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366 Winona Avenue

Design Brief

Revised September 2022

Engineering excellence.

Planning progress.

Liveable landscapes.

366 Winona Avenue

Ottawa, Ontario

Design Brief

in support of

**Minor Zoning By-law Amendment
and Site Plan Control Applications**

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1.0 SECTION 1

1.1 Application Submission

1.1.1 Introduction

Novatech has prepared this Design Brief 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.

1.2 Response to City Documents

1.2.1 Scope

Figure 1: Adopted Official Plan Schedule B2 Excerpt



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 1).

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:

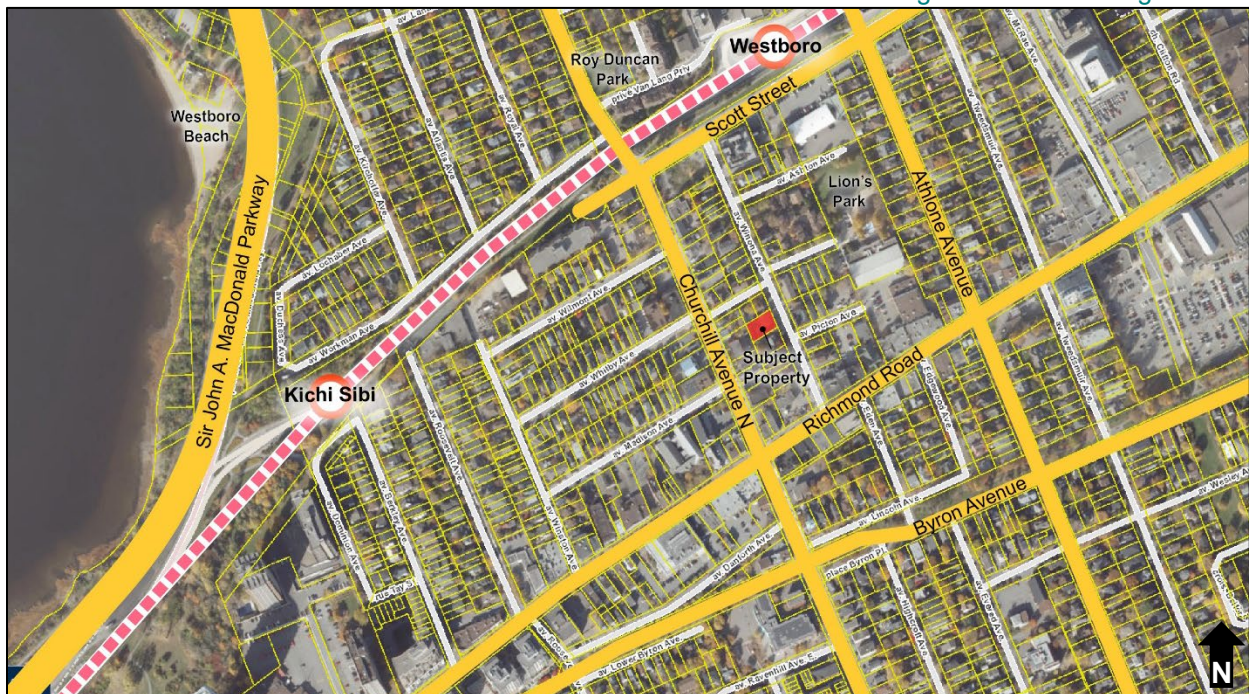
“1) The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules 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.

1.3 Context Plan

Figure 2. Surrounding Context



The Subject Property is located within the Westboro neighbourhood. 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. 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).

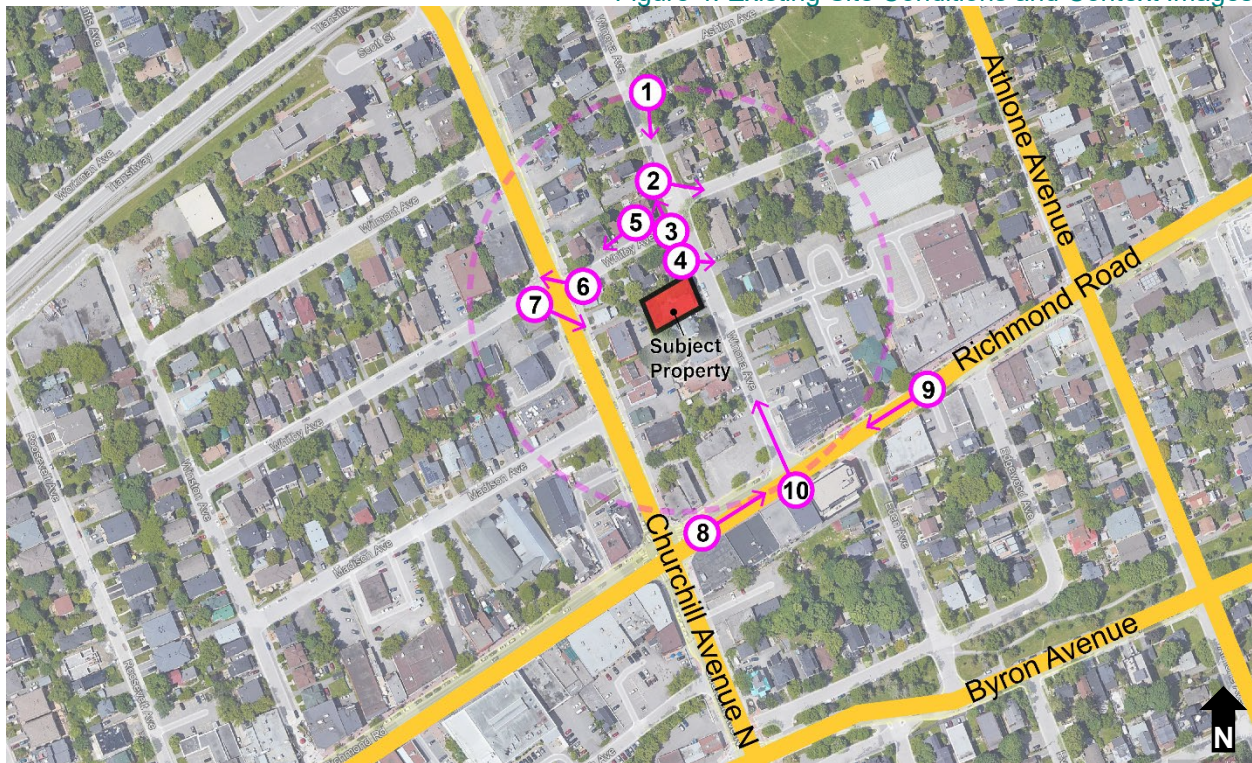
Figure 3. Context (100m Radius)



Immediately to the east of the Subject Property are a range of low-rise residential uses and the Ottawa Gymnastics Centre (see Figure 3). 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, banks, recreational uses and places of worship. West of the Subject Property is predominantly characterized by a mix of low-rise residential uses, commercial and office uses along Churchill Avenue North.

The Westboro neighbourhood is pedestrian and cyclist-oriented and has direct connections throughout the community to a range of transit options. Bus transportation routes are located along Richmond Road and the Subject Property is located within a 400 metre radius of the planned Westboro O-Train station providing access to rapid transit within walking distance of the Subject Property.

Figure 4. Existing Site Conditions and Context Images



Existing Architectural Context

The architectural context of buildings located to the south of the Subject Property along Richmond Road are low rise and are generally oriented to the street. A consistent low-rise built form context is also present along Churchill Ave North to the west of the Subject Property.

The local streets within the surrounding neighbourhood comprise an existing low-rise residential form with single detached, semi-detached and several recently constructed multi unit residential building forms. The recent infill buildings are consistent with the form and scale of several existing 3 storey apartment buildings located within 100m radius of the Subject Property.

The proposed development is designed with an appropriate scale and architectural style to fit within the low-rise context with well-designed, contemporary building materials and architectural features.

Please see Figure 4 and the images attached below for reference.



Image 1: Recently Constructed Multi-Unit, Low-rise development along Winona Avenue



Image 2: Recently Constructed Multi-Unit, Low-rise residential use along Whitby Avenue



Image 3: Low-rise residential use immediately North across Whitby Avenue



Image 4: Low-rise residential use immediately across Winona Avenue



Image 5: Low-rise development along Whitby Avenue



Image 6: Multi-Unit Low-rise development along Churchill Avenue N



Image 7: Multi-Unit Low-rise development along Churchill Avenue N



Image 8: Richmond Road – Looking East



Image 9: Richmond Road – Looking West



Image 10: Richmond Road at Winona Avenue – Looking North

2.0 SECTION 2

Section 4.6 of the 2021 Official Plan sets out direction for urban design throughout the City. This updated Design Brief draws from the policies of the relevant sections of the 2021 Official Plan.

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

2.1 Views

Figure 5. Aerial View Looking North



Figure 6. Streetscape View Looking South



2.2 Grading

Grading is not an issue on the Subject Property. The existing topography has a minor slope of 0.15m along the north property line and a minor slope of 0.29m along the south property line from west to east. There is a slope of 0.78m running along the front property line for a length of approximately 20 metres abutting Winona Avenue.

2.3 Streetscape (Public Realm)

Figure 7. Streetscape View Looking North



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 7). 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.

2.4 Relationship to Public Realm

Please refer to Section 2.5 – Plans & Elevations (Building Design) for a description of how the proposed buildings respond to and relate with the public realm along Winona Avenue.

2.5 Plans and Elevations (Building Design)

Figure 8. Streetscape View Front Elevation



The 2021 Official Plan includes policies to improve the quality and safety of the public realm and proposed development on sites throughout the City. Policies 3 and 4 of Section 4.6.5 state that:

“3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”

and;

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

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.

The 2021 Official Plan recognizes the importance that building design can have on ensuring intensification remains compatible with the existing context.

Policy 7 of Section 4.6.6 states that:

“6) 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.”

Built Form Context

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 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.

Building Materials

The proposed building materials for each building facing Winona Avenue primarily comprise a classic blended red/brown brick and black coloured metal panelling that are appropriate for the existing neighbourhood context. A contemporary rhythm of black windows with horizontal mullions, front-facing metal railing balconies, textured 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.

Figure 9. Streetscape View Front Elevation (Detail)



The proposed development is designed with the principal building façades and walkways to main entrances oriented to Winona Avenue. Soft landscaping bordering the interlock walkway to main entrances and the front terrace is designed to be aesthetically pleasing and provide natural features to the development. The principal building façades comprise a high-quality material treatment where the building interfaces with abutting properties and toward the public realm (see Figure 9). The proposed buildings each provide a well-articulated combination of classic, 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.

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.

2.6 Sustainability

The 2021 Official Plan strives to include innovative and sustainable design practices on sites throughout the City. Policy 1 of Section 4.6.4 states:

“1) Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard

addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.”

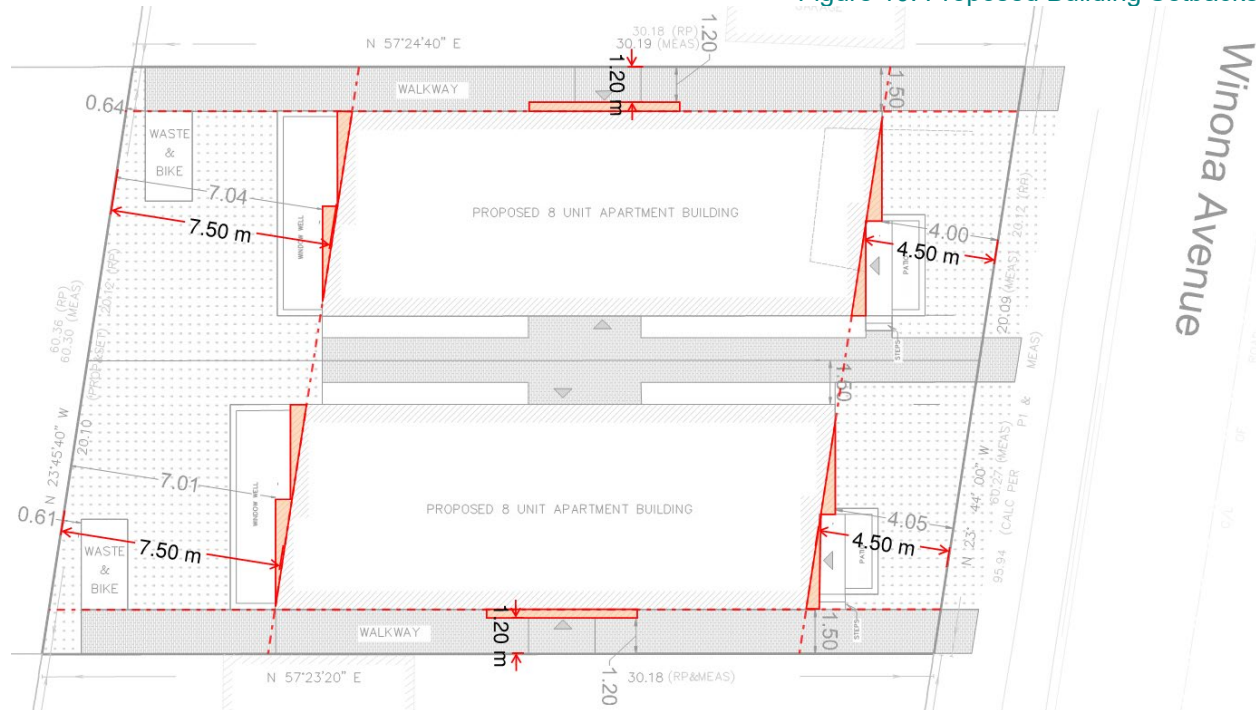
The proposed buildings are designed to fit within the context of existing buildings to the north, west and south of the Subject Property. The dwelling units within each proposed building are oriented to the west and east with large operable windows to allow natural light and fresh air for residents. Window wells are provided along the ground level and covered balconies in the front and rear yards for units located above grade to establish further access to natural light and air flow into dwelling units.

High efficiency building materials are proposed for the exterior cladding, glazed surfaces and roofing materials. In addition, high energy efficiency mechanical and electrical systems are proposed for the interior operation of common areas and private spaces within each building to reduce the energy consumption requirements for the Subject Property.

The proposed development promotes sustainability by encouraging more active and sustainable modes of transportation. Residents will be able to conveniently walk, cycle, or take transit to their daily destinations instead of driving. No vehicle parking is provided. Secure bicycle parking spaces are provided in the rear yard to encourage residents to use a bicycle to make their daily trips rather than use of a private automobile.

3.0 MINOR REZONING

Figure 10. Proposed Building Setbacks



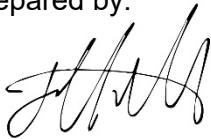
The existing lot is proposed to be severed into two new lots through separate applications to the Committee of Adjustment for severances on the Subject Property. To facilitate the proposed

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 on Figure 10 above. 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.

Yours Truly,

NOVATECH

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Reviewed by:



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Director | Planning & Development

Appendix A:
Site Plan and Building Elevations



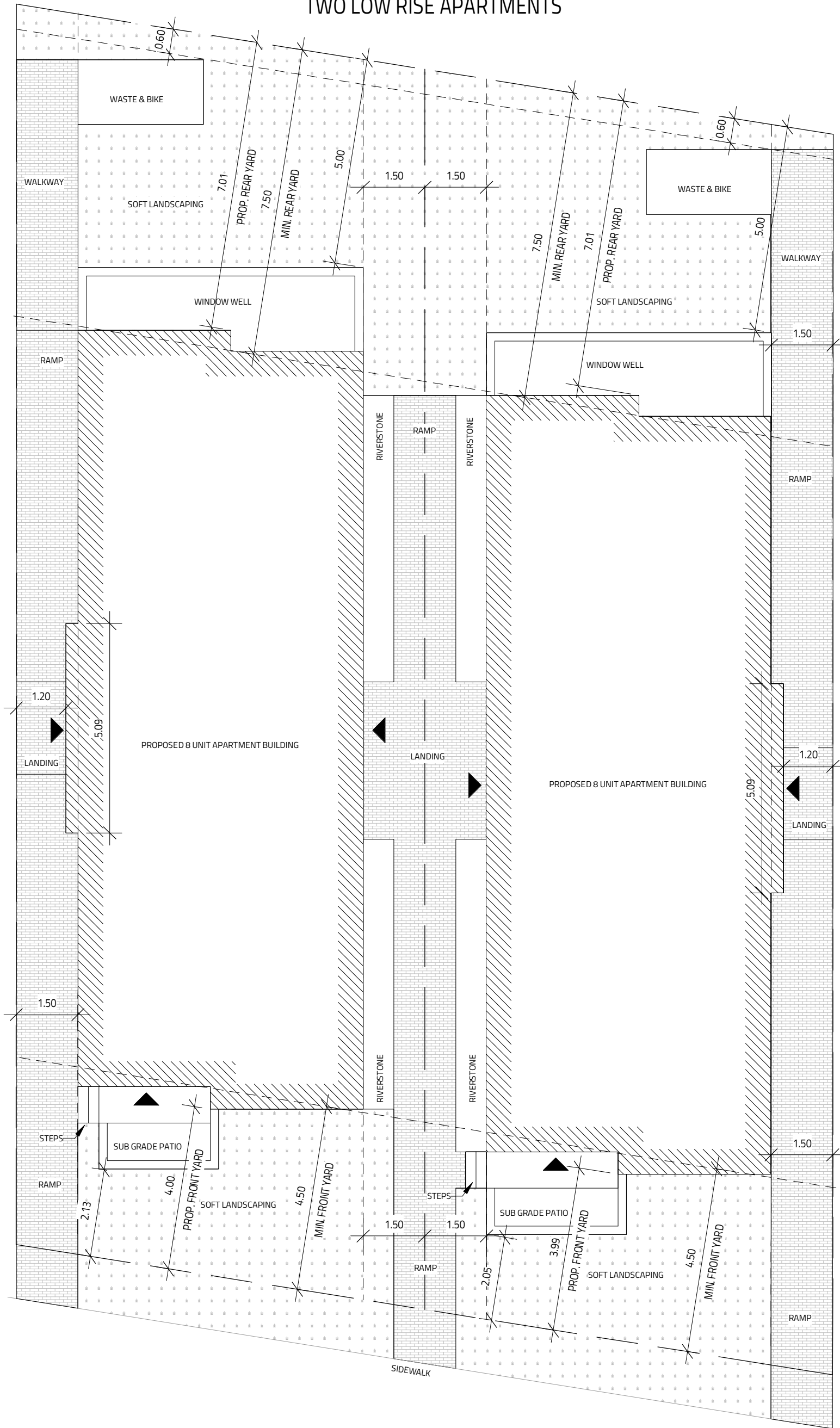
1 FRONT LEFT PERSPECTIVE
SCALE:



2 REAR LEFT PERSPECTIVE
SCALE:

366 WINONA

TWO LOW RISE APARTMENTS



1 PROPOSED SITE
SCALE: 1 : 100

MAY 2, 2022

ALL HOUSE RENDERINGS ARE ARTIST CONCEPTIONS. ALL FLOOR PLANS ARE APPROXIMATE DIMENSIONS. ACTUAL USEABLE FLOOR SPACE MAY VARY FROM THE STATED AREA. E & OE



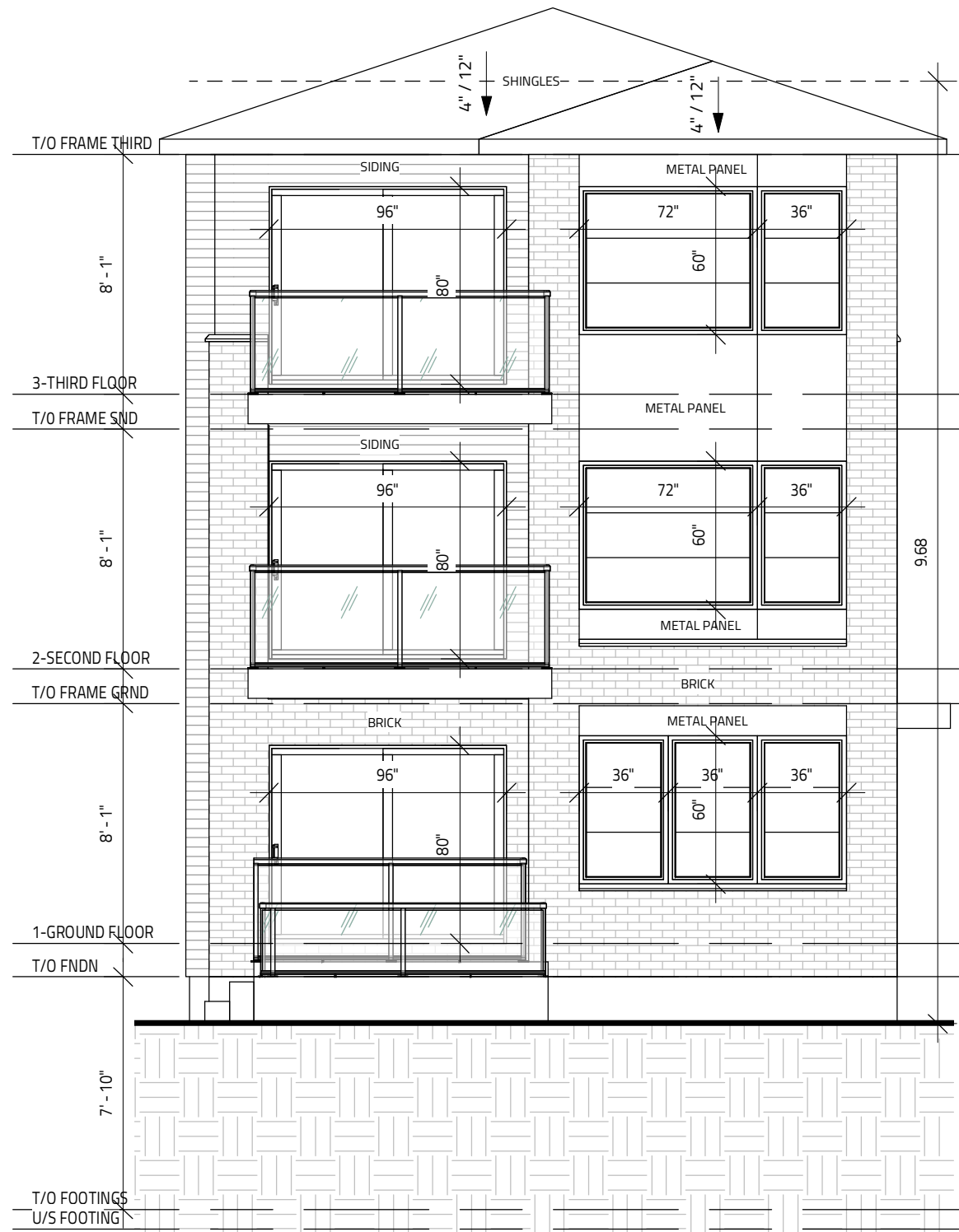
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366 WINONA

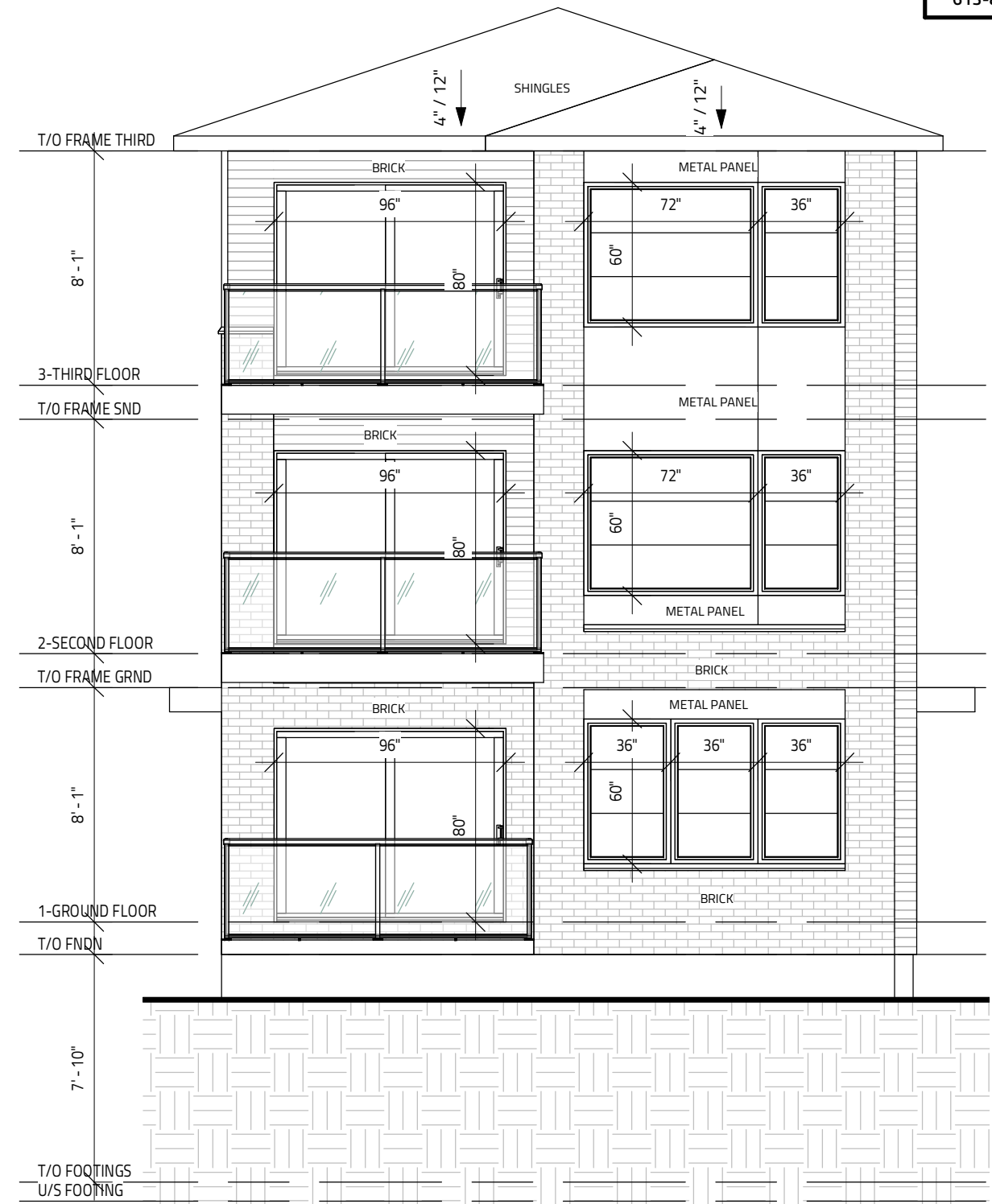
TWO LOW RISE APARTMENTS



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1 FRONT ELEVATION
SCALE: 3/16" = 1'-0"



2 REAR ELEVATION
SCALE: 3/16" = 1'-0"

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366 WINONA

TWO LOW RISE APARTMENTS



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1 RIGHT ELEVATION
SCALE: 3/16" = 1'-0"

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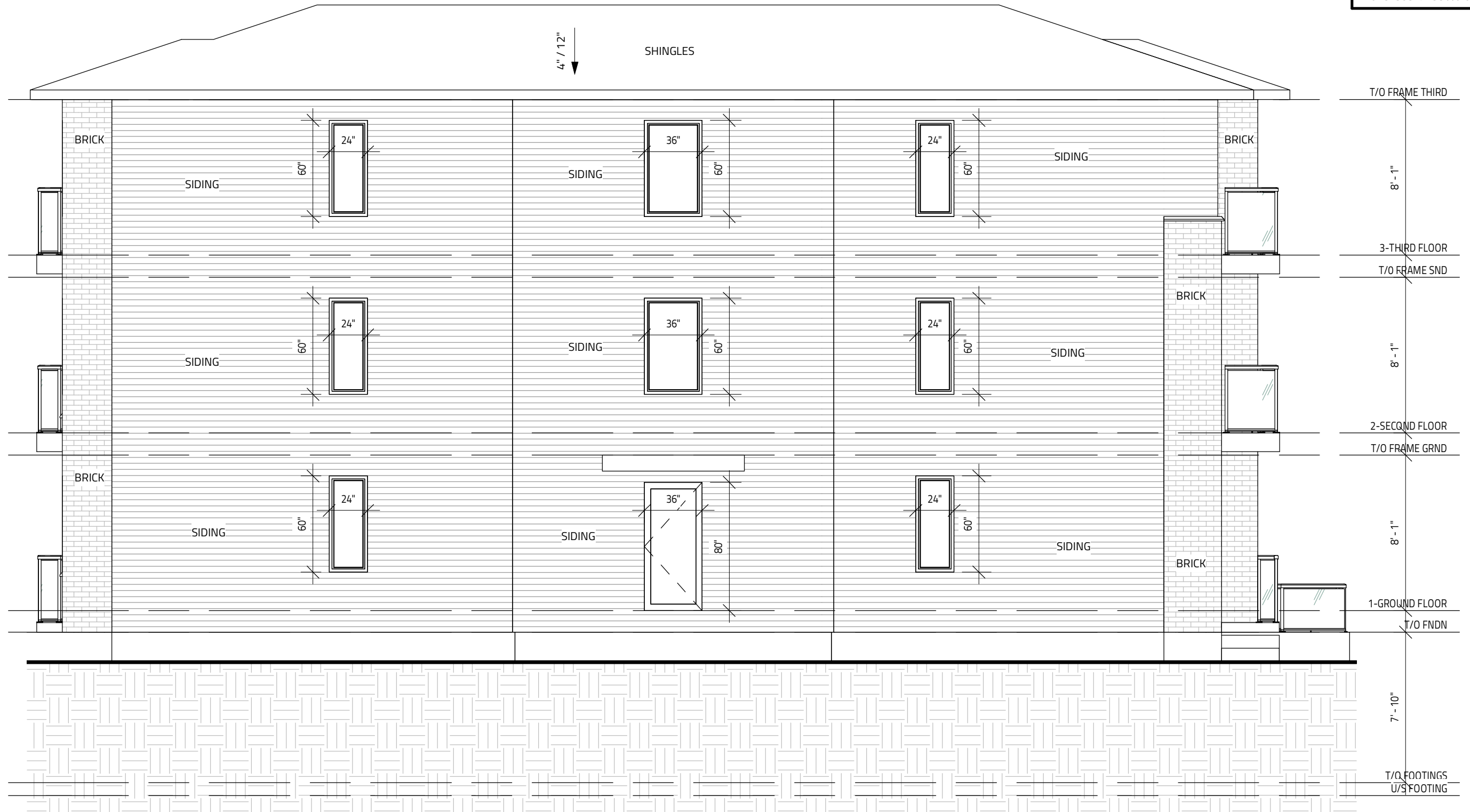
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TWO LOW RISE APARTMENTS



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1 LEFT ELEVATION
SCALE: 3/16" = 1'-0"

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