rear of commercial property at 294 Richmond Road | 6 storeys permitted
- [**East:** 2-storey dwelling, 3-storey apartments | 3 storeys permitted

Majority of the lots on Athlone are rectangular in shape and vary in size from ~530 m² to ~250 m². A number of lots on the east side of Athlone Avenue have been severed.

Some dwellings have garages, both rear detached and front attached. Older homes have peaked roof style whereas newer dwellings tend to be flat-roof style. Athlone Avenue is a two-lane local road with a sidewalk on the west side of the street.

The subject site is located ~50 m from Richmond Road where there is access to a number of amenities and OC Transpo Routes 153, 11, 51. Moving north on Athlone Avenue to Scott Street, there is access to Westboro Station which provides access to several routes.

There are a series of connected bike lanes in the vicinity of the subject site. There are dedicated bike lanes, multi-use pathways, and the network of NCC pathways in close proximity to the subject site.

The image below show the massing of the proposed development within the existing context.



Figure 35: Massing of proposed development in planned context along Athlone Avenue.

5.0 CONCLUSION

The proposed development has been designed in a compatible manner with the neighbourhood context featuring a mix of red brick, metal siding, the building's contemporary design includes large windows and balconies, ensuring ample natural light and outdoor space for residents.

The proposed development features no vehicular parking spaces; however, it provides a 1:1 ratio of bicycle parking spaces which ensures a bicycle parking space for each unit and promotes a bike-friendly environment.

The overall development will provide a low-rise residential building that corresponds to the surrounding traditional context of the neighbourhood. Its location accommodates active or public transportation access along Richmond Road and Scott Street. The building will also enhance the streetscape and engage the public realm along Athlone Avenue by providing an attractive, visually interesting façade accessible from the street.

The site is considered to be well-designed and is supportable from an Urban Design perspective.

6.0 LIMITATIONS OF REPORT

This report has been prepared for the exclusive use of Jersey Developments Inc. for the stated purpose. Its discussions and conclusions are not to be used or interpreted for other purposes without obtaining written permission from Q9 Planning + Design Inc. as well as Jersey Developments Inc. This report was prepared for the sole benefit and use of Jersey Developments Inc. and may not be used or relied on by any other party without the express written consent of Q9 Planning + Design Inc. This report is copyright protected and may not be reproduced or used, other than for the stated purpose, without the express written consent of Q9 Planning + Design Inc.



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APPENDIX A – DESIGN BRIEF TERMS OF REFERENCE FORM

3. Content

The content for an Urban Design Brief is itemized in the following checklist. Each required item must be discussed and/or illustrated to the appropriate level of detail, commensurate with the complexity of the proposal. Required item(s) are determined by the lead City Urban Designer at the pre-consultation meeting and will be selected from the checklist below:

PROJECT DESCRIPTION

- Brief description of the design intent behind the development proposal. This description should be more design detailed, and not replicate the description within the Planning Rationale.
- Project statistics, including gross floor area, the breakdown of floor area for different uses, total number and detailed breakdown of units, total number and detailed breakdown of vehicle and bike parking, building heights, lot coverage, etc. Project statistics should be illustrated in a table.
- Rendering of the proposal.

DESIGN DIRECTIVE(S)

- A concise summary and response to the applicable City's design policies, including from the Official Plan, and City urban design guidelines. A more detailed response shall be provided for any applicable urban design criteria that are not being met by the proposal.
- A response to urban design directions provided at the various pre-consultation meetings with City staff.

SITE, CONTEXT, AND ANALYSIS

Photographs, maps, diagrams, and images may be utilized along with brief explanatory text to document and analyze condition and context of the site. The requested information should cover area within a 100 metre radius of a development site. A larger radius may be requested for larger / more complex projects.

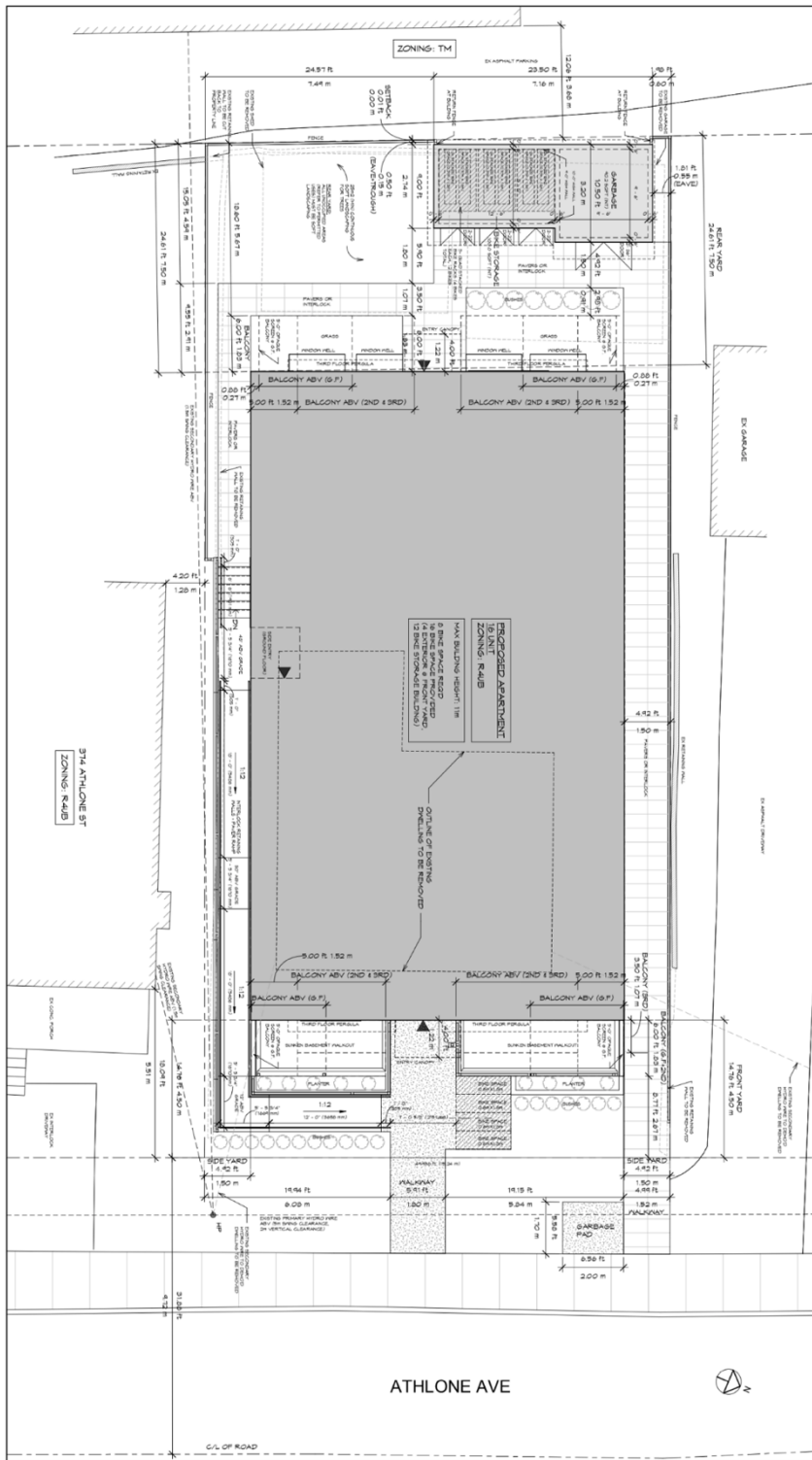
- Photographs of existing site conditions and surrounding area, including a numbered map pinpointing where each photo is taken. Correspond these numbers with the site photos and include arrows illustrating the direction of the photograph.
- Perspective images to and / or from the site.
- Protected view corridors or views of interest that may be impacted by the proposed development.
- Built and natural heritage assets on site and adjacent area.
- Microclimate conditions of the site.
- Key uses, destinations, and spatial elements in the surrounding area such as focal points/nodes, gateways, parks/open spaces, and public arts.
- Urban pattern (streets, blocks).
- Characteristics of adjacent streets and public realm.
- Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking.
- Future and current development proposals on adjacent properties.
- The planned functions of the adjacent properties, such as the permitted building envelope under current zoning.

DESIGN RESEARCH

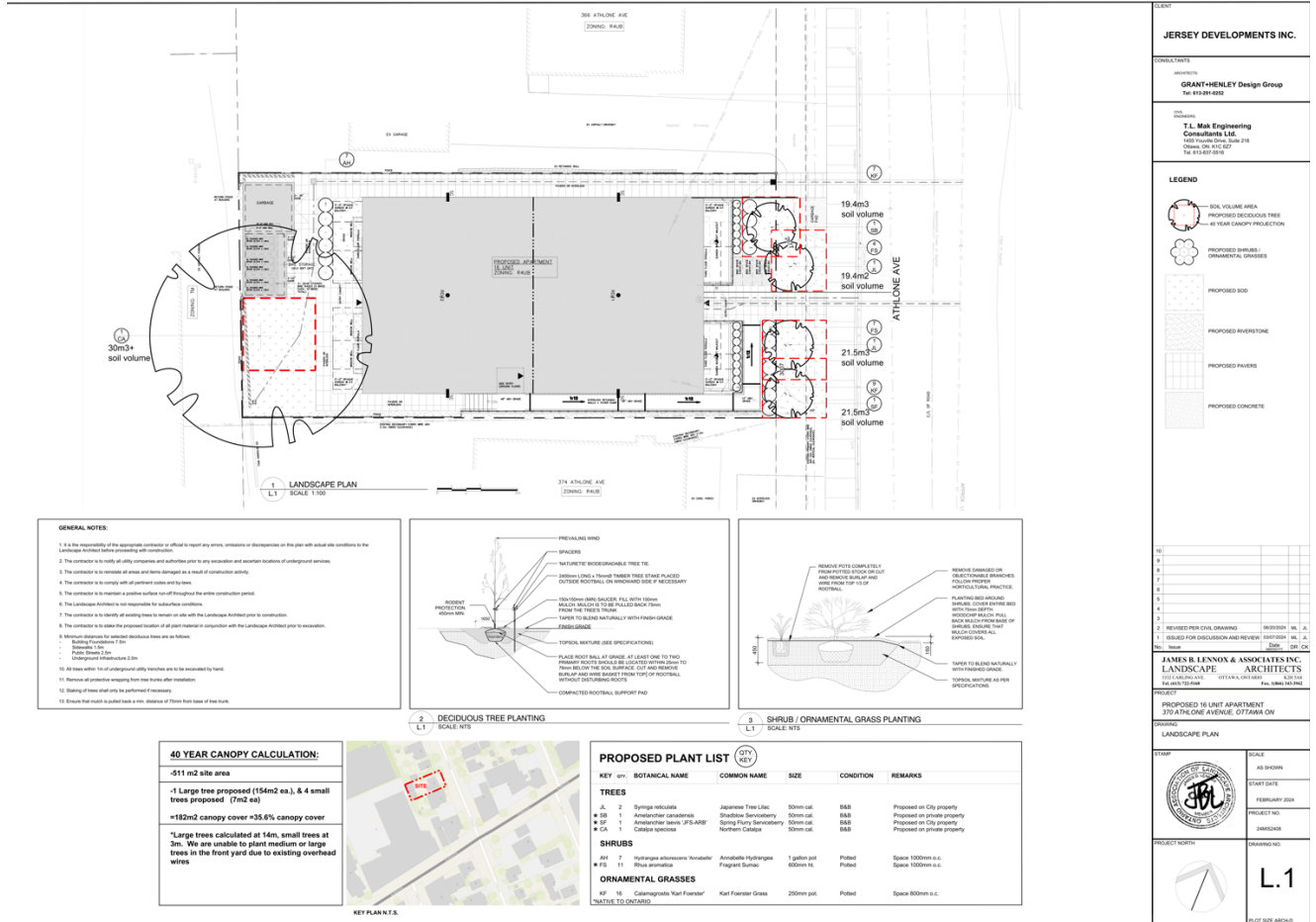
Diagrams, 3D images and other tools may be utilized to explain and illustrate design aspirations, alternatives and proposed outcomes.

- Parti diagrams, sketches, and precedent images.
- Alternative site plan options.
- Alternative massing options.
- Design evolution.
- Massing of the proposed development in the existing context.
- Massing of the proposed development in the planned context. The planned context may be represented by the current zoning permissions OR policy criteria if zoning is not in keeping with Official Plan direction.
- Block Plan illustrating potential future development in the area in which the proposed site is situated.
- Built form transition between the proposed development and the surrounding area.
- Response to abutting public realm conditions beyond the boundaries of the site.
- Street cross sections that show the building wall to building wall conditions of the adjacent streets.
- Approach to sustainable design as it relates to the City's High-performance Development Standards or any other accredited system such as LEED.
- Approach to bird-safe design as it relates to the City's Bird-Safe Design Guidelines

APPENDIX B – SITE PLAN



APPENDIX C – LANDSCAPE PLAN



CLIENT
JERSEY DEVELOPMENTS INC.

CONSULTANTS
GRANT-HENLEY Design Group
 Tel: 613-291-0322

CONSULTANTS
T.L. Mak Engineering Consultants Ltd.
 1685 Trickle Creek, Suite 218
 Ottawa, ON K1C 2J7
 Tel: 613-837-5516

LEGEND

- SOIL VOLUME AREA
- PROPOSED DECIDUOUS TREE
- PROPOSED SHRUBS / ORNAMENTAL GRASSES
- PROPOSED SOIL
- PROPOSED ASPHALT
- PROPOSED PAVEMENT
- PROPOSED CONCRETE

REVISIONS

NO.	DESCRIPTION	DATE	BY	CHK
1	ISSUED FOR DISCUSSION AND REVIEW	05/07/2024	JL	JL
2	REVISED PER CIVIL DRAWINGS	05/07/2024	JL	JL
3	REVISED FOR DISCUSSION AND REVIEW	05/07/2024	JL	JL
4				
5				
6				
7				
8				
9				
10				

JAMES B. LINDON & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
 1111 GARDEN AVENUE, SUITE 101
 OTTAWA, ONTARIO
 TEL: 613-735-7888 FAX: 613-735-7889

PROJECT
 PROPOSED 16 UNIT APARTMENT
 370 ATHLONE AVENUE, OTTAWA ON

LANDSCAPE PLAN

SCALE
 AS SHOWN

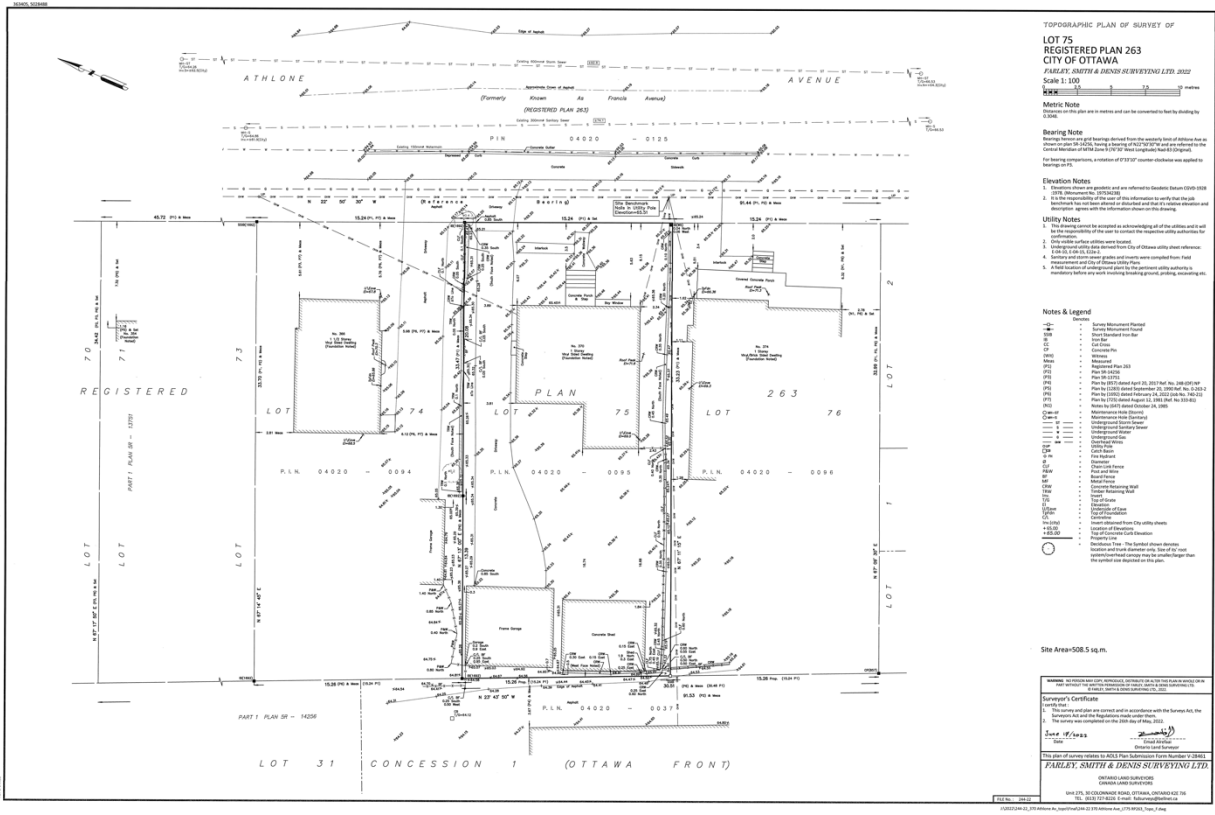
START DATE
 FEBRUARY 2024

PROJECT NO.
 JAMES048

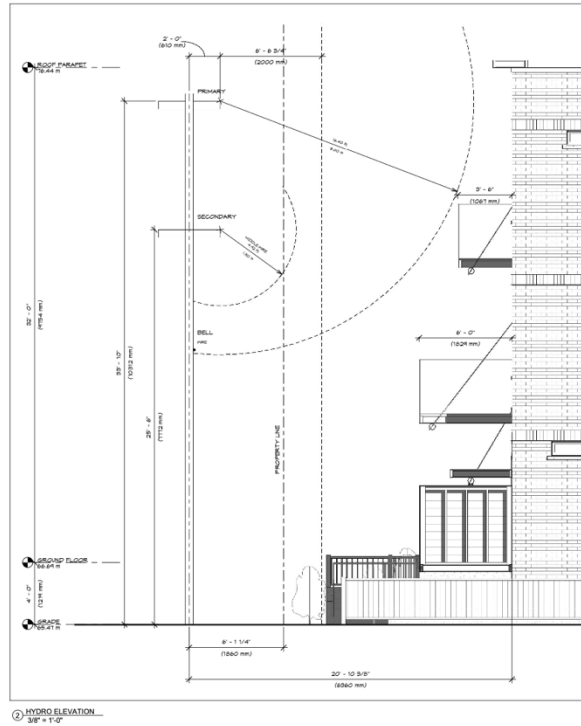
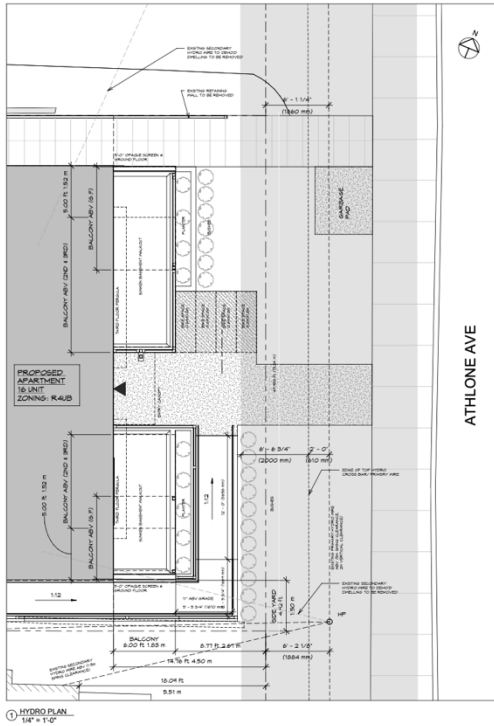
DRAWING NO.
 L.1

PLLOT SIZE ARCHD.

APPENDIX D – SURVEY



APPENDIX E – HYDRO PLAN



HYDRO
370 ATHLONE AVE
FEB 13 2024
SCALE: As Indicated
WITH UNIT RISE 1/8" = 1'-0"
A0.4
GRANT
HENLEY
PRELIMINARY - NOT FOR CONSTRUCTION

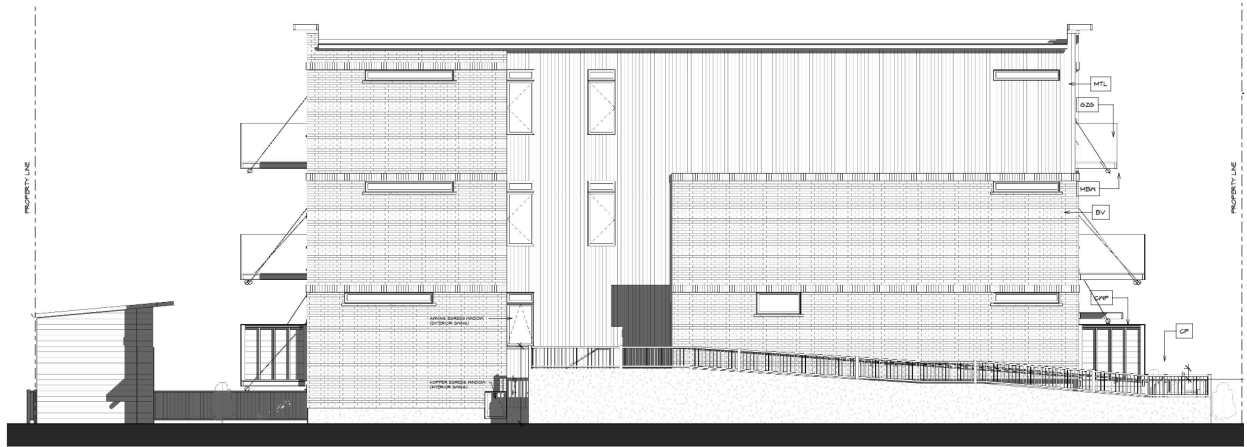
APPENDIX F – BUILDING ELEVATIONS



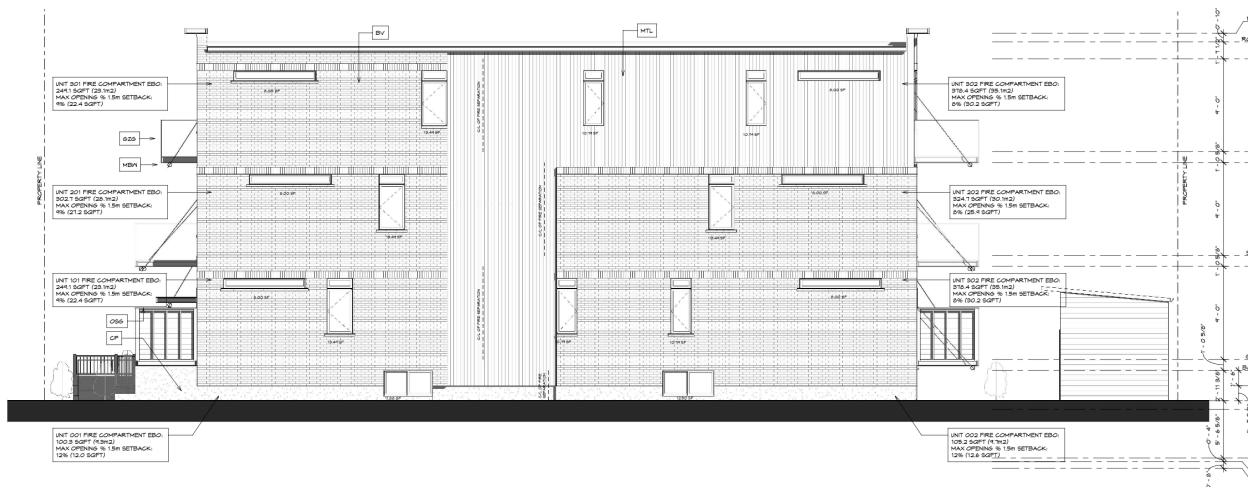
Front Elevation (Source: Grant Henley Design Group)



Rear Elevation (Source: Grant Henley Design Group)



Left Elevation (Source: Grant Henley Design Group)



Right Elevation (Source: Grant Henley Design Group)