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Residential

Commercial &  
Institutional

Environmental  
Restoration

## 211 Armstrong Street Planning Rationale



Prepared for: Lion Trade Ltd.

**211 Armstrong Street**

**Ottawa, Ontario**

**Planning Rationale**

**in support of**

**Minor Zoning By-law Amendment &**

**Site Plan Control Applications**

Prepared For:

**Lion Trade Ltd.**

Prepared By:

**NOVATECH**

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July / 29 / 2022

Novatech File: 122060

Ref: R-2022-135

July 29, 2022

City of Ottawa  
Planning, Real Estate and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON, K1P 1J1

**Attention: Kersten Nitsche, Planner III(A), Planning Services**

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications  
211 Armstrong Street  
Our File No.: 122060**

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The following Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of the property at 211 Armstrong Street (the "Subject Property"). 211 Armstrong Street is legally described as Lot 24, Plan 99; Ottawa (040940261).

The Subject Property is within the Inner Urban Transect, and designated Neighbourhood on Schedule B2 of the Official Plan adopted by Council on November 24<sup>th</sup>, 2021. The Subject Property is within the Evolving Neighbourhood Overlay of the Official 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 construct a three-storey low-rise apartment building on the Subject Property. The building will include 12 apartment dwelling units. No parking spaces will be provided for the development. An accessory structure in the rear yard is proposed to provide a garbage storage area. Six bicycle parking spaces are proposed in the rear yard. Two walkways are proposed in the front yard to provide access to the apartment building. One of the walkways extends along the western interior side yard into the rear yard.

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, details the proposed Zoning By-law Amendment, sets out the planning policy and regulatory framework of the site, and makes a recommendation on the Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

**NOVATECH**

  
Ryan Poulton, M.PL.  
Project Planner

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## 1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Minor Zoning By-law Amendment application and a Site Plan Control application for the property at 211 Armstrong Street (the “Subject Property”). The Subject Property is within the Inner Urban Transect, is designated Neighbourhood, and is within the Evolving Neighbourhood Overlay on Schedule B2 of the City of Ottawa’s Official Plan. The Subject Property is zoned Residential Fourth Density Subzone UB (R4UB) in the City of Ottawa’s Zoning By-law 2008-250.

The Minor Zoning By-law Amendment and Site Plan Control applications will facilitate the development of a three-storey low-rise apartment building on the Subject Property. Requested site-specific zoning provisions are discussed in Section 3 of this Rationale.

This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment and development will:

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the City of Ottawa Official Plan;
- Conform to the policies of the Scott Street Secondary Plan;
- Establish appropriate zoning standards for the Subject Property; and
- Be compatible with surrounding uses.

## 1.1 Description of Subject Property

211 Armstrong Street is located in the Kitchissippi Ward (Ward 15) in the City of Ottawa, along the north side of Armstrong Street (see Figure 1). The Subject Property is legally described as Lot 24, Plan 99; Ottawa (040940261). The property has an approximate area of 468 square metres, and approximately 15.36 metres of frontage along Armstrong Street. The property is currently developed with a detached dwelling.

**Figure 1. Aerial Photo of Subject Property**



## 1.2 Site Location and Community Context

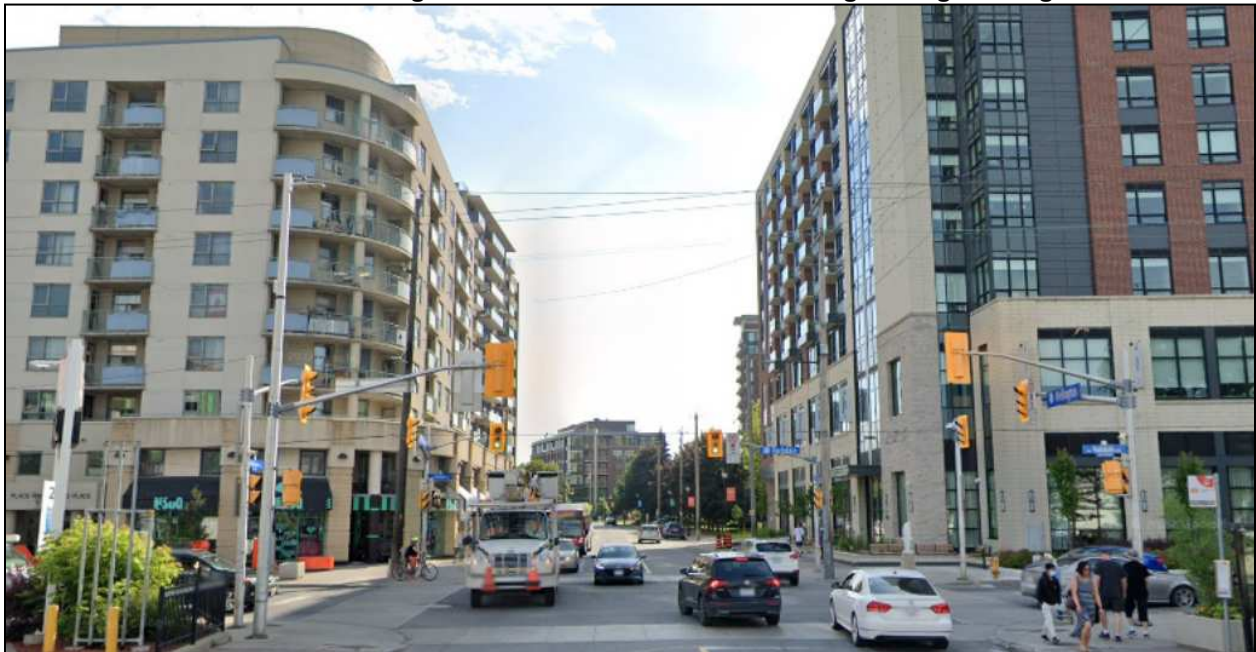
**North:** North of the Subject Property is a low-rise residential community including a mix of detached, semi-detached and low-rise apartment buildings. Further north is Scott Street and a light rail transit line.

**Figure 2. Low-rise residential Properties along Pinehurst Avenue**



**South:** Immediately south of the Subject Property is a block of low-rise residential properties. Further south are medium-rise mixed-use buildings fronting onto Wellington Street West.

**Figure 3. Mid-rise Mixed-use Buildings along Wellington Street West**



**East:** East of the Subject Property is McCormick Park and low-rise residential properties. East of McCormick Park there is a mix of commercial, institutional, high-rise residential, and mixed-use buildings along Wellington Street West.

**Figure 4. McCormick Park**



**West:** West of the Subject Property is the Parkdale Market, and Parkdale Park including a wading pool and a playground.

**Figure 5. Parkdale Market**





### 1.3 Linkages and Transportation Framework

211 Armstrong Street is an interior lot with frontage along Armstrong Street. The Subject Property is east of the intersection of Parkdale Avenue and Armstrong Street. Parkdale Avenue is designated a Minor Corridor, and Wellington Street West and Scott Street are designated Mainstreet Corridors on Schedule C4 of the Official Plan (see Figure 6).

Figure 6. Official Plan Schedule B2 Excerpt



Armstrong Street is shown as a local road on Schedule C4 of the Official Plan (see Figure 7). Armstrong Street is a two-lane local road. The intersection of Parkdale Avenue and Armstrong Street is signalized. There are curbs and sidewalks along both sides of Armstrong Street. There are overhead hydro-lines along the north side of Armstrong Street and adjacent to the Subject Property. Streetlamps are attached to each hydro-pole. Many of the residential dwellings that front onto Armstrong Street are located within a few meters of the right-of-way.

Wellington Avenue West and Holland Avenue are designated Transit Priority Corridor on Schedule C2 – Transit Network Ultimate of the 2021 Official Plan (see Figure 8). There is a bus stop (number 0880) with 15-minute bus service provided by route 14, and 30-minute bus service provided by route 56 located along Parkdale Avenue near the Subject Property. The Subject Property is within 600 meters of Tunney’s Pasture Transit Station (see Figure 9). Tunney’s Pasture Transit Station is designated an O-Train Station.

Figure 7. Official Plan Schedule C4 Excerpt

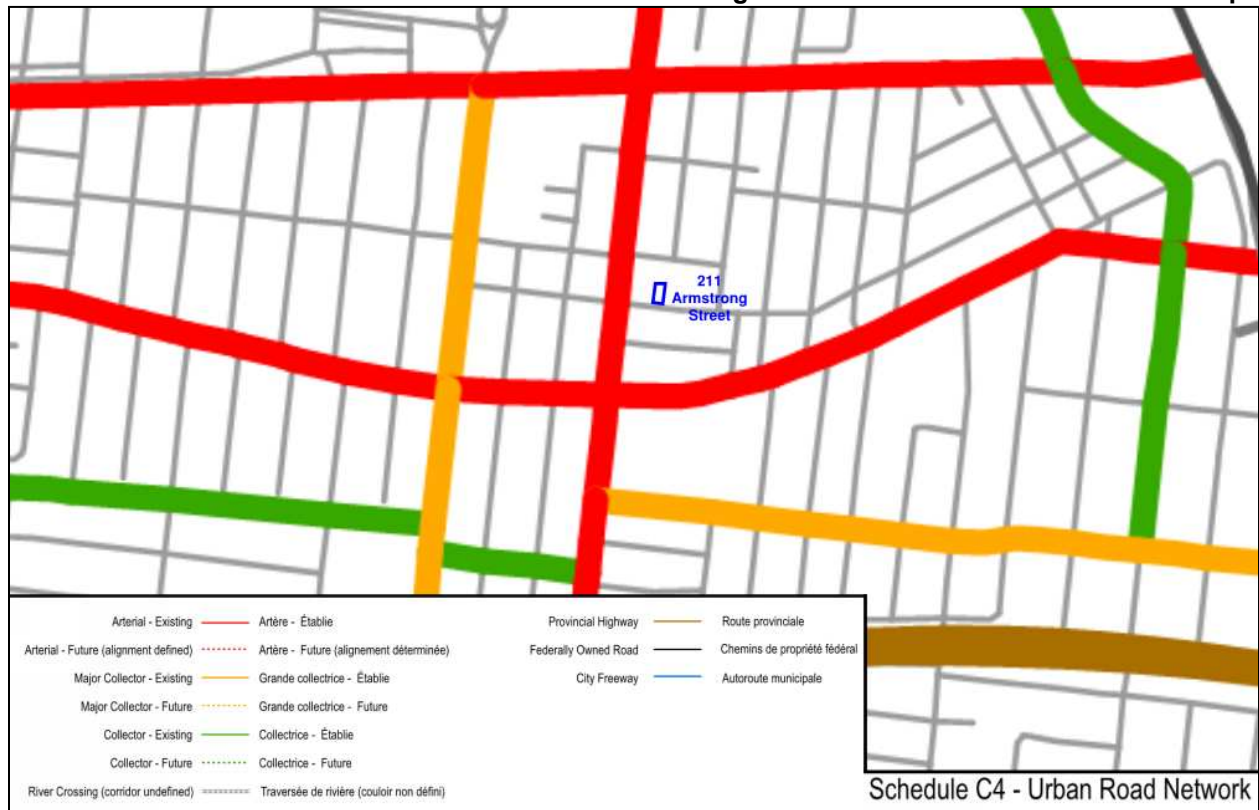


Figure 8. Official Plan Schedule C2 Excerpt

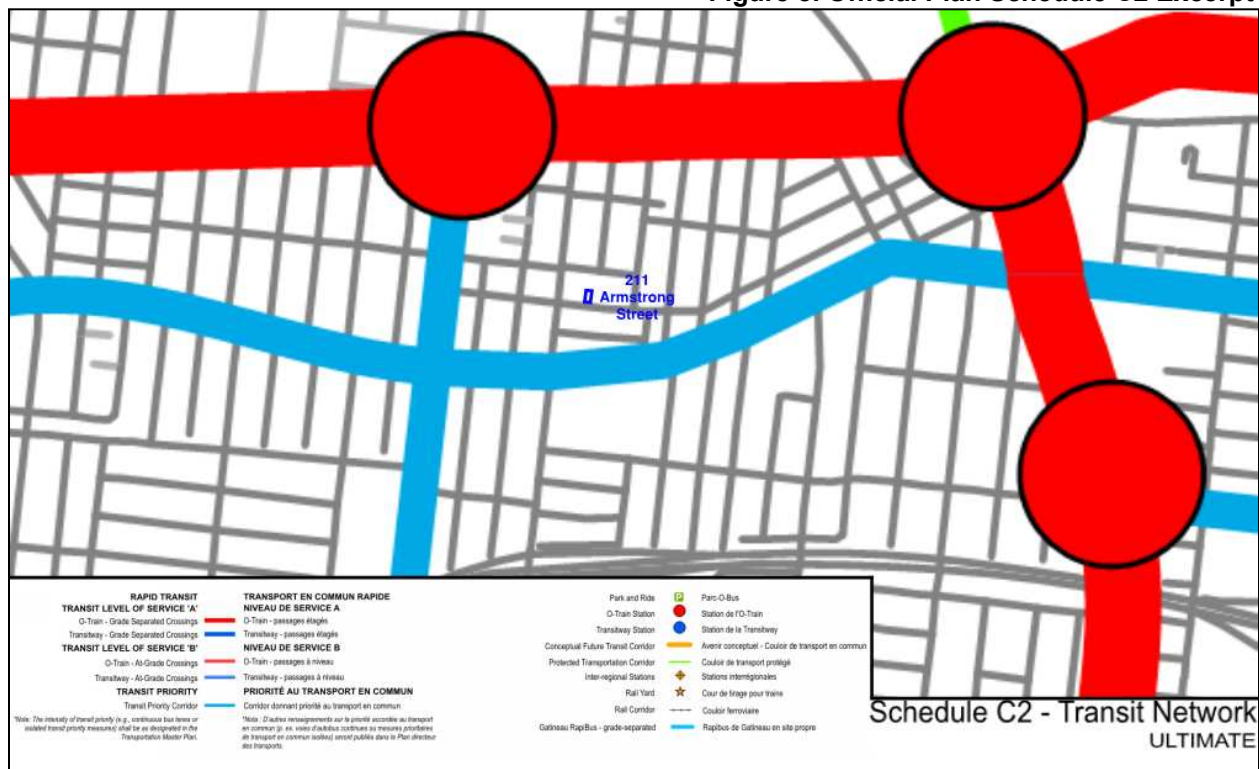
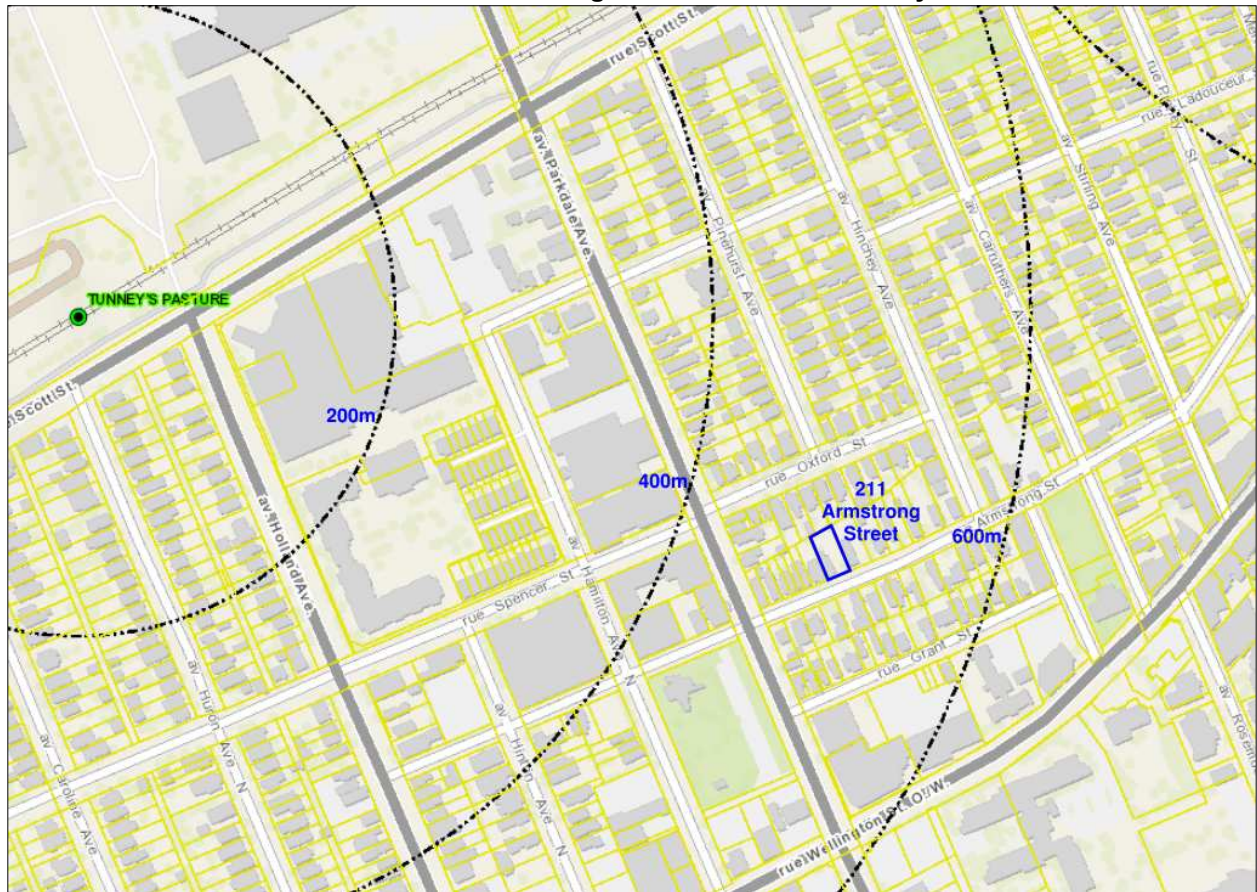


Figure 9. Distance to Tunney's Pasture Transit Station



## 2.0 PROPOSED DEVELOPMENT / DESIGN BRIEF

It is proposed to develop 211 Armstrong Street to accommodate a three-storey apartment building (see Figure 10). An 11x17 copy of the Site Plan is attached as Appendix A. Twelve apartment units are proposed within the building. Two interlock walkways are proposed that will connect the main entrance and a secondary entrance to the sidewalk along Armstrong Street.

An interlock walkway extends along the western interior side yard and provides access to the rear yard. An accessory structure is located in the northwest corner of the rear yard and accommodates a garbage storage area. No vehicle parking spaces are proposed for the development. Six bicycle parking spaces are proposed east of the accessory structure and covered by a canopy. Sunken terraces are proposed for each dwelling unit located on the basement level of the building.

The principal entranceway is located at the southwest corner of the building (see Figure 11). A secondary access is proposed on the east side of the building. Balconies are proposed for each dwelling unit on the main, second, and third floors. These balconies are located on the north and south sides of the building. Guardrails for the balconies will be constructed of glass and aluminum.

Figure 10. Site Plan Excerpt

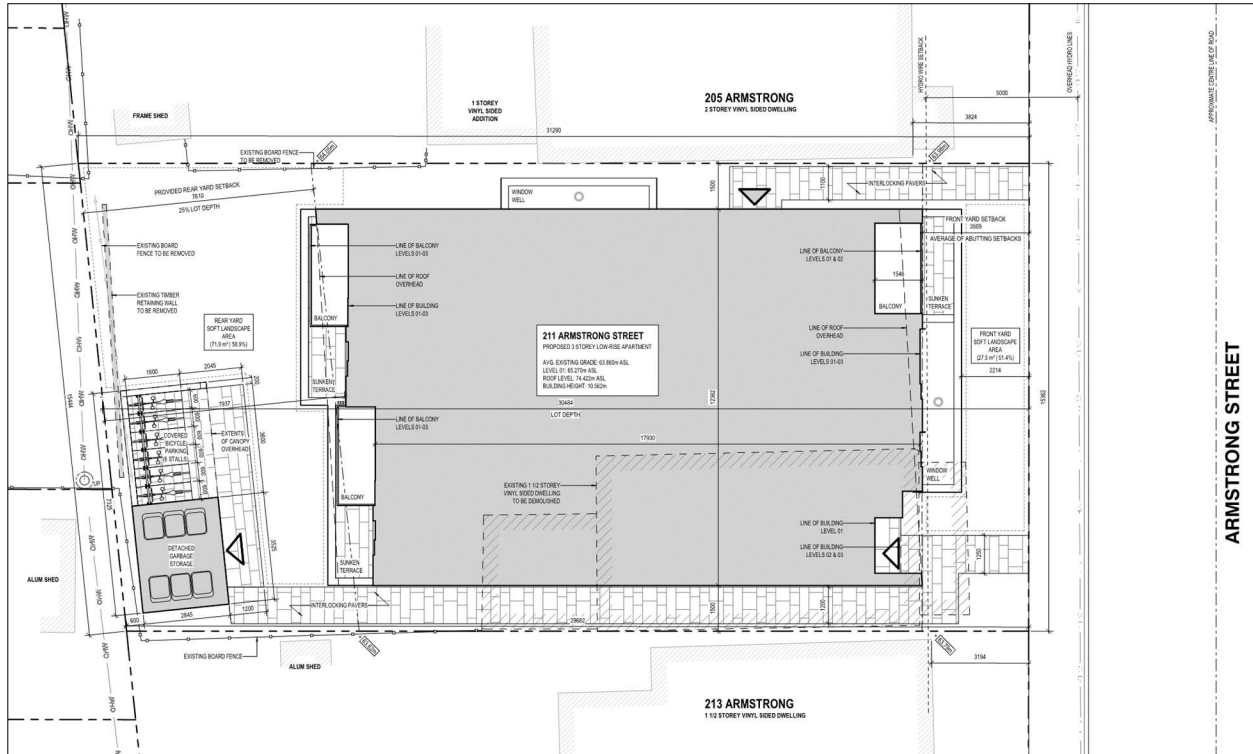
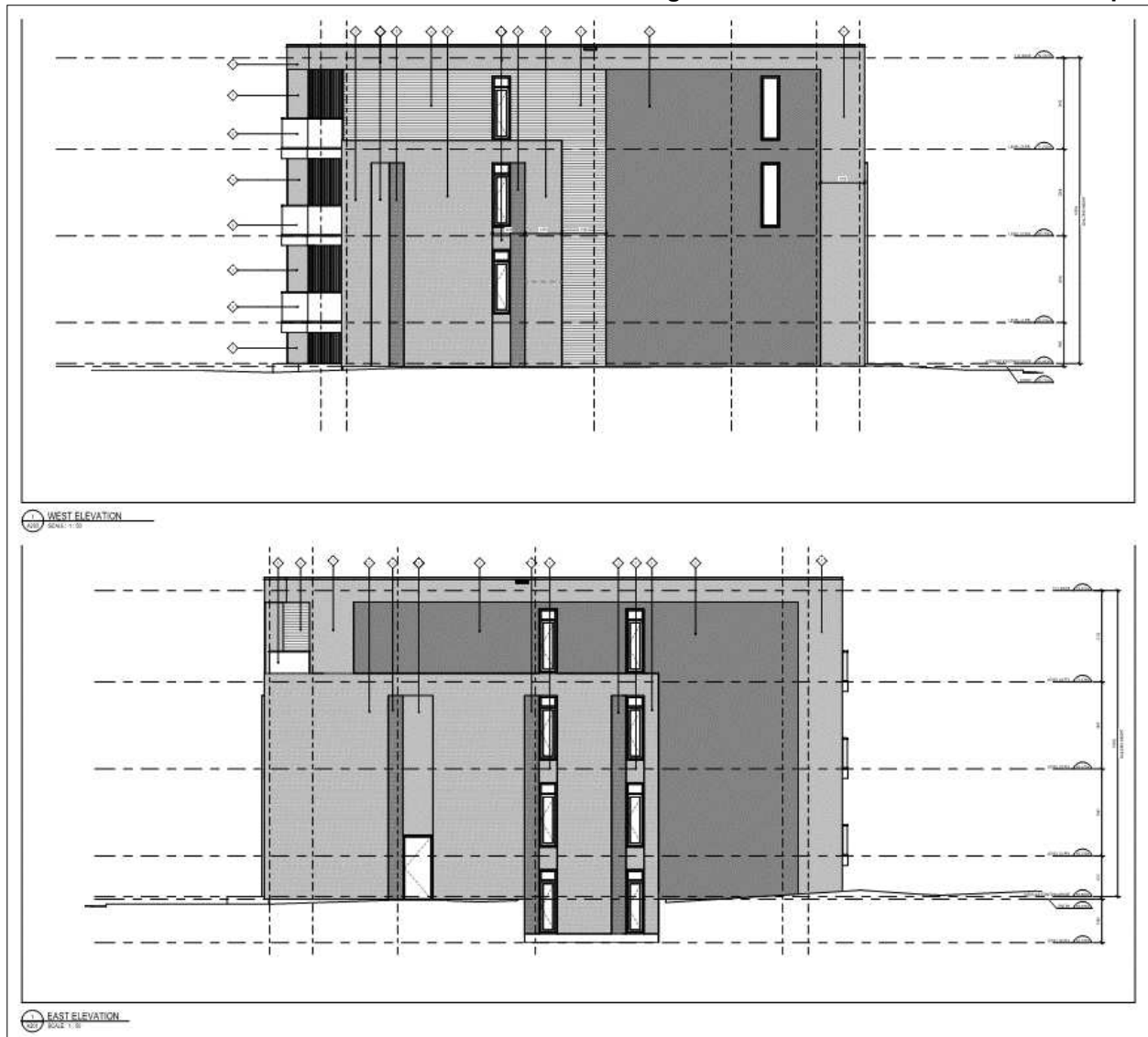


Figure 11. North & South Elevations Excerpt



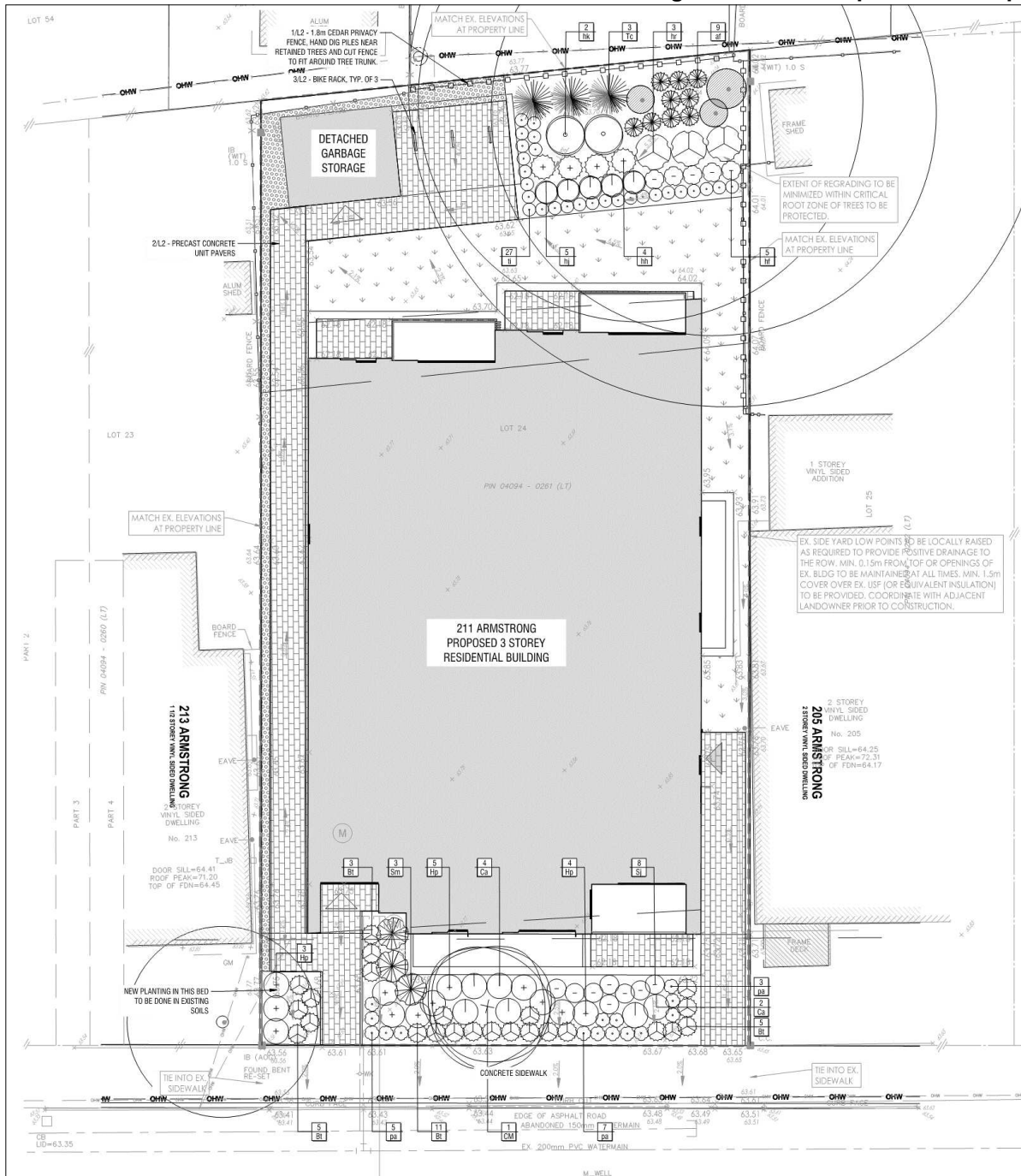
The facades will incorporate iron ore colored aluminum composite panels, and light and dark grey brick. The building design includes a flat roof. A limited number of narrow rectangular windows are providing on the east and west facades (see Figure 12).

Figure 12. East & West Elevations Excerpts



One new medium-sized deciduous tree is proposed in the front yard (see Figure 13). Three large existing trees are proposed to remain in the northeast corner of the rear yard. Plantings are proposed in the front and rear yards. The plantings will include a mix of shrubs, perennials, and grasses. The extensive planting area in the front yard will soften the look of the front façade on Armstrong Street. A 1.8-meter-high cedar privacy fence is proposed along portions of the northern and eastern lot lines. All areas not occupied by the buildings, bicycle parking spaces, and interlock walkways will be landscaped with river stone or sod.

Figure 13. Landscape Plan Excerpt



### 3.0 PROPOSED ZONING BY-LAW AMENDMENT

211 Armstrong Street is zoned Residential Fourth Density Subzone UB (R4UB) in the City of Ottawa's Zoning By-law 2008-250 (the "Zoning By-law"). The R4UB zone permits the proposed low-rise apartment building. Sections 161 & 162 set out provisions for the R4UB zone. The proposed development will not be in conformity with all provisions of the Zoning By-law. A site-specific exception is requested to permit a reduced minimum required rear yard setback.

The required rear yard setback in the R4UB zone for the Subject Property is 30% of the lot depth (9.132 meters). Relief is required to permit a reduced rear yard setback of 25% of the lot depth (7.621 meters). The development meets all other provisions of the Zoning By-law.

The proposed Zoning By-law Amendment does not seek to change the underlying Residential Fourth Density zone of the Subject Property. The requested site-specific zoning provision is considered appropriate for the Subject Property. Processing of a Zoning By-law Amendment application includes a review by various agencies and will require a statutory public meeting. Proposed wording for the Zoning By-law Amendment is attached as Appendix B.

### 4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 4.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 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 1.1 of the PPS sets out policies for managing and directing land use to achieve efficient and resilient development and land use patterns. Policy 1.1.1 states (*emphasis added*):

*"Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;"*

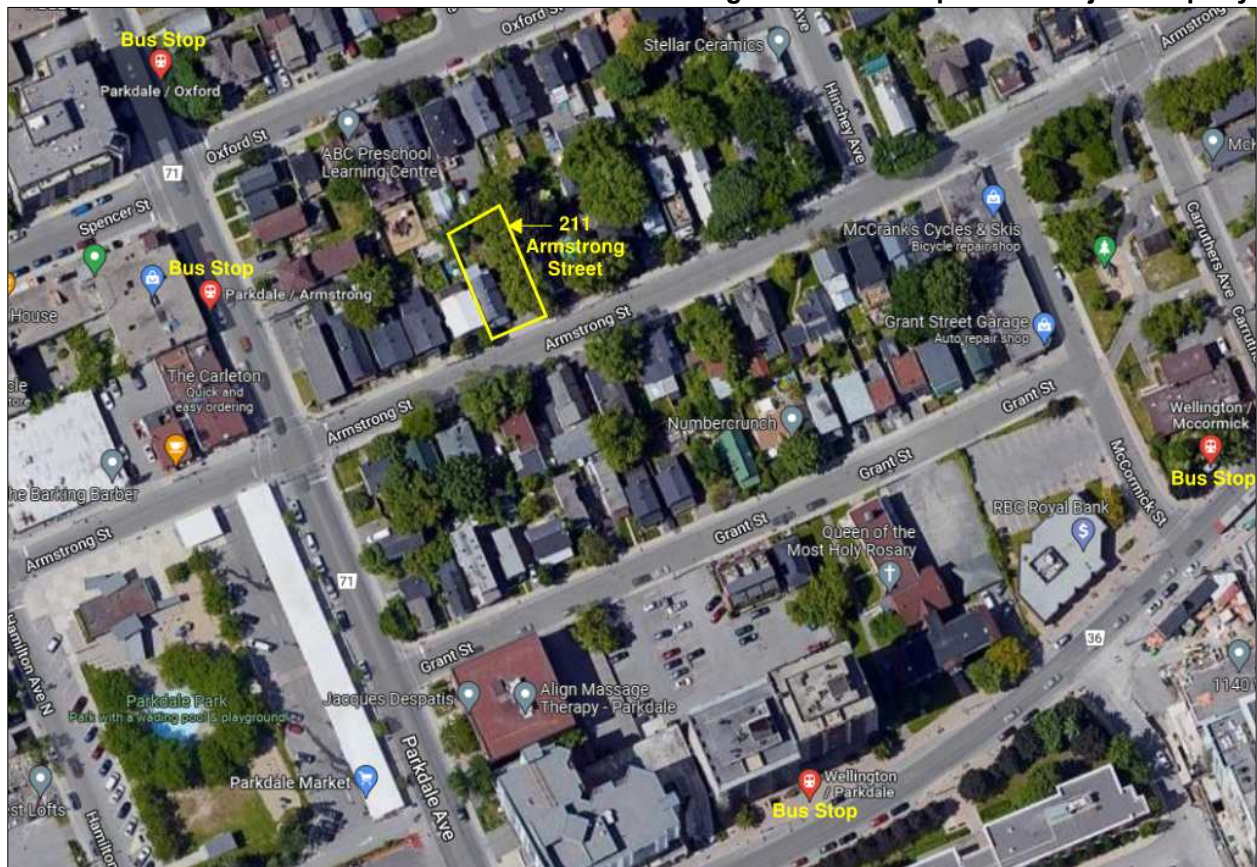
The PPS defines "intensification" as:

“the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings”

The proposed low-rise apartment building at 211 Armstrong Street will promote efficient land use patterns through redevelopment of an underutilized lot within the urban area of the City of Ottawa. The proposed development is considered intensification. The apartment building will add to the mix of residential uses in the neighbourhood. There are two bus stops in close proximity to the Subject Property along Parkdale Avenue (see Figure 14). There are also several transit priority corridors (Wellington Avenue West and Holland Avenue) and a designated O-Train Station (Tunney’s Pasture Transit Station) within walking distance of the Subject Property.

**Figure 14. Bus Stops near Subject Property**



Residents of the apartment building will have convenient access to public transportation. The apartment building will have direct access to the public sidewalk along Armstrong Street. No ramps nor steps are required to access the proposed building. There is a lift within the building located near the principal entranceway that provides access to the ground floor to persons with disabilities and physically challenged.



Section 1.1.3 of the PPS sets out policies for settlement areas. The Subject Property is within the Urban Settlement Area of Ottawa. Policy 1.1.3.1 of the PPS states: “*Settlement areas shall be the focus of growth and development.*” Policy 1.1.3.2 states (*emphasis added*):

*“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 proposed low-rise apartment building will replace the existing detached dwelling on the Subject Property. The proposed development will efficiently use infrastructure and public service facilities near the Subject Property. The proposed development includes six bicycle parking spaces and provides direct access to the public sidewalk along Armstrong Street. There are transit priority corridors and an O-Train station within walking distance of the Subject Property that will provide future residents with convenient access to public transportation. 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 proposed development is considered intensification and redevelopment and will add to the supply and mix of residential uses along Armstrong Street. The proposed development is transit-supportive by its accessibility to public transportation including the Subject Property’s proximity to transit priority corridors and an O-Train station, and by not providing vehicle parking spaces.

Policy 1.1.3.4 states:

*“Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*

The Minor Zoning By-law Amendment and Site Plan Control application facilitate redevelopment of the Subject Property with a more intensive residential use. The proposed development is subject to the City of Ottawa’s Site Plan Control process. The City’s Urban Design Guidelines for Low-rise Infill Housing are discussed in Section 4.5 of this Rationale.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states (*emphasis added*):

“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:
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- 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 development is considered residential intensification and is consistent with Policy 1.1.3.3. The Subject Property is located in close proximity to public service facilities including McCormick Park and Parkdale Park, the Ottawa Public Library Rosemount Branch, Wellington Street Seniors Centre, Connaught Public School, Saint Francis of Assisi Catholic Elementary School, and the Grace Manor Long-term Care Home (see Figure 15).

**Figure 15. Public Service Facilities**



The proposed apartment building will efficiently use the Subject Property to accommodate 12 apartment units. The Subject Property and apartment building has convenient access to existing public transportation infrastructure in the community.

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.”*

No vehicle parking spaces are proposed on the Subject Property. Six bicycle parking spaces are proposed in the rear yard. The Subject Property has convenient access to public transportation. Transit Priority Corridors and an O-Train station are within walking distance to the Subject Property. The proposed apartment building will minimize the number of vehicle trips and support current and future transit and active transportation.

Section 2.0 of the PPS provides policies related to the use and management of resources. The proposed rezoning adheres to the policies in Section 2.0 as follows:

- Relating to Section 2.1 (Natural Heritage), there are no natural heritage features on the Subject Property;
- Relating to Section 2.2 (Water), there are no water features on the Subject Property;
- Relating to Section 2.3 (Agriculture), the Subject Property is within the urban area of Ottawa, designated Neighbourhood by the Official Plan. The Subject Property is not considered Agricultural Resources;
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of mineral or petroleum potential;
- Relating to Section 2.5 (Mineral Aggregate Resources), there are no lands on or near the Subject Property designated Mineral Aggregate Resource Areas;
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the PPS requires that if any archaeological resources are discovered, the resources are conserved by removal and documentation;

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

#### **4.2 City of Ottawa Official Plan**

City Council adopted a new Official Plan on November 24<sup>th</sup>, 2021. The 2021 Official Plan has been sent to the Minister of Municipal Affairs and Housing and is awaiting a final decision. For the purposes of this Planning Rationale, the Official Plan approved by City Council was used for reference (the “Official Plan”).

#### 4.2.1 Growth Management Framework

Section 3 of the Official Plan sets out population projections for the City of Ottawa over the planning horizon of the Official Plan. Section 3 states:

*“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”*

Section 3 also states:

*“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.”*

211 Armstrong Street is within the urban area of the City of Ottawa, and located in the Inner Urban Transect on Schedule A of the Official Plan. The Subject Property is in an area where new residential development is anticipated to be accommodated. The proposed development will add 12 apartment units to the community.

#### 4.2.2 Support Intensification

Section 3.2 of the Official Plan sets out policies that support intensification within the urban area of the City. Section 3.2 states (*emphasis added*):

*“Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.”*

The Subject Property is designated “Neighbourhood” on Schedule B2 of the 2021 Official Plan (see Figure 6 above). The proposed Zoning By-law Amendment will facilitate the development of a low-rise apartment building on the Subject Property. The proposed development is considered intensification. The Subject Property is within walking distance to Parkdale Avenue (designated a Minor Corridor), and Wellington Avenue West & Scott Street (designated Mainstreet Corridors). Lands east of Parkdale Avenue between Wellington Avenue West & Scott Street are designated Hub (see Figure 6 above). The policies of Section 3.2 direct intensification to Neighbourhoods within walking distance of Hubs and Corridors, including the Subject Property.

Table 2 in Section 3.2 of the Official Plan specifies residential intensification targets for the City of Ottawa broken down by the size of residential dwellings. Table 2 specifies a target of 43,000 for “Apartment / Small-household dwellings”. The proposed apartment building will replace one detached dwelling with 12 apartment dwelling units. The proposed development will contribute to meeting the City’s “apartment / small-household” target for residential intensification.

Policy 2 in Section 3.2 of the Official Plan states (*emphasis added*):

*“Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met.”*

*Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.*

The minimum density requirement applicable to the Subject Property is identified in Table 3b of Section 3.2 of the 2021 Official Plan. Table 3b specifies, for the Inner Urban Transect area of the City, the target density range for intensification is 60 to 80 dwellings per net hectare.

Twelve apartment dwelling units are proposed on the Subject Property. The Subject Property has an area of approximately 468.3 square meters (0.0468 ha). The density of the proposed development is approximately 256 dwelling units per net hectare. The proposed development meets the minimum required density for intensification within the Inner Urban Transect.

Policy 3 in Section 3.2 states (*emphasis added*):

*“The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.”*

The Subject Property is designated Neighbourhood, and is within walking distance of lands designated Hubs and Corridors. Policy 3 directs residential intensification to Neighbourhood properties adjacent to Hubs and Corridors. The Subject Property is within walking distance of lands designated to Hubs and Corridors. The Subject Property represents a significant opportunity for residential intensification of land already developed for residential uses.

Policy 4 in Section 3.2 states:

*“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”*

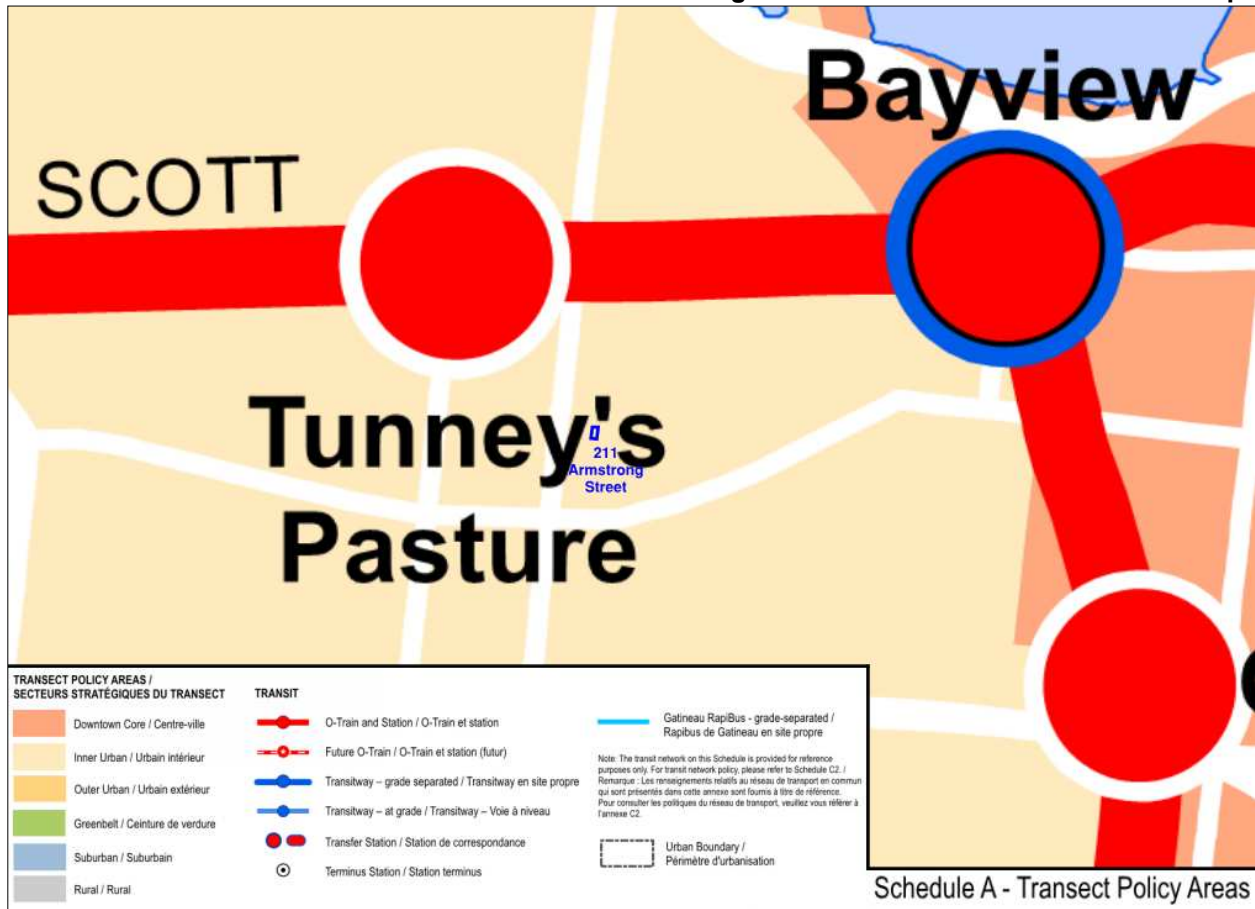
The Subject Property has access to municipal water and sewer services along Armstrong Street. The policies of the Inner Urban Transect and the Neighbourhood designation are discussed in following sections of this Rationale.

**The proposed development conforms to the policies of the 2021 Official Plan that support intensification.**

### 4.2.3 Inner Urban Transect

211 Armstrong is designated Inner Urban Transect on Schedule A of the 2021 Official Plan (see Figure 16).

Figure 16. Official Plan Schedule A Excerpt



Section 5.2 of the 2021 Official Plan sets out policies for the Inner Urban Transect. Policy 3 of Section 5.2.1 states (*emphasis added*):

*“The Inner Urban Transect is generally planned for mid- to high-density development, subject to:*

- a) Proximity and access to frequent street transit or rapid transit;*
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and*
- c) Resolution of any constraints in water, sewer and stormwater capacity.”*

The policies of the Scott Street Secondary Plan are discussed in a following section of this Rationale.

Policy 4 of Section 5.2.1 states:

*“The Inner Urban Transect shall continue to develop as a mixed-use environment, where:*

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;*
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a)”*

A three-storey apartment building is proposed on the Subject Property including 12 apartment units. This building will replace the existing detached dwelling on the property. The increased residential density of the proposed development will support lands designated Hub and Mainstreet and Minor Corridors within walking distance to the Subject Property.

Policy 5 of Section 5.2.1 states:

*“The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway:”*

No on-site parking is proposed on the Subject Property.

Policy 1 of Section 5.2.4 states:

*“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.”*

The Subject Property is within walking distance of lands designated Hub and Corridor. The proposed apartment building will contribute to meeting the City’s “apartment / small-household” target for residential intensification as per Subsection 3.2, Table 3b. The proposed apartment

building will provide a low-rise built form that is consistent with existing low-rise residential development in the community.

**The proposed development conforms to the policies of the Inner Urban Transect.**

#### 4.2.4 Evolving Neighbourhood Overlay

Section 5.6.1 of the 2021 Official Plan sets out policies for Build Form Overlays. 211 Armstrong Street is designated Evolving Neighbourhood Overlay on Schedule B2 of the 2021 Official Plan (see Figure 6 above).

Policy 1 of Section 5.6.1.1 of the 2021 Official Plan states (*emphasis added*):

*“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.”*

211 Armstrong Street is in a location that has the opportunity for an urban form of development. The Subject Property is within walking distance to Parkdale Avenue (designated a Minor Corridor), and Wellington Avenue West & Scott Street (designated Mainstreet Corridors). The Subject Property is also within walking distance to lands designated Hub west of Parkdale Avenue, and a designated O-Train Station (Tunney’s Pasture Transit Station). The proposed development will add 12 apartment units to the community along Armstrong Street. The proposed development will contribute to achieving the Official Plan goals for intensification.

Policy 2 of Section 5.6.1.1 states:

*“Where an Evolving overlay is applied:*

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.”*



The proposed Zoning By-law Amendment requests one site-specific provision to permit a reduced rear yard setback. The Subject Property is identified as an area to accommodate intensification based on its proximity to lands designated Hub and Corridor. Apart from this site-specific provision the proposed development is consistent with the provisions of the Zoning By-law. The proposed development supports the planned function of the Subject Property by transitioning the existing suburban development to a more urban form of development.

Policy 6 of Section 5.6.1.1 states:

*“Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.”*

The general characteristics of urban built form listed in Table 6 of Section 5 of the 2021 Official Plan include:

- Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm
- Principal entrances at grade with direct relationship to public realm
- Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios
- Minimum of two functional storeys
- Buildings attached or with minimal functional side yard setbacks
- Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing
- No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage

The building is required to be setback 5 meters from the high voltage power lines along the north side of Armstrong Street. The building is setback at the average distance from Armstrong Street as adjacent residential dwellings. The principle entrance to the building is located at-grade. The proposed building is three storey's, and fully functional interior side yards are provided as per the requirements of the Zoning By-law. Plantings are proposed in the front and rear yards. No automobile parking is provided for the development.

**The proposed development conforms to the Evolving Overlay policies of the Official Plan.**

#### **4.2.5 Neighbourhood**

Section 6.3 of the Official Plan sets out policies for lands designated Neighbourhoods. The intent of the Neighbourhoods designation is that they *“permit a mix of building forms and densities”*.

Policy 2 of Section 6.3.1 states:

*“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.”*

The policies of the Scott Street Secondary Plan are discussed in a following section of this Rationale. The area immediately surrounding the Subject Property is characterized by two and three-story residential buildings. The proposed three-storey apartment building is permitted within the Neighbourhood designation.

Policy 4 of Section 6.3.1 states:

*“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*

Approval of the proposed three-storey low-rise apartment building including 12 apartment units will contribute to meeting the goals of Table 2 and 3b in Section 3.2 of the Official Plan.

Policy 5 of Section 6.3.1 states:

*“The Zoning By-law will distribute permitted densities in the Neighbourhood by:*

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;*
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and*
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).”*

The proposed development will replace the existing detached dwelling on the Subject Property with an apartment building accommodating 12 apartment dwelling units. The proposed apartment building will increase the residential density of development on the Subject Property. The Minor Zoning By-law Amendment proposes a site-specific exception to support the development of the apartment building. The Subject Property is within walking distance of a designated O-Train Station (Tunney’s Pasture Transit Station), Wellington Avenue West & Scott Street (designated Mainstreet Corridors), and Parkdale Avenue (designated a Minor Corridor).

**The proposed development conforms to the Neighbourhood policies of the Official Plan.**

#### **4.2.6 Protection of Health and Safety**

Section 10.1.6 sets out policies for the requirement of Environmental Site Assessments. A Phase I Environmental Site Assessment has been prepared by Kollaard Associates, dated March 25, 2022, in support of the proposed development. The Phase I Environmental Site Assessment concludes *“The results of this Phase I ESA suggest that a Phase II ESA is not required at this time.”*.

**The proposed development conforms to the Official Plan policies for the Protection of Health and Safety.**

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

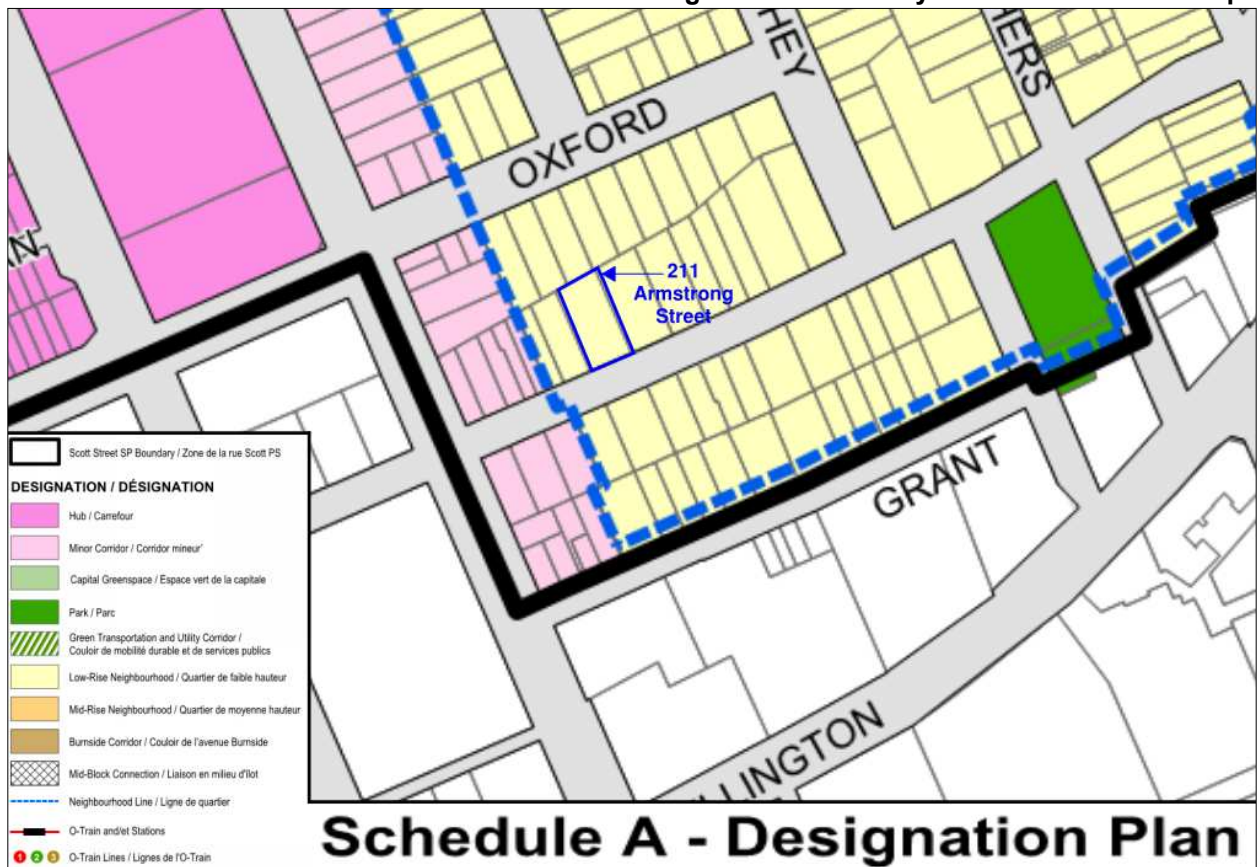
### 4.3 Scott Street Secondary Plan

211 Armstrong Street is subject to the policies of the Scott Street Secondary Plan (the “Secondary Plan”). Section 3 of the Secondary Plan states:

*“The goal of this secondary plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is public transit supportive and contributes to a 15-minute walkable community.”*

Schedule A of the Scott Street Secondary Plan designates the Subject Property Low-Rise Neighbourhood (see Figure 17). Section 4.5 of the Secondary Plan sets out policies for areas designated Low-Rise Neighbourhood.

Figure 17. Secondary Plan Schedule A Excerpt



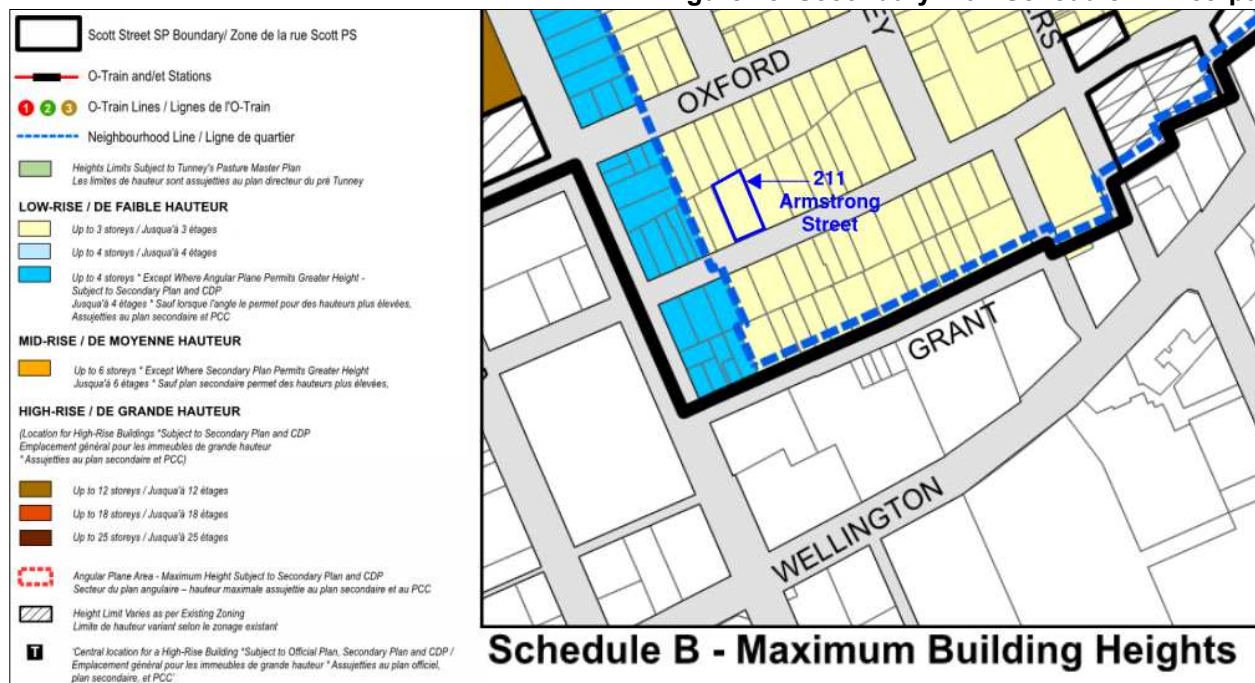
Policy 32 in Section 4.5 of the Secondary Plan states:

*“The range of uses permitted in the Hubs, Corridors and Neighbourhood designations in the Official Plan are permitted in the Low-Rise Neighbourhood designation, on Schedule A – Designation Plan.”*

The proposed three-storey apartment building is permitted within the Neighbourhood designation of the Official Plan, and is therefore also permitted in the Low-Rise Neighbourhood designation of the Secondary Plan.

Schedule B of the Scott Street Secondary Plan identified maximum building heights for properties subject to the Secondary Plan. Schedule B identifies a maximum building height of up to 3 storeys on the Subject Property (see Figure 18). Policy 34 in Section 4.5 of the Secondary Plan states (*emphasis added*): “The maximum permitted building height in Mechanicsville is four storeys, in north Hintonburg three storeys and in Wellington Village three storeys.” The proposed three-storey apartment building conforms to the maximum permitted building height required by the policies of the Secondary Plan.

Figure 18. Secondary Plan Schedule B Excerpt



The proposed Minor Zoning By-law Amendment and Site Plan Control application conform to the policies of the Scott Street Secondary Plan.

#### 4.4 Scott Street Community Design Plan

The Scott Street Community Design Plan (CDP) establishes land use and site development guidelines for areas surrounding Scott Street, including 211 Armstrong Street. Although the Scott Street Community Design Plan is not a statutory policy document, it may be used by City staff and Council when considering development applications.

A figure in the CDP titled ‘Proposed Land Use’ identifies the Subject Property as “Low-Rise Residential” (see Figure 19). A figure in the CDP titled ‘Proposed Building Height’ identifies the Subject Property as “low profile” with a building height of “up to 11m” (see Figure 20).

Figure 19. CDP Figure Excerpt – Proposed Land Use

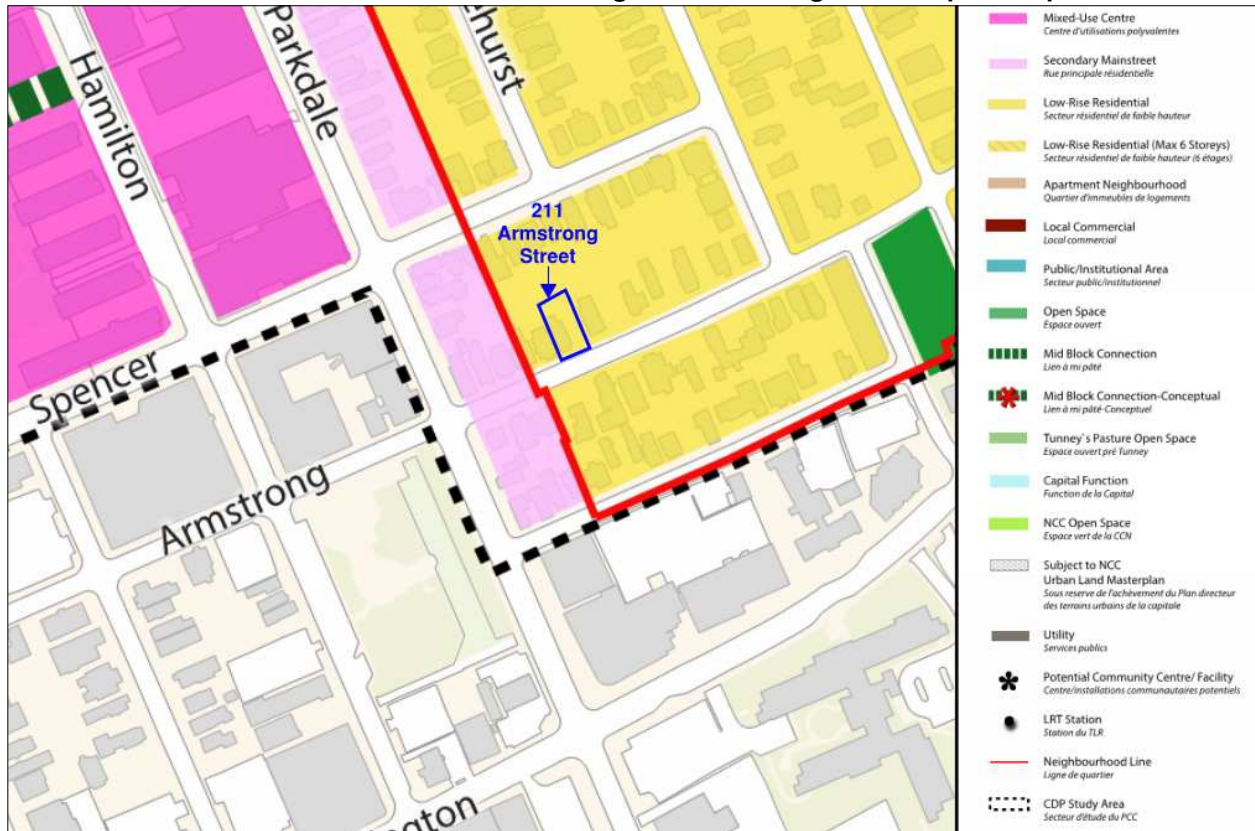
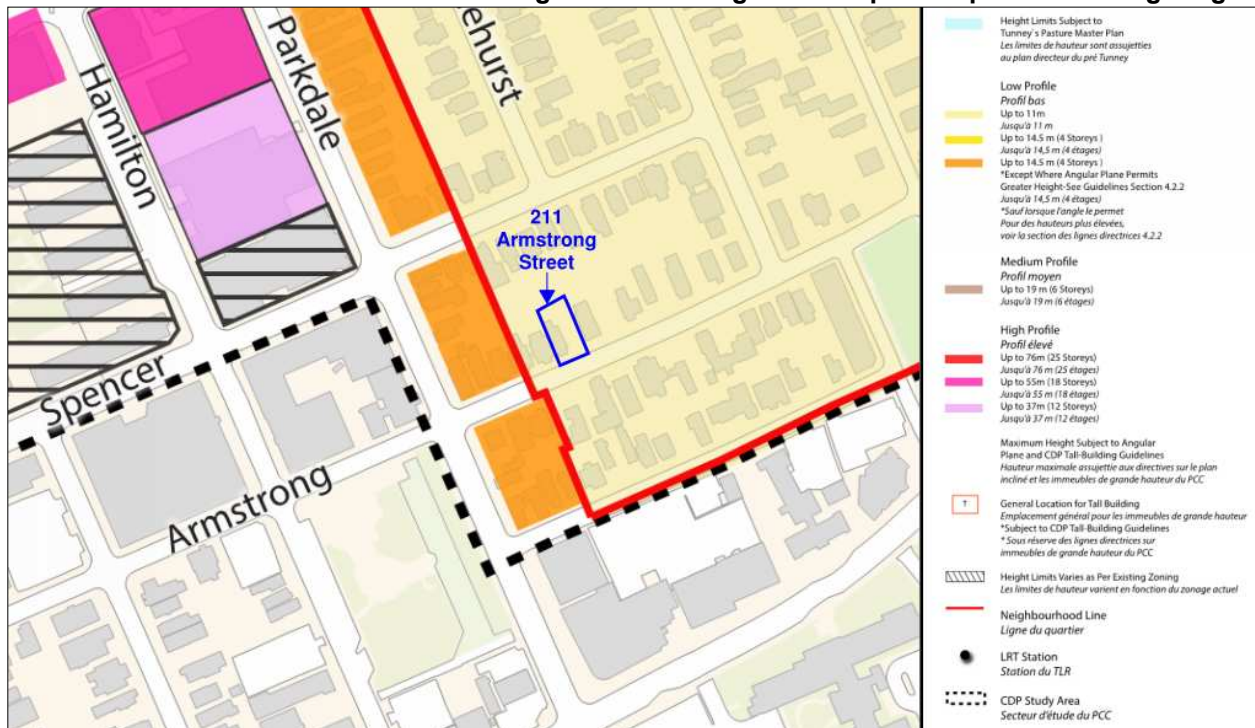


Figure 20. CDP Figure Excerpt – Proposed Building Height



The proposed apartment building has a building height of 10.56 metres, and is considered a low-rise residential use. The proposed development is consistent with the direction provided by the 'Proposed Land Use' and "Proposed Building Height" figures as they apply to the Subject Property.

Section 4.2.5 of the CDP provides guidance for development in areas identified as Low-Rise Residential Areas. Section 4.2.5 of the CDP states:

*"Most of the core of Mechanicsville and most of North Hintonburg and Wellington Village are designated Low-rise Residential to recognize their stable form. A variety of housing types and architectural styles are encouraged to continue in these areas."*

The proposed three-storey low-rise apartment building is consistent with providing a variety of housing types and architectural styles within the community of North Hintonburg.

Section 4.2.5 of the CDP states:

*"In addition to existing zoning, new development within Low-rise Residential areas should be consistent with the City's Urban Design Guidelines for Low-rise Infill Housing."*

The Urban Design Guidelines for Low-rise Infill Housing are discussed in the following section of this Rationale.

**The proposed Minor Zoning By-law Amendment and Site Plan Control application are consistent with the land use and site development guidelines of the Scott Street Community Design Plan.**

#### **4.5 Urban Design Guidelines for Low-rise Infill Housing**

The proposed development at 211 Armstrong Street is an infill project proposing to redevelop an existing residential lot in the urban area of Ottawa. The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing help guide low-rise residential infill projects. The proposed development has been designed to incorporate the relevant design guidelines where possible.

##### Streetscape

**Guideline 2.2:** *Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern.*

The streetscape along Armstrong Street is characterized by buildings being located near the right-of-way, street trees, and driveways accessing front yard and interior side yard parking spaces. The proposed development contributes to a more desirable streetscape by locating the building near the right-of-way, while not providing a driveway or surface parking. The proposed development also contributes to a more desirable streetscape by planting a new medium-sized deciduous tree in the front yard, and by including plantings in areas of the front yard not used for walkways or terraces.

**Guideline 2.6:** *Design accessible walkways, from private entrances to public sidewalks*

Private interlock walkways connect both the principal entrance and secondary entrances to the public sidewalk along Armstrong Street. These pathways are unencumbered by steps and ramps and enhance pedestrian safety.

**Landscape****Guideline 3.1:** *Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.*

The front yard is proposed to be landscaped with interlock walkways and plantings. The front yard plantings will extend between a sunken terrace and window well, and the public sidewalk. The proposed plantings reflect the soft landscaping of shallow front yards along Armstrong Street.

**Guideline 3.3:** *Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site. To ensure survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable.*

The proposed apartment building is located to retain existing trees on adjacent properties and in the rear yard of the Subject Property. Landscaping, including plantings and a new fence, have been designed to minimize their impact on retained trees. A new medium-sized deciduous tree is proposed in the front yard.

**Guideline 3.5:** *For energy conservation, plant deciduous trees to shade south and south-west windows from the summer sun.*

One new medium-sized deciduous tree is proposed in the front yard. This tree will help shade the south facing windows during the summer months.

**Guideline 3.7:** *In order to enhance a sense of separation when infill is close to the street, use planting and/or low fencing to define the boundary between the public space of the street and the semi-public space of the front yard.*

The space in the front yard between the private sidewalk and private terrace is proposed to be landscaped as a planting area. The plantings will help define the boundary between public and private space.

**Building Design (Built Form)****Guideline 4.1.5:** *In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots.*

The residential dwellings along the north side of Armstrong Street are generally located close to the right-of-way with shallow front yards. The proposed apartment building is located the average distance of the provided front yards on adjacent properties.

**Guideline 4.1.9:** *Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks.*

The amenity space in the rear yards of adjacent properties varies between soft landscaping and mature trees, yards fully landscaped with hard landscaping, and rear yard parking. The Zoning By-law Amendment requests a site-specific provision to reduce the required rear yards setback. Despite the requested relief, the proposed rear yard is fully landscaped with soft landscaping except the required garbage storage area, bicycle parking spaces, and a walkway providing access to these uses. Three mature trees are proposed to be retained in the rear yard. The proposed rear yard landscaping is generally consistent with the pattern of rear yard landscaping along the north side of Armstrong Street.

**Guideline 4.1.12:** *Position infill to take advantage of solar heat and reflected light. Create a layout where internal and external spaces benefit from solar orientation.*

The front façade of the apartment building faces south and takes advantage of seasonal solar heating. The apartment building will also provide shade and help cool the rear yard during the summer months.

**Guideline 4.2.1:** *Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.*

Residential dwellings along Armstrong Street between Parkdale Avenue and Hinchey Avenue are generally located to maximize their widths across the property, and two or three storey's in height. The proposed low-rise apartment building maximizes the permitted width on the Subject Property while providing the required interior side yards, and is three storey's in height. The proposed apartment building contributes to the streetscape.

**Guideline 4.3.1:** *Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.*

The front façade of the proposed building faces Armstrong Street. The front façade is designed to a high quality using different building materials, and avoids providing a large blank wall.

**Guideline 4.3.5:** *Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape.*

Principle entrances to residential buildings along Armstrong Street are located close to grade with two or three front steps providing access to the building. While the first-floor elevation of the



proposed apartment building is above-grade, the principal entrance to the building is at-grade and is easily accessible for persons with disabilities and physically challenged.

**Guideline 4.3.6:** *Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the façade of the infill and contribute to the sociability of the street.*

A sunken terrace is proposed in the front yard and recessed balconies are proposed facing Armstrong Street. The sunken terrace and balconies are similar to the pattern of front yard porches and balconies on residential properties along Armstrong Street.

#### Parking and Garages

No vehicle parking spaces are proposed for the development. The guidelines for Parking and Garages do not apply to the proposed development.

#### Heritage Building Alterations/Additions

There are no buildings designated under the Ontario Heritage Act on or in proximity to the Subject Property. The guidelines for Heritage Building Alterations/Additions do not apply to the proposed development.

#### Service Elements

**Guideline 7.1:** *Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces. Conceal these elements using a variety of methods such as containment, hard and soft landscaping, and decorative screening, without unduly limiting access, safe operations and maintenance.*

A mechanical room is proposed in the basement of the proposed building. A garbage storage area is proposed in the rear yard.

**Guideline 7.2:** *Where there is no garage, store garbage, green bins and recycling bins in a rear shed, or in a small storage space that is within the dwelling unit but with outdoor access at the side or rear of the unit, or outdoors at the side of the house. Do not replace the storage function of a garage with a storage unit that is visible on the front façade of the home.*

A garbage storage area is proposed in the rear yard. This accessory structure is accessed via a 1.2-meter-wide walkway extending from the right-of-way of Armstrong Street.

**Guideline 7.5:** *Respect safety clearances and setbacks from overhead and underground services and utilities.*

There are overhead hydro-lines along the north side of Armstrong Street. The apartment building is located to respect the required setback from the overhead hydro-lines.

### Infill on Narrow Lots

These guidelines are intended to apply to development on narrow lots. The lot width of the Subject Property is 15.362 metres. The Subject Property is not considered a narrow lot. The guidelines for infill on narrow lots do not apply to the proposed development.

**The proposed development is in keeping with the Urban Design Guidelines for Low-rise Infill Housing.**

#### **4.6 City of Ottawa Zoning By-law 2008-250**

211 Armstrong Street is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa's Zoning By-law 2008-250 (the "Zoning By-law"). A site-specific exception is proposed to support the development of a low-rise apartment building on the Subject Property. Sections 161 & 162 of the Zoning By-law set out provisions for the R4UB zone.

The purpose of the R4 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) 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."

It is proposed to develop 211 Armstrong Street to accommodate a three-storey low-rise apartment building including 12 apartment dwelling units. The Subject Property is designated Neighbourhood on Schedule B2 of the Official Plan, and within the Evolving Neighbourhood Overlay. The proposed development will add to the mix of residential uses along Armstrong Street. Purpose 1 of the R4 zone references the "General Urban Area" designation from the 2003 Official Plan. The "Neighbourhood" designation in the current Official Plan is a comparable designation to the General Urban Area designation.

The proposed building is three storeys in height. The buildings height is similar to existing three-storey dwellings along Armstrong Street. The proposed building is located at the average front yard setback of adjacent residential dwellings. Plantings are proposed in the front yard to soften the look of the building from the street. A new fence is proposed along the northern and eastern lot lines. Existing mature trees are proposed to be retained in the northeast corner of the rear yard. The proposed low-rise apartment building is compatible with existing land use patterns. The proposed apartment building will add to the mixed building form, residential character of the neighbourhood. The proposed development is consistent with purposes 1 and 2 of the R4 zone.

Provision 1 of Section 161 of the Zoning By-law lists "*apartment dwelling, low rise*" as a permitted use in the R4 zone. The proposed development is permitted in the R4UB zone.

The proposed development will be in conformity with all provisions of the proposed R4UB zone except for the required rear yard setback. Table 1 below summarizes the performance standards for a low-rise apartment building in the R4UB zone (required column) and summarizes additional

zoning provisions applicable to the Subject Property. Regulations in red in the “Proposed” column do not meet the requirements of the Zoning By-law. Relief for the zone regulation not met by the proposed development is requested through the proposed Minor Zoning By-law Amendment (see Appendix B).

**Table 1. Performance Standards for the Subject Property**

<b>Performance Standards [Provision Reference]</b>	<b>Required</b>	<b>Proposed</b>
Minimum Lot Width (m) [Table 161]	15	15.36
Minimum Lot Area (m <sup>2</sup> ) [Table 161]	450	468.3
Maximum Building Height (m) [Table 161]	11	10.56
Minimum Front Yard Setback (m) [144(1)(a)]	3.509	3.509
Minimum Interior Side Yard Setback (m) [144(2)(a), Table 161]	1.5	1.5
Minimum Rear Yard Setback [144(3)(a)(i)(Table 144A(iii)), Table 161, Endnote 4]	30% of Lot Depth (9.132 m)	<b>25% of Lot Depth (7.621 m)</b>
Minimum Rear Yard Area [144(3)(a), Table 161, Endnote 4]	25% of Lot Area (117.1 m <sup>2</sup> )	141.24 m <sup>2</sup>
Landscaped Area [161(8)]	30% of Lot Area	42
Rear Yard Soft Landscaping (%) [161(15)(b&c)]	50% of Rear Yard	50.90
Front Yard Soft Landscaping (%) [161(15)(Table 161)(e)]	40% of Front Yard	51.4
Principle Entrance [161(f)]	1	1
Front Façade Windows (%) [161(15)(g)(iii)]	25	42
Bedrooms (%) [161(16)(b)(i)]	25% of units include at least 2 bedrooms	50
<b>Part 2 Provisions</b>		
Accessory Structure (m) [Table 55(3)(e)(ii)]	0.6	0.6
Balconies (m) [Table 65(6)(b)(ii)]	1.2 into required yard	0.58
<b>Part 4 Provisions</b>		
Minimum Parking Spaces [Area X, 101(3)(a)]	None required for first 12 units	0
Minimum Visitor Parking Spaces [Area X, Table 102]	None required for first 12 units	0
Minimum Bicycle Parking Spaces [Table 111A, Row (b)(i)]	6, 0.5 / dwelling unit	6
Bicycle parking Spaces in Landscaped Area [111(7)]	Maximum of 50% or 15, whichever is greater	6
Minimum Bicycle Parking Space Aisle Width (m)	1.5	2.05
<b>Part 5 Provisions</b>		
Minimum Soft Landscape Area in Front Yard (%) [139(1)]	40	51.4
Maximum Front Yard Walkway Width (m) [139(4)(c)(i&iii)]	2.2 where giving access to a storage area for waste storage area)	1.2
Path for garbage containers (m) [143(1)(a)(i)]	Not less than 1.2	1.2

The proposed Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the purpose of the Residential Fourth Density zone, include uses permitted in the Residential Fourth Density zone, and are generally consistent with the relevant provisions of the City of Ottawa Zoning By-law.

## 5.0 PUBLIC CONSULTATION STRATEGY

### 5.1 Prior to Submission

A formal pre-application consultation meeting was held with City staff.

### 5.2 Virtual Open House

**Who:** Residents of the community.

**Where:** The Open House will be held electronically through Zoom (Note, it should be held during the early evening and during the week in order to capture the most numbers of available people.)

**When:** Soon after the City's circulation and comments on the first circulation are received by the Project Team. This is to ensure that members of the public are aware of the project far in advance of any public meeting of Planning Committee.

**City rep.:** The File Lead may wish to attend, depending on the level of interest from the public. This can be determined after the first round of City comments are received. This meeting will be coordinated with Councillor Leiper.

**Follow-up:** Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning Committee.

**Notes:** Due to the restrictions from COVID-19, meetings cannot be held in person. Electronic presentations will be the primary form of information for interested community members. Handouts will not be made available, however interested parties can request further information through the Project Team or their Community Association Primary Contact.

## 6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a three-storey low-rise apartment building including 12 apartment dwelling units at 211 Armstrong Street. No vehicle parking is proposed for the development. Six bicycle parking spaces are proposed in the rear yard.

The proposed development is appropriate to support the growth and development of the settlement area of Ottawa. The proposed Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The

requested Minor Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

The proposed Minor Zoning By-law Amendment and development conform to the policies of the City of Ottawa's Official Plan adopted by Council on November 24<sup>th</sup>, 2021. The requested Zoning By-law Amendment establishes appropriate zoning for the proposed low-rise apartment building and permits development that is compatible with surrounding uses.

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

**NOVATECH**

Prepared by:

  
Ryan Poulton, M. PL.  
Planner

Reviewed by:

  
Murray Chown, RPP, MCIP  
Director | Planning & Development

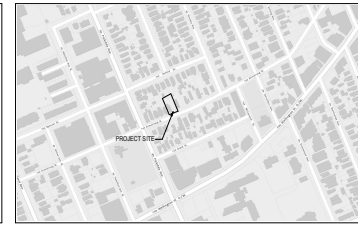
## Appendix A: Site Plan

SUPERVISORS REAL PROPERTY REPORT  
WITH TOPOGRAPHICAL DETAILS  
PART 1 - PLAN SHOWING  
LAYOUT  
REGISTERED PLAN 99  
CITY OF OTTAWA  
PJ 04064 - 001 (G)  
J.D. BARNES LIMITED 2022

**SURVEY INFO**  
SCALE: N.T.S.

**SITE PLAN SYMBOLS LEGEND**

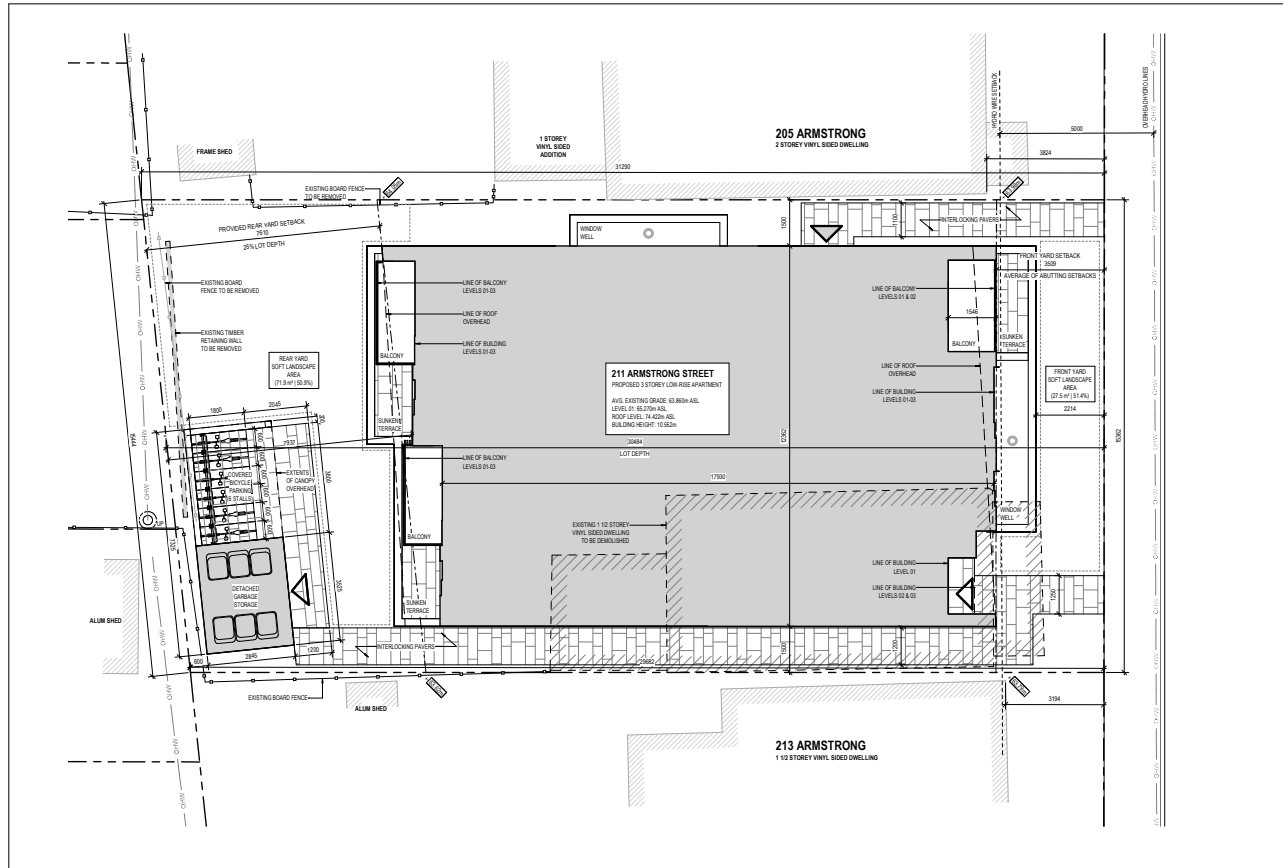
- BUILDING ENTRANCE
- BUILDING EXIT
- WOOD BOARD FENCE
- OVERHEAD WIRES
- UTILITY POLE
- BICYCLE PARKING



**SYMBOLS LEGEND**  
SCALE: N.T.S.

**3 LOCATION PLAN**  
SCALE: N.T.S.

- GENERAL ARCHITECTURAL NOTES**
- This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.
  - Drawings are not to be scaled. The Contractor is responsible for checking and verifying all levels and dimensions and that all work complies with the Architect and obtain confirmation prior to commencing work.
  - Upon notice in writing, the Architect will provide written specific clarification or supplementary information regarding the intent of the Contract Documents.
  - The Architect does not warrant or guarantee the accuracy of any other Contract Documents including Permit Materials and the Structural, Mechanical and Electrical Drawings or related Mechanical or Electrical devices, fittings and fixtures as indicated on the Architectural Drawings. Locations shown on the Architectural Drawings that pertain to Mechanical and Electrical Drawings, Mechanical and Electrical items not clearly located will be located as directed by the Architect.
  - These documents are not to be used for construction unless specifically noted for such purpose.



IMPERMEABLE DRIVEWAY (A.C. TOP) OF 6.0M

SITE STATISTICS		
ZONING REQUIREMENT (By-Law)	REQUIRED	PROVIDES
<b>MIN. LOT WIDTH</b>	5m	11.30m
<b>MIN. LOT AREA</b>	400m <sup>2</sup>	463.3m <sup>2</sup>
<b>MIN. FRONT YARD SETBACK</b>	3.05m + 20% (0)	3.20m
<b>MIN. INTERIOR SIDE YARD SETBACK</b>	1.5m	1.5m
<b>MIN. REAR YARD AREA</b>	25% of lot area	141.26m <sup>2</sup>
<b>MIN. REAR YARD SETBACK</b>	4.63 m (2.25 + 1/10 lot)	7.82m
<b>MIN. BUILDING HEIGHT</b>	20% of lot depth	10.55m
<b>MIN. YARD SPACE RATES</b>	75m <sup>2</sup>	93.55m <sup>2</sup>
<b>MIN. VEHICULAR PARKING RATES</b>	None required for 12 units	-
<b>BICYCLE PARKING RATES</b>	None required for 12 units	-
<b>REAR YARD SOFT LANDSCAPING</b>	35% of rear yard area must be softly landscaped	71.3m <sup>2</sup> / 141.26m <sup>2</sup> = 50.5%
<b>FRONT YARD SOFT LANDSCAPING</b>	40% of the front yard area must be softly landscaped	27.5m <sup>2</sup> / 68.53m <sup>2</sup> = 40.1%
<b>MIN. OVERSEASON UNIT RATES</b>	25% of dwelling units must have at least two bedrooms	89% (6 Units)
<b>MIN. BALCONY RATES</b>	The front facade must comprise at least 25% windows	88.23m <sup>2</sup> / 138.15m <sup>2</sup> = 63.9%
<b>FRACAS PARTICULATION BALCONY</b>	10% of the front facade must have balconies as provided for every unit facing a public street on the front facade	Complies

**2 ZONING**  
SP-01 SCALE: N.T.S.

- ISSUED FOR SITE PLAN CONTROL: 22-05-22
- ISSUED FOR COORDINATION: 22-05-18
- ISSUED FOR COORDINATION: 22-05-13
- ISSUED FOR COORDINATION: 22-05-25
- ISSUED FOR COORDINATION: 22-05-12

**ISSUE RECORD**



**project1 studio**  
Project1 Studio Incorporated  
1611.884.3039 | info@project1studio.ca

**211 ARMSTRONG**  
211 ARMSTRONG STREET  
OTTAWA, ON  
K1Y 2W3

PROJ: 2203 SCALE: NOTED DRAWN: JDH REVIEWED: RMK

**SITE PLAN**

UNIT BREAKDOWN				
FLOOR	1 BEDROOM	1 BED + DEN	2 BEDROOM	TOTAL
LEVEL 00	2	1	1	3
LEVEL 01	2	1	1	3
LEVEL 02	1	2	3	3
LEVEL 03	1	2	3	3
<b>TOTAL</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>12</b>

BUILDING EFFICIENCY			
FLOOR	BUILDING AREA	RENTABLE AREA	EFFICIENCY
LEVEL 00	2,255 sqft	1,920 sqft	79%
LEVEL 01	2,285 sqft	1,920 sqft	79%
LEVEL 02	2,295 sqft	2,020 sqft	89%
LEVEL 03	2,295 sqft	2,020 sqft	89%
<b>TOTAL</b>	<b>9,330 sqft</b>	<b>7,780 sqft</b>	<b>84%</b>

**1 UNITS**  
SP-01 SCALE: N.T.S.

**4 SITE PLAN**  
SP-01 SCALE: 1:75

**SP-01**

## Appendix B: Proposed Zoning By-law Amendment



## APPENDIX ‘B’

### BY-LAW 2022-XXX

A by-law of the City of Ottawa to amend By-law Numbered 2008-250 of the City of Ottawa to change the zoning for the property known municipally as 211 Armstrong Street.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, enacts as follows:

(a) The Zoning By-law Map of By-law 2008-250, entitled the “City of Ottawa Zoning By-law” is amended by rezoning the lands shown on Attachment No. 1 to this by-law as follows:

(a) Area A – rezoned from R4UB to R4UB[xxxx]

(b) Section 239 – Urban Exceptions of By-law No. 2008-250 entitled “City of Ottawa Zoning By-law” is amended by adding urban exception [xxxx] as follows:

Applicable Zones	Additional Land Uses Permitted	Land Uses Prohibited	Provisions
R4UB [xxxx]			- The minimum required read yard setback is 25% of the lot depth (7.621 meters).

ATTACHMENT NO. 1

