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Environmental
Restoration

366 Winona Avenue

Planning Rationale and Design Brief



366 Winona Avenue

Ottawa, Ontario

Planning Rationale and Design Brief

in support of

Minor Zoning By-law Amendment

and Site Plan Control Applications

Prepared By:

NOVATECH

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June / 8 / 2022

Novatech File: 121143
Ref: R-2022-114

June 8, 2022

City of Ottawa
Planning Infrastructure and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Jean-Charles Renaud, Planner II, Development Review (Central Services)

Dear Mr. Renaud:

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications
366 Winona Avenue
Our File No.: 121143**

The following Planning Rationale and Design Brief have been prepared in support of Minor Zoning By-law Amendment and Site Plan Control applications for the lands located at 366 Winona Avenue (the "Subject Property").

The Subject Property is designated General Urban Area on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is located within the boundary of the in-force Richmond Road/Westboro Secondary Plan. The Subject Property is designated Neighbourhood and Evolving Neighbourhood Overlay in the Inner Urban Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is located within the boundary of the adopted Richmond Road/Westboro Secondary Plan. The property is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to develop two, low-rise apartment buildings on the Subject Property. Each proposed building will contain a total of 8 dwelling units. A minor rezoning application is required to provide relief from zoning provisions on the Subject Property to decrease the minimum required lot width, minimum required lot area, minimum required front yard setback, minimum required rear yard setback, minimum required rear yard area and the minimum required interior side yard setback along the north and south property lines. No motor vehicle parking is required for the proposed development. Walkways from Winona Avenue are proposed along the north and south property lines and between the two buildings to facilitate pedestrian and bicycle access off Winona Avenue to building entrances and bicycle parking located in the rear yard. No impacts to traffic or existing land uses surrounding the Subject Property are anticipated as a result of the proposed development. A concurrent site plan control application is being filed as part of the submission package to facilitate development on the Subject Property. Separate consent applications to the Committee of Adjustment are required to create two new lots and to facilitate separate ownership for each newly created lot.

This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the site and makes recommendations on the Minor Zoning By-law Amendment and Site Plan Control applications required to facilitate the proposed development on the Subject Property.



Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

NOVATECH

A handwritten signature in black ink, appearing to read "Jeffrey Kelly".

Jeffrey Kelly, MCIP RPP
Project Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications to permit development of two, low-rise apartment buildings on the property municipally known as 366 Winona Avenue (the “Subject Property”). The proposed development comprises two, three-storey residential apartment buildings on the Subject Property. Each proposed building will contain a total of 8 dwelling units. No motor vehicle parking is provided for the proposed development. Walkways from Winona Avenue are proposed along the north and south property lines and between the two buildings to facilitate pedestrian and bicycle access off Winona Avenue to building entrances and bicycle parking located in the rear yard. The proposed development will require demolition of existing buildings, modifications to site grading, drainage and landscaping on the property.

The Subject Property is designated General Urban Area on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is located within the boundary of the in-force Richmond Road/Westboro Secondary Plan. The Subject Property is designated Neighbourhood and Evolving Neighbourhood Overlay in the Inner Urban Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is located within the boundary of the adopted Richmond Road/Westboro Secondary Plan. The property is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa’s Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the Minor Zoning By-law Amendment and Site Plan Control applications will:

- Be consistent with the Provincial Policy Statement (2020);
- Conform to the policies of the in-force City of Ottawa Official Plan (up to and including Official Plan Amendment 243);
- Conform to the policies of the in-force Richmond Road/Westboro Secondary Plan;
- Conform to the policies of the adopted City of Ottawa Official Plan (November 2021);
- Conform to the policies of the adopted Richmond Road/Westboro Secondary Plan (November 2021);
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with surrounding development and community characteristics

1.1 Description of Subject Property

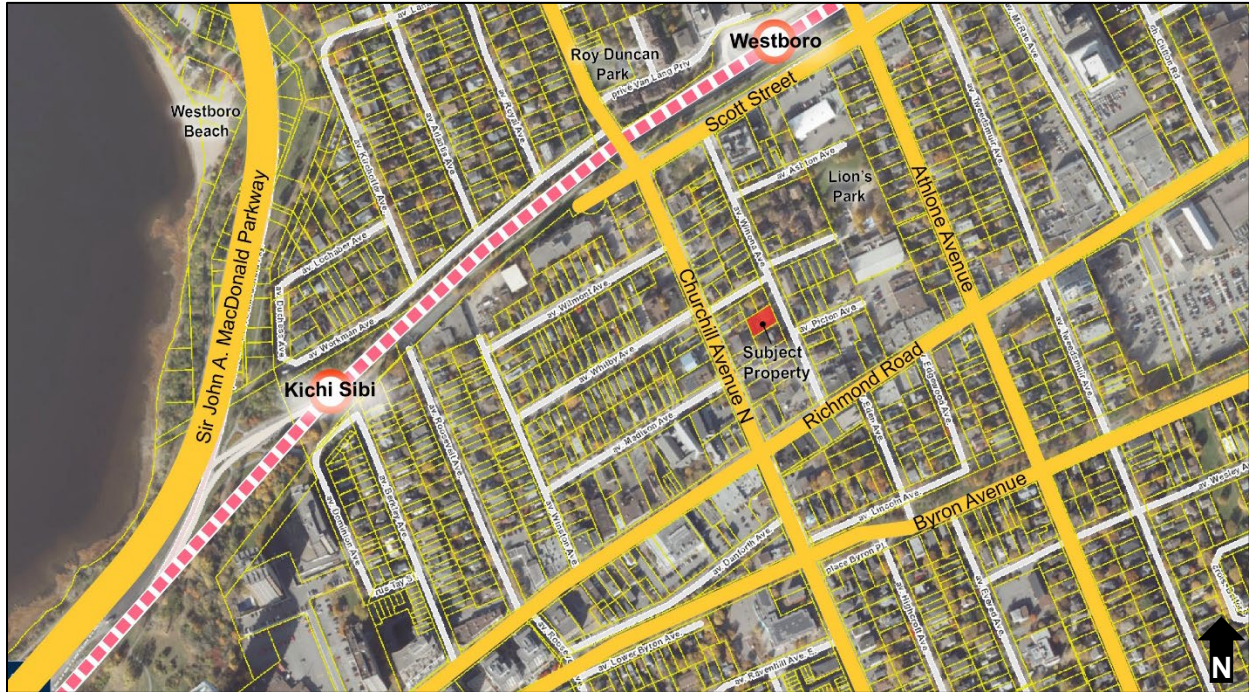
The Subject Property is located in Ward 15 (Kitchissippi) of the City of Ottawa. The Subject Property is located in an area bounded by Whitby Avenue to the north, Richmond Road to the south, Churchill Avenue North to the west, and Athlone Avenue to the east (See Figure 1). The Subject Property is currently occupied by a low-rise residential building and a surface parking area. The Subject Property has approximately 20 metres of frontage along Winona Avenue and an approximate area of 600 square metres.

Figure 1. Aerial Photo of Subject Property



1.2 Site Location and Community Context

Figure 2. Surrounding Context



The surrounding context of the Subject Property to the north and south side along Winona Avenue is predominantly characterized by a mix of low-rise residential uses and small scale commercial uses. Further to the north is Scott Street the planned Westboro O-Train station and Roy Duncan Park. To the east of the Subject Property are a range of low-rise residential uses and Lion's Park. To the south of the Subject Property is Richmond Road. To the east and west along Richmond Road are a mix of low-rise retail, restaurant, commercial and office uses. West of the Subject Property is predominantly characterized by a mix of low-rise residential uses. The planned Kichi Sibi O-Train station, Sir John A. MacDonald Parkway, Ottawa River and Westboro Beach are located further to the west (see Figure 2).

Additional details are provided in Figures 3 to 6 and in the descriptions below

Figure 3. Land uses north of Subject Property



North: Immediately north of the Subject Property are low rise residential uses. Further to the north is Whitby Avenue and multi-unit, low-rise residential uses.

Figure 4. Land uses south of Subject Property



South: Immediately south of the Subject Property are low rise residential uses. Further to the south is Richmond Road.

Figure 5. Land uses east of Subject Property



East: Immediately east of the Subject Property across Winona Avenue are low-rise residential buildings.

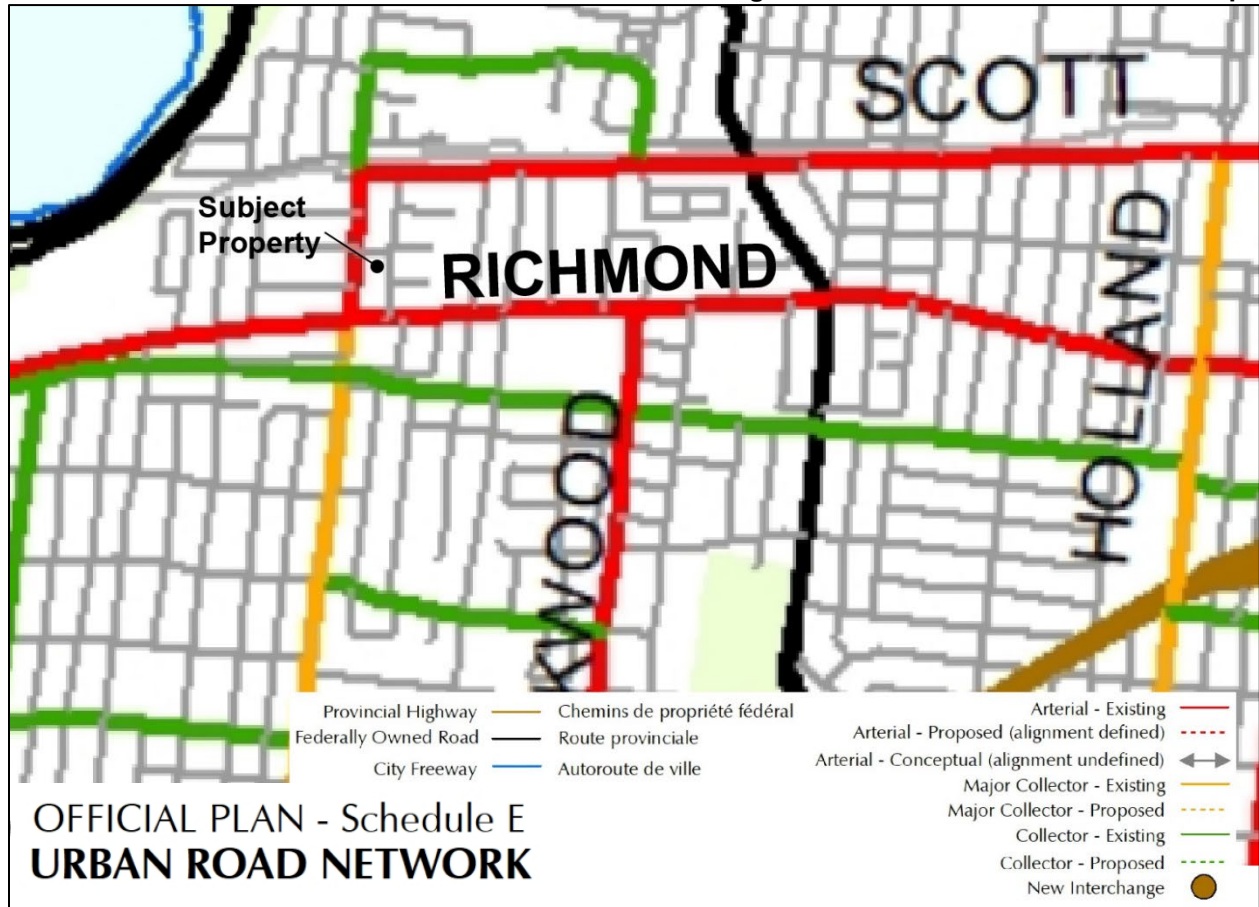
Figure 6. Land Uses west of Subject Property along Churchill Avenue North



West: Immediately west of the Subject Property are low-rise retail uses and a low-rise apartment building.

1.3 Linkages and Transportation Framework

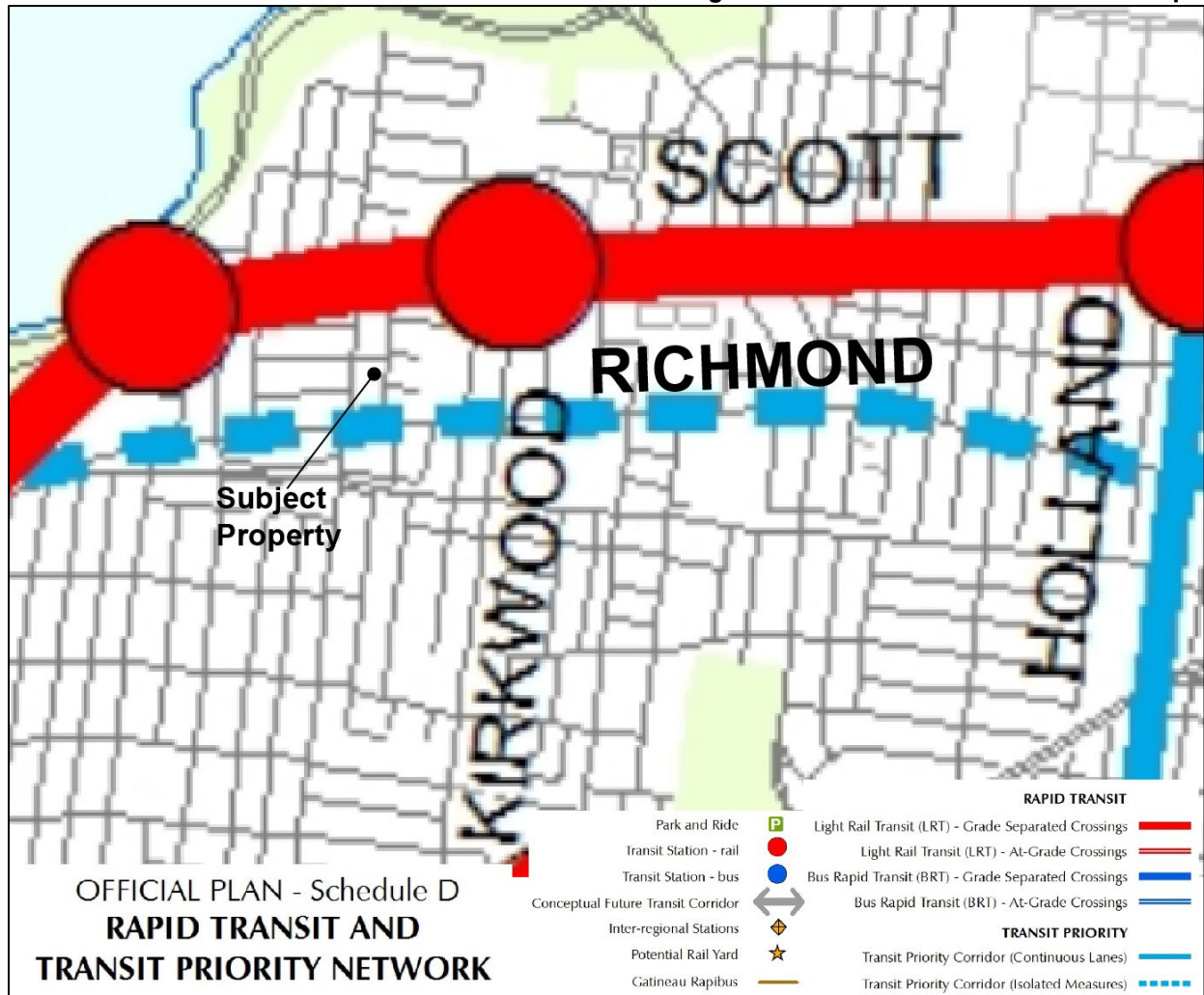
Figure 7. Official Plan Schedule E Excerpt



The Subject Property has frontage on Winona Avenue. The Subject Property is located north of Richmond Road, south of Scott Street and east of Churchill Avenue North. Richmond Road, Scott Street and Churchill Avenue North are each designated as arterial roads on Schedule E of the in-force Official Plan (see Figure 7).

No off-street motor vehicle parking spaces are proposed and no vehicular access is provided to the Subject Property. There is a public sidewalk along the east side of Winona Avenue. Walkways from Winona Avenue are proposed along the north and south property lines and between the two buildings to facilitate pedestrian and bicycle access off Winona Avenue to bicycle parking located in the rear yard.

Figure 8. Official Plan Schedule D Excerpt



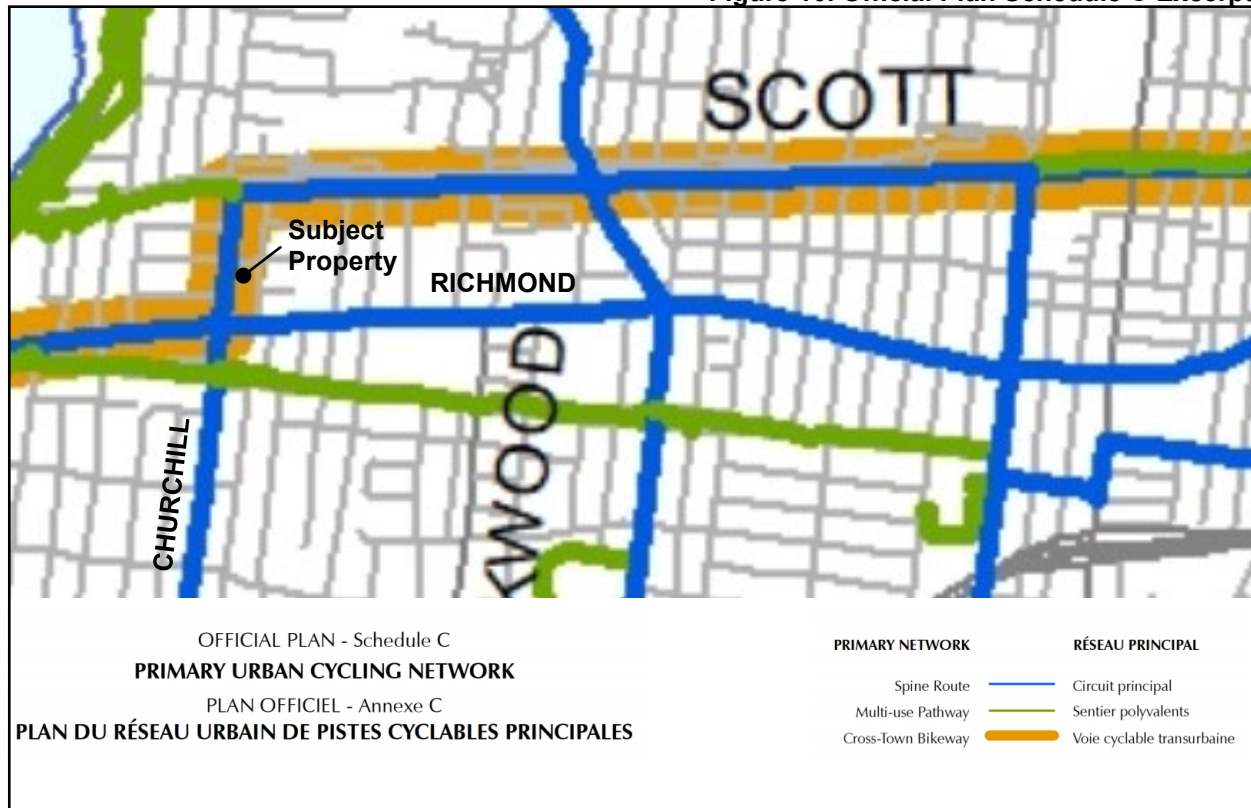
Richmond Road is designated Transit Priority Corridor (Isolated Measures) and the planned Westboro and Kichi Sibi O-Train stations are located to the north of the Subject Property on Schedule D of the in-force Official Plan (see Figure 8).

Figure 9. Walking Distance to Rapid Transit Network



The Subject Property is located within 600 metres radius of the planned Westboro and Kichi Sibi O-Train stations. Several bus transit route options are available in the immediate area. Bus route 11 services the Subject Property directly with a bus stop provided on the north and south sides of Richmond Road between Winona Avenue and Athlone Avenue. Bus routes 50 and 153 service the Subject Property with bus stops provided on the east and west sides of Churchill Avenue North. Bus route 11 is designated as frequent route offering high frequency bus service along major roads on the OC Transpo network (see Figure 9).

Figure 10. Official Plan Schedule C Excerpt



Churchill Avenue North is designated as a spine route and Cross-Town Bikeway on Schedule C of the in-force Official Plan. Richmond Road is designated as a spine route and a Cross-Town Bikeway west of Churchill Avenue North on Schedule C of the in-force Official Plan. These routes provide access to the City of Ottawa’s active transportation network in proximity to the Subject Property (see Figure 10).

2.0 PROPOSED DEVELOPMENT

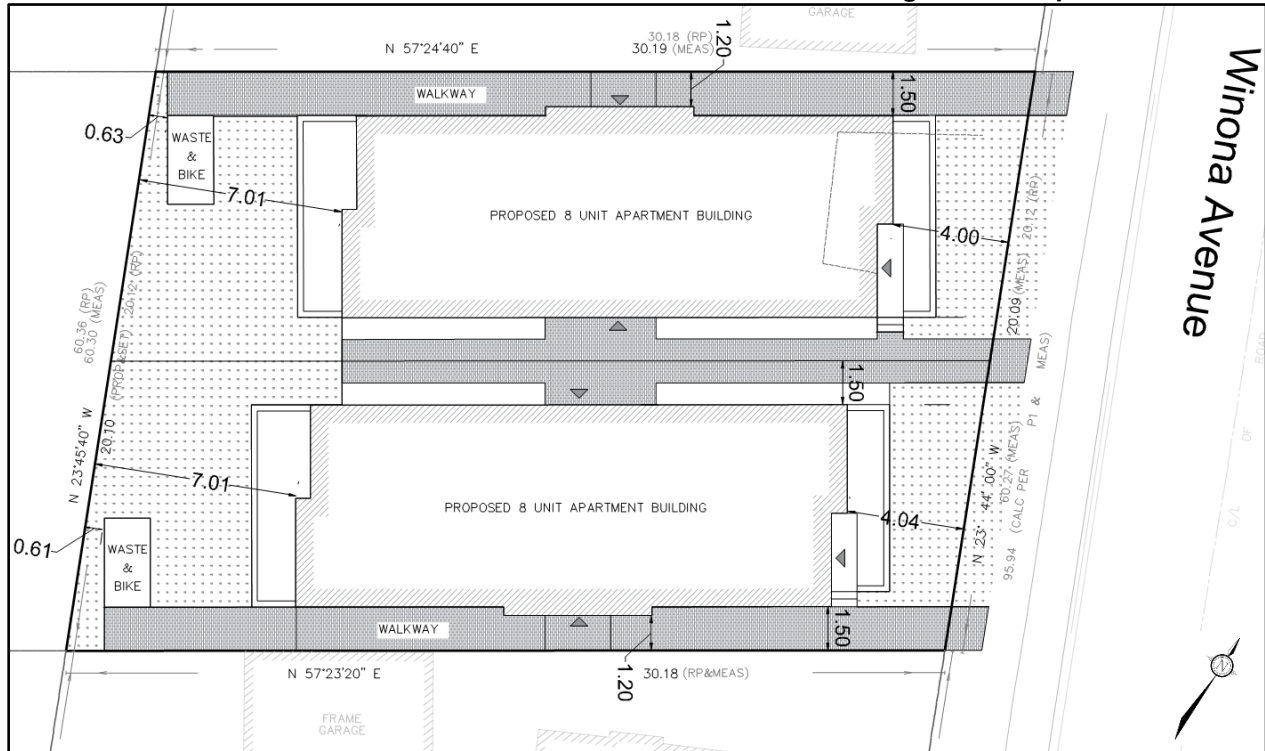
It is proposed to develop two, three-storey residential apartment buildings on the Subject Property. Each proposed building will contain a total of eight dwelling units. No off-street motor vehicle parking spaces are provided. Bicycle parking spaces are provided at the rear of the proposed buildings with access off Winona Avenue.

A Minor Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Property. Site-specific amendments for the Subject Property are required to provide relief from zoning provisions to decrease the minimum required lot width, minimum required lot area, minimum required front yard setback, minimum required rear yard setback, minimum required rear yard area and the minimum required interior side yard setback along the north and south property lines.

A detailed Site Plan Control application is required to facilitate development on the Subject Property and is being filed as part of this submission. The proposed development will require demolition of the existing buildings, modifications to site grading, drainage and landscaping. The

proposed site plan is attached as Appendix A (see Figure 11). Separate applications to the Committee of Adjustment are required to create two new lots and to facilitate separate ownership for each newly created lot on the Subject Property.

Figure 11. Proposed Site Plan



3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*

- f) are transit-supportive, where transit is planned, exists or may be developed;
and
- g) are freight-supportive.”

The Minor Zoning By-law Amendment and Site Plan Control applications will facilitate the development of two, low-rise apartment buildings on the Subject Property. The proposed development is consistent with Policy 1.1.3.2. as it represents an efficient use of an existing fully serviced property and existing municipal infrastructure. The property is within proximity of a designated spine route along Churchill Avenue North and Richmond Road and promotes active transportation opportunities for residents. The Subject Property is located within 600 metres walking distance of the planned Westboro and Kichi Sibi O-Train stations to the north and within 300 metres walking distance of transit stops located along route 11 of the frequent transit network. The proposed development is transit supportive.

Policy 1.1.3.3 states:

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

The Subject Property is underutilized and can accommodate intensification and redevelopment. The proposed development is situated in an appropriate location to establish transit-supportive development. The proposed low-rise apartment buildings on the Subject Property will increase the City’s housing supply and provide a range of housing options within proximity to the planned Westboro and Kichi Sibi O-Train stations, existing active transportation routes and transit stops located along the frequent transit network.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

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

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

- d) 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;
e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;

The proposed low-rise apartment buildings on the Subject Property are an example of residential intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will make efficient use of underutilized land and be supportive of active transportation and transit in an area where suitable infrastructure is in place. The Subject Property is located in an area where low-rise intensification is appropriate and supports the use of transit in proximity to the planned Westboro and Kichi Sibi O-Train stations, existing active transportation corridors and within walking distance of bus stops along the frequent transit network.

Section 1.6.6 of the PPS sets out policies for Sewer, Water and Stormwater. Policy 1.6.6.2 of the PPS states: “Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.” The proposed development on the Subject Property represents intensification from the current use. The proposed development of two, low-rise apartment buildings has been designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Property.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states: “A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.” The proposed development of two, low-rise apartment buildings with no motor vehicle parking provided on the Subject Property will introduce a level of density that promotes the viability of active transportation and transit use and may contribute to minimizing the required length and number of vehicle trips for residents.

Section 1.6.8 of the PPS sets out policies for transportation and infrastructure corridors. Policy 1.6.8.3 states: “New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.” The Subject Property is located north of Richmond Road and east of Churchill Avenue North. Churchill Avenue North is designated as a spine route and Cross-Town Bikeway on Schedule C of the in-force Official Plan. Richmond Road is designated as a spine route and a Cross-Town Bikeway west of Churchill Avenue North on Schedule C of the in-force Official Plan. Transit stops along route 11 of the frequent transit network are within walking distance of the Subject Property. The proposed development of two low-rise apartment buildings on the Subject Property will be compatible with the existing use of the Richmond Road and Churchill Avenue North corridors, will be transit-supportive and designed to create no negative impacts on the existing or planned function of transportation corridors in the area.

The Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.

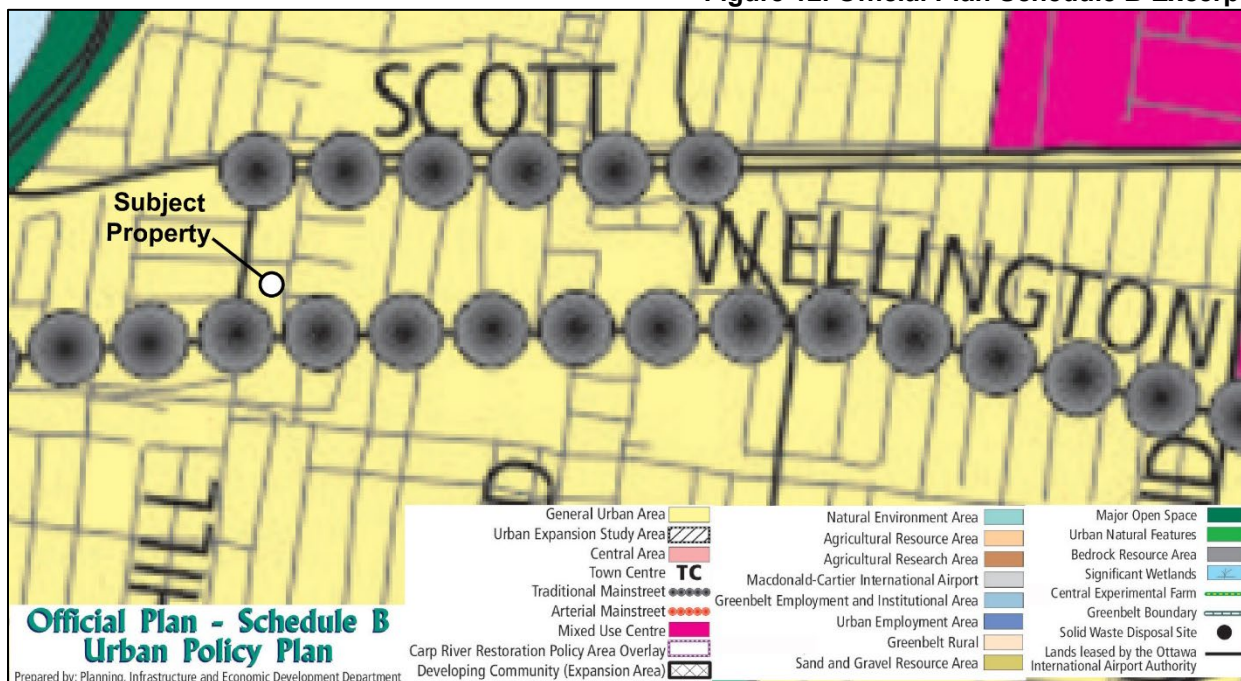
3.2 City of Ottawa Official Plan

The new City of Ottawa Official Plan (“the adopted Official Plan”) was adopted by Ottawa City Council on November 24, 2021. It is noted that at the time this Planning Rationale was prepared, the adopted Official Plan has not received approval from the Province of Ontario’s Ministry of Municipal Affairs and Housing. This Planning Rationale will address the existing in-force Official Plan and the adopted Official Plan regarding the proposed development per *Official Plan Document 6 – Transition of In-Stream Applications*.

3.3 In-force City of Ottawa Official Plan

The in-force City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 243 was used for reference.

Figure 12. Official Plan Schedule B Excerpt



3.3.1 Land Use Designation

The Subject Property is designated General Urban Area on Schedule B of the in-force City of Ottawa Official Plan (see Figure 12).

Section 3.6.1, Policy 1 of the in-force Official Plan states that the *“General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.”*

Policies of the in-force Official Plan are supportive of increased densities through intensification and redevelopment. The proposed development of two, low-rise apartment buildings is a permitted use on the Subject Property.

Section 3.6.1, Policy 3 of the in-force Official Plan states that: *“Building height in the General Urban Area will continue to be predominantly Low-Rise” and “changes in building form, height and density will be evaluated based on compatibility with the existing context and the planned function of the area”*. “Low-Rise” is classified in Figure 2.4 of the in-force Official Plan as buildings having a maximum height of four storeys or less. The proposed development of two, low-rise apartment buildings is permitted on the Subject Property.

Section 3.6.1, Policy 5 of the in-force Official Plan states that:

“The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;*
- b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;”*

Policies of the in-force Official Plan are supportive of intensification and redevelopment where it complements the existing context and planned function of the area. The proposed development of two, low-rise apartment buildings represents appropriate intensification of the Subject Property with a compatible built form that is established within the existing site context. The proposed low-rise apartment buildings will fit within the low-rise, residential character of the immediate area, will contribute to expanding the range of available housing types and will create opportunities for a broader variety of residents to locate within the community.

Section 4.1, Policy 1 of the in-force Official Plan states that *“Secondary plans, villages and urban areas and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. Secondary Plans and site specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan.”*

The Subject Property is located within the in-force Richmond Road / Westboro Secondary Plan area. Policies of the in-force Richmond Road / Westboro Secondary Plan take precedence over policies of the in-force Official Plan.

3.3.2 Managing Growth

Section 2.2 of the in-force Official Plan sets out policies to direct growth to target areas for intensification. The majority of growth is directed within the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

Section 2.2.2, Policy 23 of the in-force Official Plan states: “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 Subject Property is located within an area designated as General Urban Area on Schedule B of the in-force Official Plan. Policies of the in-force Official Plan are supportive of low-rise intensification of properties within the interior of established residential neighbourhoods provided that it is complementary to the scale and characteristics of the existing site context. The proposed development of two, three-storey apartment buildings is compatible with the existing context along Winona Avenue and is consistent with the growth objectives of the in-force Official Plan.

Policies of the in-force Richmond Road/Westboro Secondary Plan may provide more detailed policies regarding minimum density targets on the Subject Property. Policies of the in-force Richmond Road/Westboro Secondary Plan take precedence over policies of the in-force Official Plan.

3.3.3 Urban Design and Compatibility

Section 2.5.1 of the in-force Official Plan states: “compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function. Generally speaking, the more a new development can incorporate the common characteristics of its setting in the design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being ‘the same as’ the existing development.”

The proposed development is designed to be compatible with the surrounding Westboro community and planned function of development along Winona Avenue and the Richmond Road corridor. The proposed development is designed to incorporate a variety of high-quality materials, balconies and glazing along the building façade fronting on Winona Avenue that are well-articulated and appropriate for the existing neighbourhood context. Each proposed building reflects typical widths of existing residential buildings along the Winona Avenue frontage. Private entrances to the building along Winona Avenue are intended to soften the interface between semi-private space and the public realm while establishing a welcoming and active street frontage for building residents and members of the public (see Figure 13).

Figure 13. Proposed Massing from East Looking West



The proposed development will fit within the residential context to the north and east and to the small-scale retail and commercial context to the south and west through use of a similar palette of materials as well as banding and trim details complementary to other buildings in the immediate neighbourhood. The east side of Winona Avenue immediately across from the Subject Property comprises small, older homes designed with primary frontages along Picton Avenue and Winona Avenue. The proposed low-rise apartment buildings complement the scale of existing residential buildings on the street and are appropriate as the community transitions through anticipated intensification along Richmond Road, Churchill Avenue North and Scott Street in proximity to Westboro station. The proposed development also complements smaller homes abutting the Subject Property to the north and south by referencing their width and scale in the façade through use of vertical divides and using recesses together with material changes from a brown brick base, with metal panel details around windows and at the building top. The proposed development will contribute to residential intensification within the urban area and establish transit-supportive densities within walking distance of the Westboro and Kichi Sibi O-Train stations, and to bus transit stops along the frequent transit network to the south of the Subject Property. Development of two, low-rise apartment buildings on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

3.3.4 *Designing Ottawa*

The design objectives are broadly applied to all plans and development in the City of Ottawa and relevant objectives are addressed below.

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed development is designed to complement the existing context by presenting a high-quality, architectural design with appropriate built form, materials and glazing that frames the public realm along Winona Avenue and enhances the existing character of the surrounding community.</p>
<p>To define quality public and private spaces through development.</p>	<p>The proposed development is designed to establish high-quality public and semi-private spaces that fit well with the interface along the Winona Avenue frontage, are compatible with the surrounding community and will provide a thoughtful transition to the existing scale of development surrounding the Subject Property. The front façade of each building has been designed to be visually dominant in order to orient and welcome residents and visitors. This design also informs the public feel of the walkway toward primary entrances located at the centre and sides of each proposed building. The entrance features and interior entrance lobby are designed with appropriate glazing and a canopy to provide shelter. The dedicated entrances and front yard terrace areas at grade provide semi-private spaces for dwelling units along the Winona Avenue frontage to create an animated street edge that transitions between exterior public space and interior private space.</p>
<p>To create places that are safe, accessible and are easy to get to, and move through.</p>	<p>Pedestrian access to the Subject Property is provided via a walkway and a barrier free ramp connecting the primary entrance for each building to Winona Avenue. Grade level amenity space is provided in the front, side and rear yards for building residents. Designated spine routes are located further to the west of the Subject Property at Churchill Avenue North and Richmond Road providing access to the larger active transportation network across the City. Access to the planned Westboro and Kichi Sibi O-train stations is within a ten-minute walking distance of the Subject Property. Bus routes on the frequent transit network are located within walking distance of the Subject Property along Richmond Road. No off-street motor vehicle parking is provided on the Subject Property. Bicycle parking is provided at the rear of the Subject Property. Limiting vehicular access to the property reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians, cyclists and vehicles to and from the Subject Property.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>The proposed development is designed to establish a more transit-supportive character on the Subject Property and maintain compatibility with the existing residential community to the north, and east, and with retail and commercial uses located further to the south along Richmond Road and to the west along Churchill Avenue North. Proposed landscape treatments along Winona Avenue maximize soft landscaping and include new trees positioned along the sidewalk. The proposed landscape design will establish a high-quality treatment to interface private spaces with the public realm at grade level.</p>

<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposed development is designed in a compact built form that contributes to the existing neighbourhood context, increases the range of housing choices for a variety of potential residents and is located in proximity to several transit and active transportation options for residents in the area. No parking spaces are provided for motor vehicles. All proposed residential units will be provided without dedicated parking spaces and will emphasize the use of active transportation and transit for residents and visitors.</p>
<p>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</p>	<p>The proposed development is an example of transit-supportive residential intensification in an existing serviced area that contributes to efficient and sustainable building design. As part of the concurrent site plan application process, consideration will be given to incorporating a range of sustainability initiatives including high performance glazing, building materials and mechanical equipment.</p>

3.3.5 Review of Development Applications

Section 4 of the City of Ottawa’s in-force Official Plan sets out the policies for review of development applications. These policies ensure that development applications meet the objectives contained in the in-force Official Plan. The appropriate policies, related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the application review process.

Required studies and plans identified as relevant have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.7 – Environmental Protection

Policy 1 of Section 4.7.2 of the in-force Official Plan requires that applications for Site Plan Approval will be supported by a Landscape Plan. A Landscape Plan has been prepared by Novatech, dated June 8, 2022 in support of the Site Plan Control application. The Landscape Plan provides details on possible soft and hard landscaping treatments between the public and private realm on Winona Avenue and to abutting lands to the east, west north and south of the Subject Property.

Section 4.7.6 of the in-force Official Plan states the City will require that stormwater and site servicing plans be submitted, in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Site Servicing and Stormwater Management Report has been prepared by D.B. Gray Engineering Inc., dated June 3, 2022 for the Subject Property. The Site Servicing and Stormwater Management Report includes a series of conclusions on water and sanitary servicing, storm servicing and stormwater management. The recommendations of the Site Servicing and Stormwater Management Report are consistent with the relevant policies in Section 4.7.6 of the in-force Official Plan.

Relating to Section 4.8 – Protection of Public Health and Safety:

Policy 1 in Section 4.8.3 of the in-force Official Plan states that Site Plan Control applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the Site Plan Control application, a Geotechnical Investigation has been prepared by Kollaard Associates Inc., dated May 4, 2022.

Section 5.2 of the Geotechnical Investigation states: *“With the exception of the fill materials, the subsurface conditions encountered within the test holes are suitable for the support of the proposed residential buildings on conventional spread footing foundations. Excavations for the proposed foundations should be taken through the fill materials to expose the bedrock subgrade.”*. Recommendations provided in the Geotechnical Investigation regarding site preparation and grading, foundation design, drainage, excavation, bedrock removal, groundwater control and construction are consistent with the relevant policies in Section 4.8.3 of the in-force Official Plan.

City staff requested a Phase I Environmental Site Assessment (ESA) in support of the Site Plan Control application. Policy 3 in Section 4.8.4 of the in-force Official Plan states:

“Where a Phase 1 ESA indicates that the property or properties that are subject of a development application under the Planning Act may be contaminated, the City will require the application to be supported by an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 2 ESA has been completed in accordance with Ontario Regulation 153/04, as amended from time to time.”

A Phase I ESA study was prepared by Kollaard Associates Inc., dated March 31, 2022 in support of the Site Plan Control application. The recommendations of the Phase I ESA study state that:

“Based on the results of this study no major issues of environmental concern were identified with respect to subsurface soil and/or groundwater quality and no further investigation is considered warranted at this time.”

Based on recommendations of the Phase I ESA study no further investigation is required in support of the applications.

The recommendations of the Phase I ESA report are consistent with the relevant policies in Section 4.8.4 of the in-force Official Plan.

City staff requested an Environmental Noise Feasibility Study in support of the Site Plan Control application. Policy 3 in Section 4.8.7 of the in-force Official Plan states:

“Development proposals for new noise sensitive land uses will require a noise feasibility study and/or detailed noise study in the following locations:

- b) 100 metres from the right-of-way of:
 - i) an existing or proposed Arterial, Collector or Major Collector Road identified on Schedules E and F”

A Roadway Traffic Noise Assessment was prepared by Gradient Wind, dated May 30, 2022 in support of the Site Plan Control application. The recommendations of the Roadway Traffic Noise Assessment study concludes:

“The results of the current analysis indicate that noise levels will fall below the ENCG 55 dBA daytime and 50 dBA nighttime criteria, therefore there are no requirements for upgraded building components, ventilation systems or warning clauses, as discussed in Section 4.2.1. Standard OBC (2020) building components will be adequate to achieve the indoor noise level criteria.”

Regarding stationary noise, impacts from the surroundings on the study building and vice versa are expected to be minimal. As the site is surrounded by low-rise residential dwellings, there are no significant existing sources of stationary noise, nor are there any significant sources associated with the development.”

The recommendations of the Roadway Traffic Noise Assessment are consistent with the relevant policies in Section 4.8.7 of the in-force Official Plan.

Relating to Section 4.11 – Urban Design and Compatibility

Section 4.11 of the in-force Official Plan sets out policies for requiring high quality urban design for development proposals within the City of Ottawa. Urban Design and compatibility of proposed developments are considered in the context of the policies of Section 4.11 of the in-force Official Plan. Policies in Section 4.11 of the in-force Official Plan are organized under the following subheadings: Views, Building Design, Massing and Scale, High-rise buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests.

A Design Brief providing a description and design justification related to each of the relevant policies within Section 4.11 of the in-force Official Plan has been included under section 5.0 of this Planning Rationale.

Figure 14. Richmond Road/Westboro Secondary Plan – Schedule A



- | | |
|--------------------------------|---|
| 1 SKEAD STREET AREA | 5 SCOTT STREET AND WESTBORO TRANSITWAY STATION AREA |
| 2 MAPLELAWN/ 495 RICHMOND AREA | 6 WESTBORO BEACH / ATLANTIS - SELBY |
| 3 WESTBORO VILLAGE | 7 McRAE AND CHURCHILL AVE. |
| 4 EAST VILLAGE | |



JUNE 2007

3.4 Richmond Road/Westboro Secondary Plan

The Subject Property is located in an area subject to the in-force Richmond Road/Westboro Secondary Plan. The Secondary Plan was adopted by City Council in 2009 (see Figure 14).

Detailed policy direction regarding development within distinct sectors apply where provided by the Secondary Plan. The Subject Property is located outside all distinct sector boundaries. No detailed land use policies apply to the Subject Property in the Secondary Plan.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the in-force City of Ottawa Official Plan.

3.5 Adopted City of Ottawa Official Plan

The new City of Ottawa Official Plan (“the adopted Official Plan”) was adopted by Ottawa City Council on November 24, 2021. For the purposes of this Planning Rationale, the adopted Official Plan dated November 24, 2021 was used for reference.

Figure 15. Adopted Official Plan Schedule B2 Excerpt



3.5.1 Land Use Designation

The Subject Property is designated “Neighbourhood” and “Evolving Neighbourhood Overlay” in the Inner Urban Transect on Schedule B2 of the adopted Official Plan (see Figure 15).

Section 5.2 of the adopted Official Plan sets out general policies and guidance for proposed development within the Inner Urban Transect.

Section 5.2.4, Policy 1 of the adopted Official Plan states that:

“1) Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;*

- c) *Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;*
- d) *Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and*
- e) *In appropriate locations, to support the production of missing middle housing, lower density typologies may be prohibited.”*

Policies of the adopted Official Plan direct areas designated “Neighbourhoods” to accommodate residential growth and are supportive of a wide variety of housing types including “missing-middle” housing. Missing-middle housing is generally defined in the adopted Official Plan as “low-rise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots”. The Neighbourhoods designation allows higher-density low-rise residential development and would generally permit building heights up to three storeys on the Subject Site, as of right. The proposed development of two, low-rise apartment buildings on the Subject Property is consistent with policies of the adopted Official Plan for Neighbourhoods within the Inner Urban Transect.

Section 5.6.1.1, Policy 1 of the adopted Official Plan states that:

“1) The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. 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:

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

The Subject Property is suitable for intensification being located within 150 metres from the Richmond Road Mainstreet Corridor and within 400-metres radius of the planned Westboro O-Train station. The proposed development of two, eight-unit apartment dwellings on the Subject Site is consistent with City objectives to establish a more urban community character and to create opportunities for new built forms such as missing middle housing within walking distance of planned rapid transit options in the Inner Urban Transect.

Section 5.6.1.1, Policy 3 of the adopted Official Plan states that:

“3) In the Evolving Overlay, the City:

- a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan’s policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan.”

The proposed low-rise development represents intensification of the currently underutilized site in proximity to a planned rapid transit station. The proposed development will require relief from performance standards of the Zoning By-law for reduced lot width, lot area and building setbacks in the front yard, rear yard and interior side yard that are less than currently permitted in the underlying zone. The proposed development of two, low-rise apartment buildings is consistent with density objectives of the Inner Urban Transect and is appropriately designed within the context of the existing community.

Section 6.3 of the adopted Official Plan sets out functional policies related to Neighbourhood designations that are to be applied to each Transect on a site-specific basis.

Section 6.3.1, Policy 2 of the adopted Official Plan states that:

“2) Permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or
b) In areas already characterized by taller buildings.”

Low-rise is defined in the adopted Official Plan as building heights “up to and including four full storeys”. The proposed development of two, low-rise apartment buildings on the Subject Property are consistent with permitted heights in the Neighbourhood designation.

Section 6.3.1, Policy 4 of the adopted Official Plan states that:

“4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);”

Policies of the adopted Official Plan permit a range of low-rise residential built forms in areas designated “Neighbourhood” to accommodate residential growth to meet City growth objectives. The predominant housing form anticipated for future development within the Neighbourhood designation is “missing-middle” housing. Missing-middle housing is generally defined in the adopted Official Plan as “low-rise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots”. The proposed development of two, low-rise apartment buildings on the Subject Property is consistent with policies of the adopted Official Plan for Neighbourhoods within the Inner Urban Transect.

Section 6.3.2, Policy 1 of the adopted Official Plan states that: “The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods.” The proposed development of two, low-rise apartment buildings on the Subject Property is consistent with policies of the adopted Official Plan to encourage the creation of missing middle housing and to establish conditions that promote development of 15-minute neighbourhoods.

Section 6.3.2, Policy 2 of the adopted Official Plan states that:

- “2) The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:*
- a) Local context and character of existing development;*
 - b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;*
 - c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;*
 - d) Proximity to Hubs, Corridors and rapid-transit stations;*
 - e) Transition in building form to and from abutting designations;*
 - f) The intended density to be accommodated within the permitted building envelope.”*

The proposed development is designed to fit within the existing land use and built form context along Winona Avenue. The proposed buildings are each designed to define and enhance the public realm along Winona Avenue through material breaks, including well-proportioned glazed surfaces, recesses and balconies that articulate the façade and provide visual interest. Landscape treatments have been designed to establish an appropriate interface between the public and private realm and between adjacent properties to the north, south and east. The Subject Property is located within a 400 metre radius and 450 metre walking distance of the planned Westboro O-Train station and within 150 metres walking distance of the Richmond Road Mainstreet corridor. The main entrance to each proposed building will provide simple and safe connections on foot or bicycle to the planned Westboro O-Train station to the north and bus transit stops on frequent routes along Richmond Road to the south. The proposed development is of an appropriate form and scale that will present no negative impacts on existing or future built form on abutting properties. The proposed development is consistent with growth objectives of the adopted Official Plan to accommodate densities that align with provision of missing middle housing within the Neighbourhood designation.

3.5.2 Growth Management Framework

Section 3 of the adopted Official Plan sets out policies to direct growth toward target areas for intensification. The majority of projected growth between 2018 and 2046 is directed within the urban boundary, representing 93% of all new development. 47% of the growth allocation is directed to take place within existing built-up areas inside the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

Section 3.2, Policy 3 of the adopted Official Plan identifies “Neighbourhoods” as one of the target areas designated for residential intensification in the City of Ottawa.

The Subject Property is designated as a Neighbourhood and is located within the Inner Urban Transect on Schedule B2 of the adopted Official Plan. The Subject Property is located within a land use designation targeted for intensification. The proposed development of two, low-rise residential apartment buildings on the Subject Property is consistent with the growth objectives of the adopted Official Plan.

Section 3.2, Policy 10 of the adopted Official Plan sets out residential density targets that apply to Hubs and states: “The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors.”

The Subject Property is designated as Neighbourhood in the adopted Official Plan. Policies of the adopted Official Plan establish a minimum residential density requirement of between 60 and 80 dwellings per net hectare for proposed developments in the Inner Urban Transect. The proposed development will provide a density of 267 dwellings per net hectare and is consistent with density targets of the adopted Official Plan.

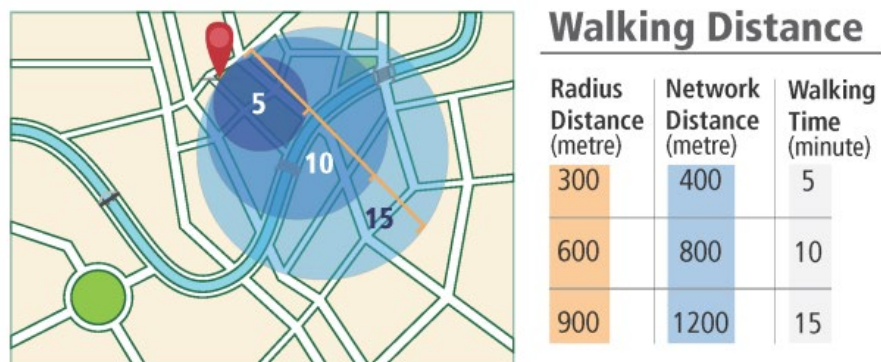
3.5.3 City-wide Policies

Section 4 of the adopted Official Plan sets out city-wide policies to be considered where all new development is proposed.

Section 4.1.2, Policy 1 of the adopted Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:

- “1) In general, this Plan equates a walking time of:
 - a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;
 - b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and
 - c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.”

Figure 16 – Adopted Official Plan Figure 11



The Subject Property is located fully within 600 metres radius and within 800 metres network distance of the planned Westboro and Kichi Sibi O-Train stations. Transit stops along frequent bus route 11 are located south of the Subject Property along Richmond Road. The proximity of the proposed development to a range of transit options in the immediate area represents a walking distance of 10 minutes or less for residents to access rapid transit and frequent street transit from their home (see Figure 16).

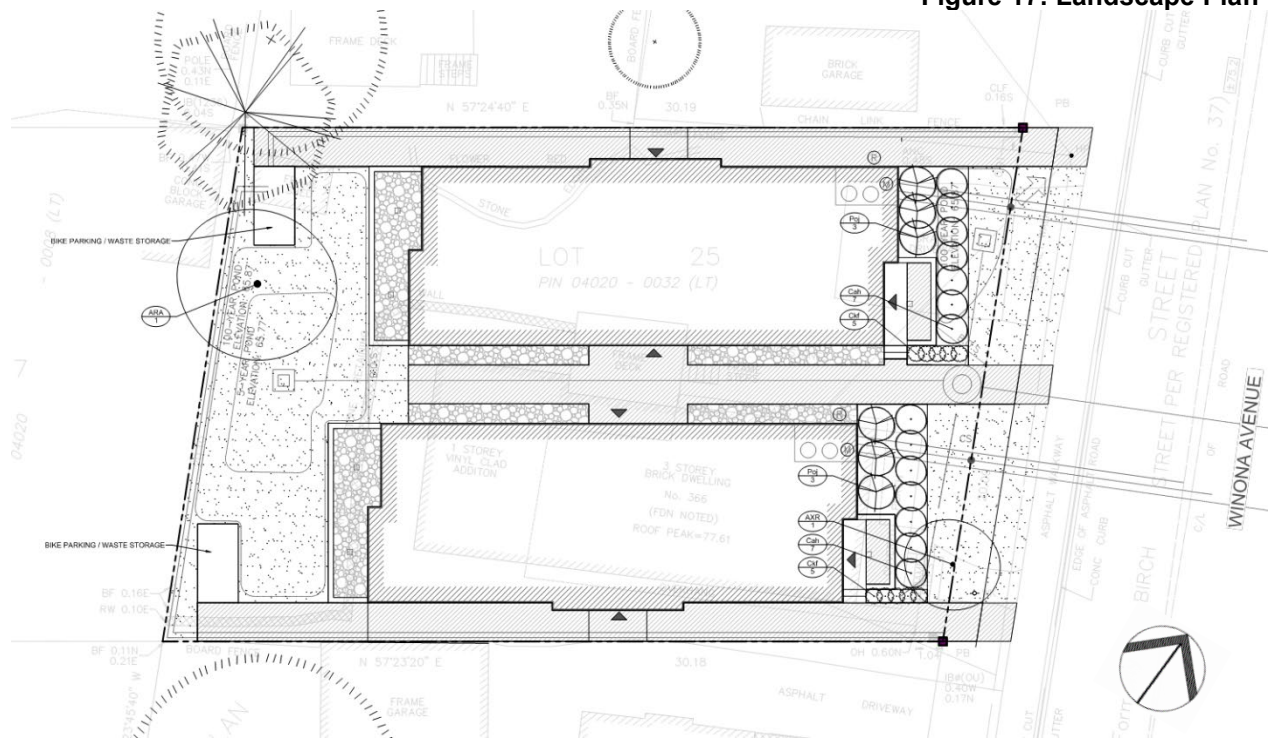
Section 4.6 of the adopted Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority areas, encourage innovation in site planning and building design, support the objectives of Corridors, Hubs and Neighbourhoods and enable integration of new development with existing communities.

Section 4.6.6, Policy 6 of the adopted Official Plan 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 of two, low-rise apartment buildings on the Subject Property has been designed to frame Winona Avenue with an appropriate building setback, materials and façade articulation that defines building entrances and maintains the general low-rise character of the surrounding community. The main building entrances are provided off Winona Avenue to access the residential lobbies at the centre of each building from the sidewalk. Private entrances to ground floor residential units through terraces in the front yard of each building, appropriate landscaping treatments and balconies for units on upper levels help to improve the interface with the public realm provide semi-private spaces facing Winona Avenue. The building is adequately set back from the street. The proposed development of two, three-storey residential apartment buildings on the Subject Property is consistent with policies of the adopted Official Plan.

Figure 17: Landscape Plan



Section 4.6.5, Policy 3 of the adopted Official Plan 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.”

Direct pedestrian access to the Subject Property is provided from the principal building entrances in the side yard to the public sidewalk along Winona Avenue. Grade level amenity space, including soft landscaping and trees are provided along Winona Avenue and in the rear yard for building residents (see Figure 17). No motor vehicle access is provided for the proposed development. Providing no motor vehicle access to the Subject Property reduces the potential for vehicle conflicts and improves the safety, accessibility, and movement of pedestrians and bicycles to and from the Subject Property and is consistent with policies of the adopted Official Plan.

Section 4.6.6, Policy 6 of the adopted Official Plan 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 has been designed to compliment the existing low-rise scale of the surrounding community in accordance with policies of the adopted Official Plan for development within Neighbourhoods in the Inner Urban Transect. Soft landscaping is provided within the

building setbacks in the front yard and rear yard for building residents. The principal entrance to each proposed building is provided at the centre of the interior side yard via a barrier free ramp from Winona Avenue. Semi-private terrace entrances to residential units are provided along Winona Avenue to improve the interface with the public realm for each proposed building. The proposed buildings are designed to integrate with materials and architectural details that are common to the existing context such as red/brown brick and glass while also providing subtle contemporary additions to the façade design through use of visual breaks using large windows and dark-coloured panel siding to ensure future compatibility as the surrounding community matures.

Please note that the policies of the adopted Official Plan are subject to modification by the Province of Ontario’s Ministry of Municipal Affairs and Housing.

Figure 18. Richmond Road/Westboro Secondary Plan – Schedule A



3.6 West Downtown Core Secondary Plan

The Subject Property is located within the boundary of the adopted Richmond Road / Westboro Secondary Plan (“the adopted Secondary Plan”). The West Downtown Core Secondary Plan was adopted along with the new Official Plan by City Council on November 24, 2021.

Detailed policy direction regarding development within distinct sectors apply where provided by the adopted Secondary Plan. The Subject Site is located within the boundaries of “Sector 7 – McRae Avenue and Churchill Avenue” (see Figure 18).

Section 5.8 of the adopted Secondary Plan sets out policies related to land use and maximum building heights for each sector that:

“18) Support the redevelopment of Churchill and McRae Avenues for high low-rise and low mid-rise mixed-use buildings;

19) Encourage residential and employment uses as well as commercial uses on these streets without compromising the viability of Richmond Road and Scott Street mainstreet and minor corridors;”

The Subject Property is not located with frontage on Churchill Avenue. No detailed land use policies apply to the Subject Property in the adopted Secondary Plan.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the adopted City of Ottawa Official Plan.

4.0 DESIGN BRIEF

Section 4.11 of the in-force Official Plan sets out directions for high quality urban design and compatibility at the city-wide scale. Several policies within Section 4.11 are not relevant to the Subject Property. This Design Brief has been scoped to reflect the relevant sections accordingly.

A brief explanation of the sections not reviewed as part of this brief are provided below:

Discussion of Views relates to high-rise buildings and protecting the views of the Parliament Buildings. Policies on Views do not apply to the proposed development. The in-force Official Plan policies on High-rise Buildings and Public Art do not apply to the proposed development. The policy on First Nations Peoples Design Interests applies to public lands and does not apply to the Subject Property.

4.1.1 Building Design

Section 4.11 of the Official Plan under “Building Design” states: *“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city.”*

The following section provides a review of each relevant policy regarding Building Design and provides design justification in support of the development of two, low-rise apartment buildings on the Subject Property.

- 5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*

- a. Setbacks, heights and transition;
- b. Façade and roofline articulation;
- c. Colours and materials;
- d. Architectural elements, including windows, doors and projections;
- e. Pre- and post-construction grades on site; and
 Incorporating elements and details of common characteristics of the area.

Figure 19. View from Winona Avenue looking west



Winona Avenue is anticipated to experience a transition to higher density, low-rise built forms surrounding the Subject Property. Churchill Avenue North and Richmond Road are anticipated to transition to higher-density, mid-rise built forms. The proposed development of two, low-rise apartment buildings is designed to complement the existing character of the neighbourhood and buildings to the north, south and east and to provide an appropriate scale in transition to planned higher density, mid-rise development along Churchill Avenue North, Richmond Road and the planned Westboro O-Train station further to the north. The proposed development is designed to complement existing buildings abutting the Subject Property with each apartment building referencing the width and scale of existing buildings in the surrounding community. A variation in materials and horizontal divisions are provided by a brick base and transitioning to metal panel in

window trim and at the top of each building. The proposed development responds to the existing and planned scale envisioned for the surrounding context through an appropriate setback and façade design for each building along the Winona Avenue frontage that frames the street, improves pedestrian access and interfaces well with the public realm (see Figure 19). The two proposed three-storey buildings provide an appropriate scale of development that is compatible with existing low-rise buildings to the north, east and south of the Subject Property. The proposed development is designed to be compatible with mid-rise developments located along Churchill Avenue North and Richmond Road as part of a future intensification of these corridors.

The proposed building materials for each building facing Winona Avenue primarily comprise a red/brown brick and dark coloured metal panelling that are appropriate for the existing neighbourhood context. A contemporary rhythm of windows, front-facing balconies, brick and concrete details at grade level are complemented by use of metal panel cladding set within recessed portions of the façade, surrounding windows and at the upper level are compatible with the design of existing low-rise buildings in the area.

The proposed development establishes a transit-supportive level of density within walking distance of the planned Westboro O-Train station and transit stops along the frequent transit network on Richmond Road. The proposed development will fit within the existing and planned residential context surrounding the Subject Property. The proposed development of two, low-rise apartment buildings on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

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

The proposed development is designed with the principal building façades and walkways to main entrances oriented to Winona Avenue. The principal building façades comprise a high-quality material treatment where the building interfaces with abutting properties and toward the public realm. The proposed building provides a well-articulated combination of contemporary materials such as glass, brick and metal panel along the principal façade to fit with existing built form surrounding the Subject Property. Strategically placed recesses clad in brick and metal panel in a darker palette are used to accent building entrances and grade level amenity spaces, create visual breaks in the façade along Winona Avenue and achieve a design aesthetic that is compatible with existing characteristics of the surrounding community.

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.*

Direct, barrier-free pedestrian connections are provided from principal building entrances for each building to the public sidewalk along Winona Avenue. No vehicle parking is provided. Bicycle parking is provided at the rear of the building. Access is provided from Winona Avenue to service entrances, garbage facilities and for tenant move-in purposes. Providing no vehicle access to the property reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians to and from the Subject Property.

4.1.2 Massing and Scale

Section 4.11 of the Official Plan under “Massing and Scale” states: *“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.”*

The following section provides a review of each relevant policy related to Massing and Scale and provides design justification in support of the proposed development of two, low-rise apartment buildings on the Subject Property.

10. “Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:
 - a. *Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*
 - b. *Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
 - c. *The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.”*

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 designed to provide an appropriate transition in building scale and height along the Winona Avenue frontage and the surrounding community to the north and east.

The lands immediately abutting the Subject Property to the west along Churchill Avenue North and further to the south along Richmond Road are designated for future mid-rise intensification. To the north, east and south along Winona Avenue are existing low-rise residential buildings. The proposed development of two, low-rise apartment buildings have regard for the scale, massing and building materials that are desirable characteristics of the existing community context and represents appropriate intensification of the Subject Property.

The proposed development on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

4.1.3 Outdoor Amenity Areas

Section 4.11 of the in-force Official Plan under “Outdoor Amenity Areas” states: “*Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.*”

Policy 20 of Section 4.11 of the in-force Official Plan states that: “*Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.*”

The proposed development includes both private and communal outdoor amenity spaces (see Figure 19). Grade level residential units along the Winona Avenue frontage have access to semi-private front terraces accessed from street level and upper units have access to private balconies. Rear facing dwelling units also have access to private terraces and balconies. Communal amenity spaces are provided for residents at grade level along Winona Avenue, and at the rear of the proposed buildings. The proposed development is consistent with urban design policies of the in-force Official Plan for outdoor amenity areas on the Subject Property.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the in-force City of Ottawa Official Plan.

5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R4 – Residential Fourth Density Zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;*
- (4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced:*

The provisions of the R4UB zone permit development of low-rise residential apartment dwellings with a maximum of 8 dwelling units on the Subject Property. Section 161, Section 162, Table 162A and Table 162B set out the performance standards for the Residential Fourth Density, Subzone UB zone. The Subject Property is located within the Greenbelt. Provisions of Section 139 and Section 144 of the Zoning By-law apply to all low-rise residential developments located within the Greenbelt (see Figure 20).

Two, low-rise apartment dwellings containing 8 residential units in each building are proposed on the Subject Property.

For each low-rise apartment dwelling, the proposed zoning will incorporate the required relief from the zoning provisions for a decrease to the minimum required lot width, a decrease to the minimum required lot area, a decrease to the minimum required front yard setback, a decrease to minimum required rear yard setback, a decrease to the minimum required rear yard area and a decrease to the minimum required interior side yard setback along the north and south property lines. A summary of the relief requested is highlighted in orange on the Zoning Review Table (see Figure 20).

The proposed low-rise apartment buildings conform with all other zoning provisions of Section 139, Section 144, Section 162, Table 162A and Table 162B including maximum building height, and minimum landscape area. The proposed development is designed to conform with the Residential Infill performance standards of Section 161 including the required minimum number of principal entrances, minimum required percentage of fenestration and minimum required percentage of recessed façade area and balconies to improve the building interface with the public realm along Winona Avenue.

Figure 20: Zoning Review Table

ZONING PROVISIONS: R4-UB, Low Rise Apartment (Max. 8 units) City of Ottawa By-Law 2008 - 250		
	Required	Provided
Maximum Number of Units	8	8
Minimum Lot Width (m)	10.0 m	9.91 m
Part 6, Table 162A, Subzone R4-UB, Column IV		
Maximum Lot Width (m)	38.0 m	9.91 m
Part 6, Table 162B, Endnote 11		
Minimum Lot Area (m ²)	300 m ²	±299.5 m ²
Part 6, Table 162A, Subzone R4-UB, Column V		
Maximum Lot Area (m ²)	1,070 m ²	±299.5m ²
Part 6, Table 162B, Endnote 12		
*Minimum Front Yard (m)	4.5 m	4.00 m
Part 6, Table 162A, Subzone R4-UB, Column VII		
*Minimum Rear Yard (m)	25% of lot depth	7.01 m
Part 6, Table 162B, Endnote 4	(30.06m x 25%) = 7.52m	
	<i>*(min. 25% of total lot area 299.5m² x 25%) = 74.88m²</i>	70.32 m ²
*Minimum Interior Side Yard (m)	1.5 m	1.20 m
Part 6, Table 162A, Subzone R4-UB, Column X		
Maximum Height (m)	11.0 m	11.0 m
Part 6, Table 162A, Subzone R4-UB, Column VI		
*Required Landscape Area		
Total Landscape Area: Section 161 (8) - lot less than 450 m ²	n/a	n/a
Front Yard Soft Landscape Area: Section 161 (15)(d) - Table 161	min. 35% of front yard	(± 29.41m ² / 39.32 m ²) = ± 75.0%
Rear Yard Landscape Area: Section 161 (15)(b)(iii),(iv) & (c)	min. 35m ² of the rear yard	± 55m ²
Parking Requirements		
	Required	Provided
Minimum Parking Spaces	n/a	n/a
Part 6, Sec 161 (16)(a) - No motor vehicle parking permitted on a lot less than 450 m ² in area		
Minimum Visitor Parking Spaces (Table 102, Row I, Column II) - 0.1 spaces / dwelling unit	n/a	n/a
Part 4, Sec. 102 (1),(2) and (3) - Schedule 1A: Area "Y" - no visitor parking required for first twelve dwelling units on a lot		
TOTAL	n/a	n/a
Minimum Bicycle Parking Spaces		
Part 4, Sec 111 (1) - Table 111A, Row (b)(i), Columns I,II (0.5 spaces/du) - (8 x 0.5) = 4/building	8	10
TOTAL	8	10

*NOTE: All measurements taken using Bluebeam Revu based on Plans provided by Evolution Design & Drafting and should be considered

Section 161 16(a) of the Zoning By-law does not permit off-street motor vehicle parking for lots less than 450 square metres in area. As the Subject Property will be severed to create two new lots that are each less than 450 square metres in area, no off-street parking spaces are required for the proposed development. Section 102, Table 102, Column II of the Zoning By-law (Area "Y" – Schedule 1A) sets a minimum visitor parking space rate of 0.1 spaces per dwelling unit after the first 12 units. The Subject Property will be severed to create two new lots that will each contain less than 8 dwelling units. No off-street visitor parking spaces are required for the proposed development.

Section 111, Table 111A, Row (b) of the Zoning By-law sets out minimum bicycle parking space rates for the proposed development. A rate of 0.5 bicycle parking spaces per dwelling unit is required for residential uses. The minimum number of bicycle parking spaces required for each proposed low-rise apartment building is 4 spaces.

5 enclosed bicycle parking spaces are provided in the rear yard of each proposed low-rise apartment building. A total of 5 bicycle parking spaces are provided for each proposed low-rise apartment building.

The proposed Minor Zoning By-law Amendment will establish appropriate Zoning standards for the Subject Property and will maintain the intent and purpose of the City of Ottawa Zoning By-law 2008-250.

6.0 PROPOSED ZONING BY-LAW AMENDMENT

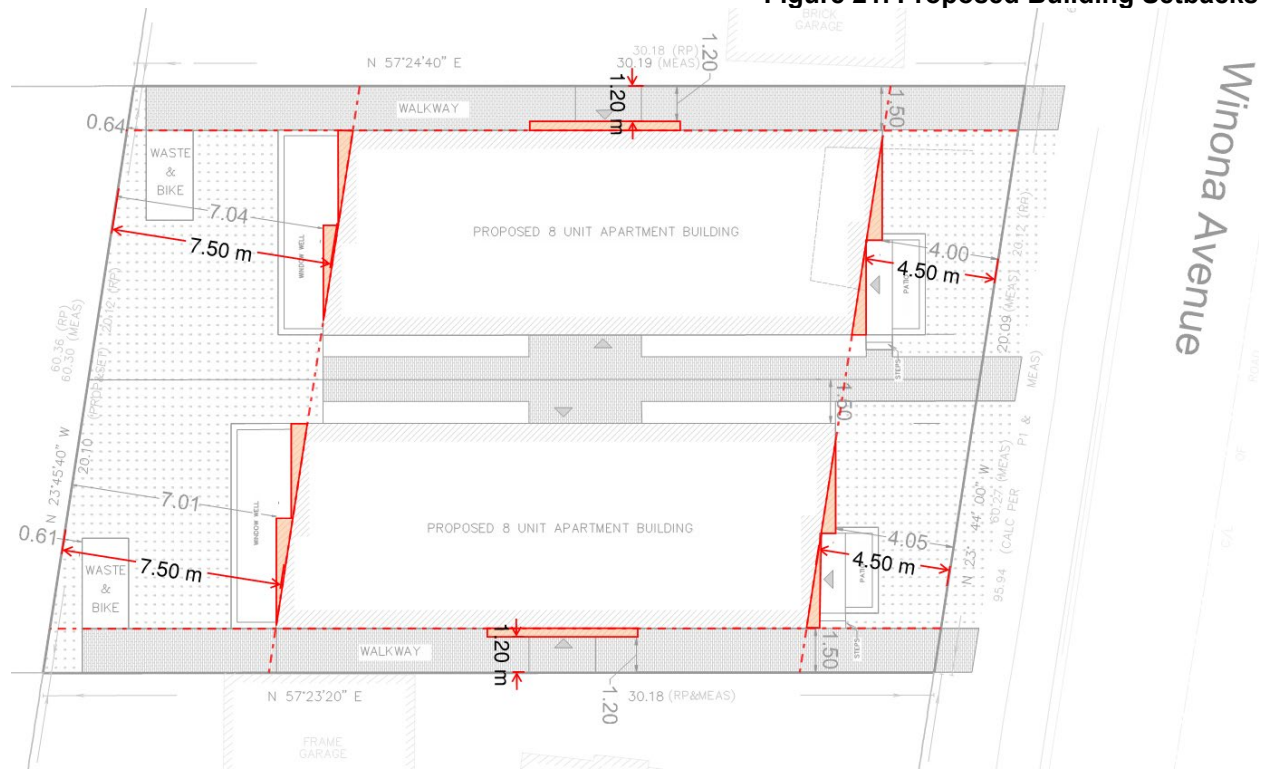
The provisions of the R4UB zone require a minimum lot width of 10.0 metres for a low-rise apartment dwelling with a maximum of eight dwelling units. The existing lot is proposed to be severed into two new lots through separate applications to the Committee of Adjustment for severances on the Subject Property. There are examples of recently constructed multi-unit dwellings located to the north along Winona Avenue and to the east along Picton Avenue that have an existing lot width that is less than required by provisions of the Zoning By-law for this building type. Relief from the zoning provision is required to decrease the minimum required lot width for each proposed lot by 0.09 metres to 9.91 metres to facilitate the proposed development. A minor reduction to the required lot width for each proposed lot will not result in issues providing appropriate building area or building setbacks from surrounding lots. A reduced lot width for each low-rise apartment building is appropriate for the proposed development on the Subject Property.

The provisions of the R4UB zone require a minimum lot area of 300 square metres for a low-rise apartment dwelling with a maximum of eight dwelling units. The existing lot is proposed to be severed into two new lots through separate applications to the Committee of Adjustment for severances on the Subject Property. Relief from the zoning provision is required to decrease the minimum required lot area by 0.5 square metres to 299.5 square metres for each proposed lot to facilitate the proposed development. A 0.5 square metre reduction to the required lot area is a minor reduction from the zoning provisions and will not result in issues providing appropriate building area, building setbacks from surrounding lots and amenity area for residents. Outdoor amenity space is provided for residents in the front yard and rear yard for each proposed low-rise building. Public amenity areas are located within walking distance of the Subject Property with Lion's Park to the northeast, Roy Duncan park further to the north and Westboro Beach and the Ottawa River to the west. A reduced lot area for each low-rise apartment building is appropriate for the proposed development on the Subject Property.

Based on provisions of Section 144 (1)(a) and (c) of the Zoning By-law, a minimum front yard setback of 4.5 metres is required on the Subject Property. The front yard setback provided for each proposed low-rise apartment building is approximately 4.0 metres. The proposed buildings have been designed with the central point of the front façade recessed to meet the required 4.5 metre front yard setback. A small triangular portion of the façade will encroach into the required front yard setback by approximately 0.5 metres for each proposed building (see Figure 21). The proposed zoning amendment will permit a reduction to the required front yard setback for each proposed building that reflects a more urban condition and the importance of providing direct

pedestrian access to the sidewalk in proximity to future higher density, transit and pedestrian-oriented developments anticipated to the north, west and south of the Subject Property. A development proposing a front yard setback of 4.0 metres is appropriate for the proposed development on the Subject Property.

Figure 21. Proposed Building Setbacks



The provisions of the Section 162, Table 162B, endnote 4 require a minimum rear yard setback of 25% of the lot depth to a maximum of 7.5 metres. The lot depth of the Subject Property is 30.06 metres. A maximum rear yard setback of 7.5 metres would be required by provisions of the Zoning By-law. The proposed rear yard setback for the low-rise apartment buildings is 7.01 metres. The proposed buildings have been designed with the central point of the rear façade recessed to provide a 7.5 metre rear yard setback. A small triangular portion of the rear façade would encroach into the proposed rear yard setback by approximately 0.5 metres for each proposed building (see Figure 21). A proposed rear yard setback of 7.01 metres from the proposed low-rise apartment buildings to property lines abutting to the west will provide appropriate separation from any future development. A reduction to the required rear yard setback is appropriate for the proposed development on the Subject Property.

The provisions of the Section 162, Table 162B, endnote 4 require the rear yard to comprise 25% of the total lot area. Relief from the zoning provision is required to decrease the minimum required rear yard area by 1.5% to 23.5% to facilitate the proposed development. A 1.5% reduction to the required rear yard area is a minor reduction from the zoning provisions. Public amenity areas are located within walking distance of the Subject Property with Lion's Park to the northeast, Roy Duncan Park further to the north and Westboro Beach and the Ottawa River to the west. A reduced rear yard area is appropriate for the proposed development on the Subject Property.

The provisions of the R4UB zone require a minimum interior side yard setback of 1.5 metres. The existing lot is proposed to be severed into two new lots through separate applications to the Committee of Adjustment for severances on the Subject Property. A small portion of each proposed building has been designed to project into the required interior side yard setback in order to provide barrier free access to the main entrance for each building. Relief from the zoning provision is required to decrease the minimum required interior side yard setback at building entrances on the north and south property lines by 0.3 metres to 1.2 metres to facilitate the proposed development (see Figure 21). The majority of the interior side yard setback provided along the north and south property lines is 1.5 metres. Primary access to the rear yard is provided along the north and south side of each proposed building on the Subject Property. A 3 metre wide shared access to the rear yard is provided between the two proposed buildings. Each building has been designed to provide the required 1.5 metre interior side yard setback on the central portion of the Subject Property as part of a future severance. A minor reduction to the required interior side yard setback at the main entrance of each proposed building along the north and south property lines will not result in issues for residents accessing the rear yard. A reduced interior side yard along the north and south property lines is appropriate for the proposed development on the Subject Property.

The existing lot is proposed to be severed into two new lots through separate applications to the Committee of Adjustment for severances on the Subject Property. To facilitate the proposed development of two, low-rise apartment buildings on the Subject Property, this application requests a site-specific amendment to incorporate the required relief from the zoning provisions for a decrease to the minimum required lot width, a decrease to the minimum required lot area, a decrease to the minimum required front yard setback, a decrease to minimum required rear yard setback, and a decrease to the minimum required interior side yard setback along the north and south property lines as highlighted in orange on the Zoning Review Table (see Figure 20). The site-specific amendment will result in development of two, low-rise residential apartment buildings that are located with direct access and opportunities for residents to increase use of transit and active transportation infrastructure in the Westboro community. The proposed development is within proximity to restaurants, shops, parks and outdoor amenity areas for residents. The requested relief from provisions of the R4UB zone is appropriate to facilitate the proposed development of two, low-rise apartment buildings on the Subject Property.

7.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. Full details are available under 'Community and Neighbourhood Notification' on the City's website. Neighbours will have the opportunity to comment on the proposal via the notification requirements.

An Information Meeting will be held to discuss the proposed development with the community. This meeting will be coordinated with the Councillor's office immediately following filing of the application. A second meeting will be held if deemed necessary.

8.0 CONCLUSION

This Planning Rationale has been prepared in support of Minor Zoning By-law Amendment and Site Plan Control applications to facilitate the development of two, low-rise apartment buildings on the Subject Property. The Subject Property is designated General Urban Area on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is located within the boundary of the in-force Richmond Road/Westboro Secondary Plan. The Subject Property is designated Neighbourhood and Evolving Neighbourhood Overlay in the Inner Urban Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is located within the boundary of the adopted Richmond Road/Westboro Secondary Plan. The property is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa's Zoning By-law 2008-250.

The purpose of this application is to facilitate the proposed development of two, low-rise residential apartment buildings through establishing site-specific zoning provisions for the Subject Property including a decrease to the minimum required lot width, a decrease to the minimum required lot area, a decrease to the minimum required front yard setback, a decrease to minimum required rear yard setback, and a decrease to the minimum required interior side yard setback along the north and south property lines. Approval of the proposed development will permit a total of 16 residential dwelling units on the Subject Property with 8 units contained in each low-rise apartment building. No motor vehicle parking or visitor parking is required as part of the proposed development. A total of 10 bicycle parking spaces are proposed on the Subject Property.

The proposed low-rise development is appropriate to support growth objectives and residential intensification targets within the urban area of the City of Ottawa. The proposed Minor Zoning By-law Amendment and Site Plan Control applications will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.

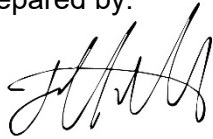
The proposed development is consistent with policies of the City of Ottawa's in-force Official Plan and adopted City of Ottawa Official Plan. This Planning Rationale demonstrates the proposed development is consistent with the intent and policies of the General Urban Area designation of the in-force Official Plan. The proposed development is consistent with the intent and policies of the the Neighbourhood and Evolving Overlay designation within the Inner Urban Transect of the adopted Official Plan and is compatible with surrounding land uses. Site specific zoning is proposed for the Subject Property to bring the proposed development into conformity with the City of Ottawa Zoning By-law.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications are appropriate for the Subject Property and represent good land use planning.

Yours Truly,

NOVATECH

Prepared by:



Jeffrey Kelly, MCIP, RPP
Project Planner

Reviewed by:




Murray Chown, MCIP, RPP
Director | Planning & Development

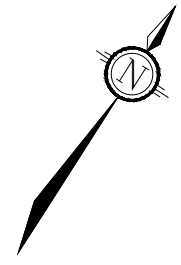
Appendix A:

Site Plan

**ZONING PROVISIONS: R4-UB, Low Rise Apartment (Max. 8 units)
City of Ottawa By-Law 2008 - 250**

	Required	Provided
Maximum Number of Units	8	8
Minimum Lot Width (m)	10.0 m	9.91 m
Part 6, Table 162A, Subzone R4-UB, Column IV		
Maximum Lot Width (m)	38.0 m	9.91 m
Part 6, Table 162B, Endnote 11		
Minimum Lot Area (m ²)	300 m ²	+299.5 m ²
Part 6, Table 162A, Subzone R4-UB, Column V		
Maximum Lot Area (m ²)	1,070 m ²	±299.5m ²
Part 6, Table 162B, Endnote 12		
*Minimum Front Yard (m)	4.5 m	4.00 m
Part 6, Table 162A, Subzone R4-UB, Column VI		
*Minimum Rear Yard (m)	25% of lot depth (30.06m x 25%) = 7.52m	7.01 m
Part 6, Table 162B, Endnote 4		
	<i>*(min. 25% of total lot area 299.5m² x 25%) = 74.88m²</i>	70.32 m ²
*Minimum Interior Side Yard (m)	1.5 m	1.20 m
Part 6, Table 162A, Subzone R4-UB, Column X		
Maximum Height (m)	11.0 m	11.0 m
Part 6, Table 162A, Subzone R4-UB, Column VI		
*Required Landscape Area		
Total Landscape Area: Section 161 (8) - lot less than 450 m ²	n/a	n/a
Front Yard Soft Landscape Area: Section 161 (15)(d) - Table 161	min. 35% of front yard (± 29.41m ² / 39.32 m ²) = ± 75.0%	± 55m ²
Rear Yard Landscape Area: Section 161 (15)(b)(iii),(iv) & (c)	min. 35m ² of the rear yard	

LEGEND
 Property Line



Parking Requirements

	Required	Provided
Minimum Parking Spaces	n/a	n/a
Part 6, Sec 161 (16)(a) - No motor vehicle parking permitted on a lot less than 450 m ² in area		
Minimum Visitor Parking Spaces (Table 102, Row I, Column II) - 0.1 spaces / dwelling unit	n/a	n/a
Part 4, Sec. 102 (1),(2) and (3) - Schedule 1A: Area "Y" - no visitor parking required for first twelve dwelling units on a lot		
TOTAL	n/a	n/a
Minimum Bicycle Parking Spaces		
Part 4, Sec 111 (1) - Table 111A, Row (b)(i), Columns I & II (0.5 spaces/du) - (8 x 0.5) = 4/building	8	10
TOTAL	8	10

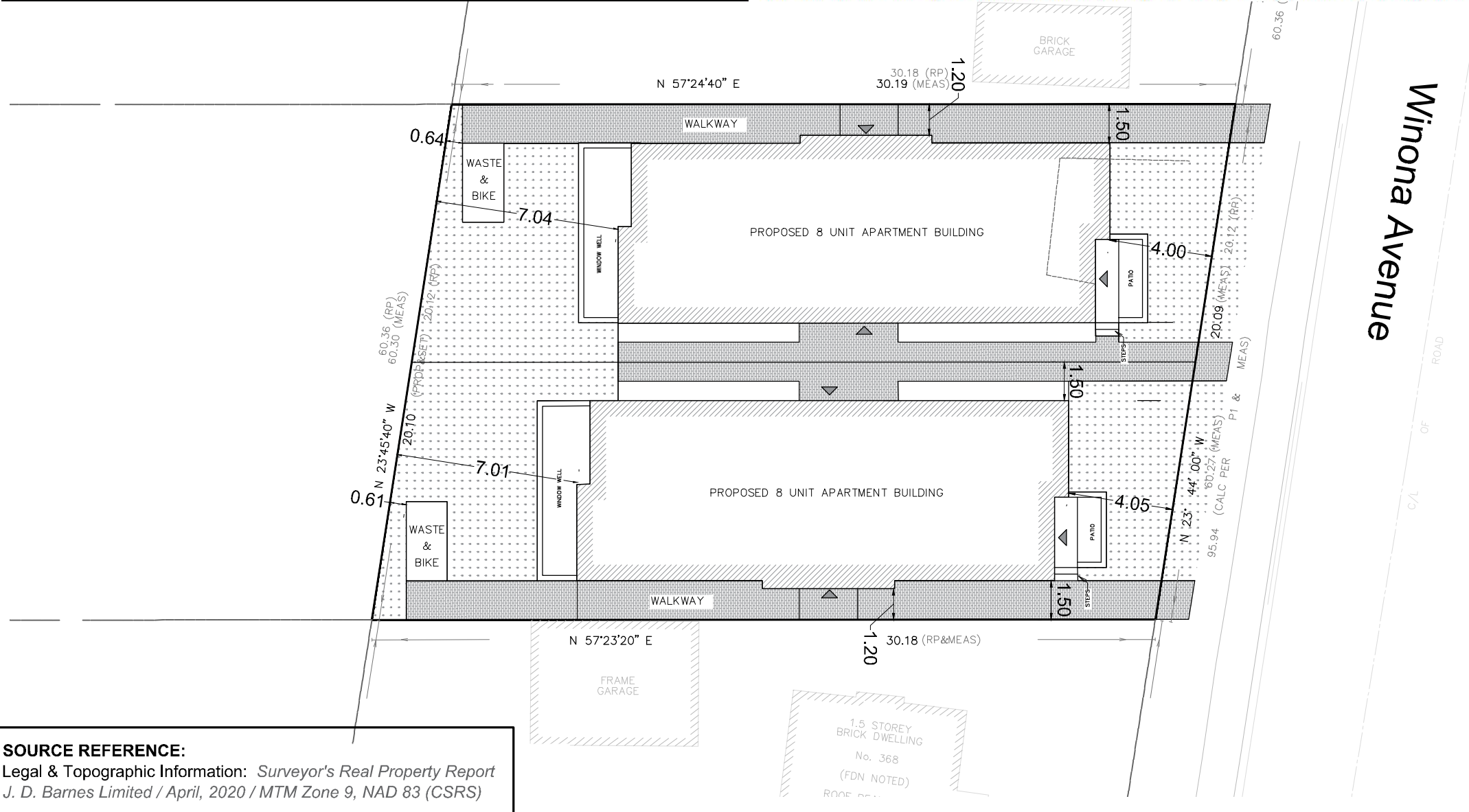
**NOTE: All measurements taken using Bluebeam Revu based on Plans provided by Evolution Design & Drafting and should be considered approximate values*



SITE PLAN

366 WINONA AVENUE

LOT 25
REGISTERED PLAN 37
CITY OF OTTAWA



SOURCE REFERENCE:
 Legal & Topographic Information: *Surveyor's Real Property Report*
 J. D. Barnes Limited / April, 2020 / MTM Zone 9, NAD 83 (CSRS)

No.	REVISION	DATE	BY
1.	ISSUED FOR SITE PLAN CONTROL	MAY 27/22	JK

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 Website www.novatech-eng.com

ISSUED
MAY, 2022
 PROJECT No.
121143
 DRAWING No.
121143-SP

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