

262 Armstrong Street



Planning Rationale & Design Brief



April 2022



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1.0 INTRODUCTION

This combined Planning Rationale and Urban Design Brief has been prepared by Paul A. Cooper Architect on behalf of Lance and Lisa Fudge-Lunetta in support of Minor Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 262 Armstrong Street. The purpose of this document is to assess the appropriateness of the proposed low-rise residential development and the requested Minor Zoning By-law Amendment in the context of the surrounding community and the applicable policy and regulatory framework.

The subject lot is legally described as Part 1 Plan of Part of Lot 1335, registered Plan 157, City of Ottawa

2.0 SITE CONTEXT AND SURROUNDING AREA

2.1 Location

The subject property, as shown in (Fig. 1), is located in the electoral district of Kitchissippi Ward 15, and more specifically in the community/neighborhood of Hintonburg that is bounded by the Ottawa River to the north, Highway 417 to the south, Holland Ave. to the west and the Trillium Rail Corridor to the east. As illustrated on the Location Map (Fig. 1), Armstrong St. runs east/west and is situated between Holland Ave. to the west, and Bayswater Ave. further to the east. Specifically, 262 Armstrong St. is on the south side of the street, one lot east of the intersection with Hinton Ave. N and 2 lots west of the intersection with Hamilton Ave. N to the east.

Figure 1: Location/Lot Patterning Plan



2.2 Zoning Context

The subject property is zoned MC16 H(20), is designated as Area B Inner Urban Area as per the Official Plan and is shown on the Zoning Context Map (Fig. 2). The site context is truly a mixed-use zone in transition from once low-density residential detached dwellings to high-density large mixed-use low and medium rise condominium developments. Comprised primarily of MC16 zoned lots, along with a few IL (Light Industrial) lots to the north, the immediate context has clearly been zoned to encourage significant densification. To support the residential uses are vibrant TM (Traditional Mainstreet) linear zones on the same block as the subject site to the south along Wellington St. W and the west side of Holland Ave. Of note, one block to the east is the newly refurbished L1 (Community Leisure Facility Zone) public park known as Parkdale Park as well as a bustling public market known as the Parkdale Market.

Figure 2: Zoning Context Map



2.3 Neighbourhood Context

This neighbourhood is a well-established/mature mixed-use area in transition. The immediate neighbourhood residential lots support primarily 2-storey dwellings, with a few historical 3-storey low-rise apartment buildings along with a new 6 storey mid-rise condominium development on Hinton Ave. N. Streets are generally wide, intimately scaled and sporadically lined with large mature trees.

As can be seen on the Location Map (Fig. 1), lot width and lot area vary in the neighbourhood. It is important to note the subject lot is significantly smaller than the average lot, in this case about 60% of the size. The result, as observed from the street, is a varied rhythm of buildings and voids between buildings. Overall, housing form, age and expression vary significantly, resulting in a rich, diverse character that one would expect in a mixed-use zone in one of Ottawa's most Mature and desirable neighbourhoods.

2.4 Site Context

The streetscape slopes gently from east to west. The subject site is located on the south side of Armstrong mid-block between Hinton Ave. N. and Hamilton Ave. N. See Fig. 3: Facing Streetscape and see Fig. 4: Image Reference Map.

Figure 3: Facing Streetscape

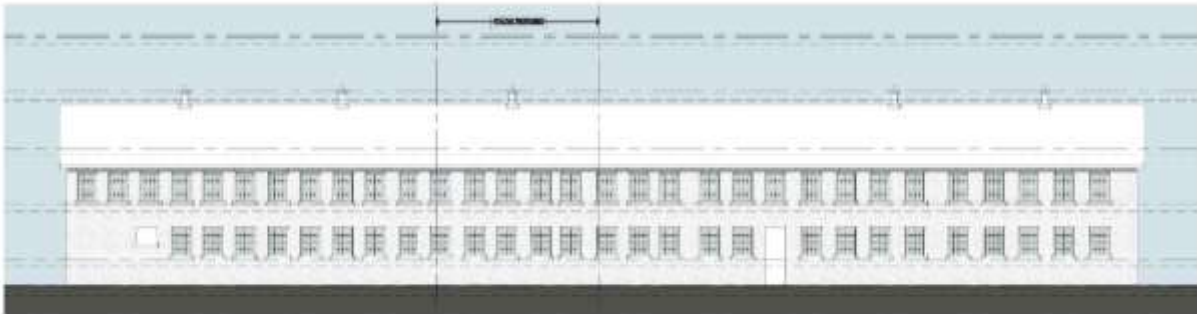


Figure 4: Image Reference Map



North:

The facing site across Armstrong St. is an existing turn of the century 2 1/2 storey light industrial/office building at 7 Hinton Ave. N and is set about 1.2m (4'-0") from the front lot line. The historical building has a mostly unarticulated front face which is softened slightly by a linear sod strip between the front wall and the edge of the existing concrete sidewalk. See Fig. 5.

Figure 5: Photo of 7 Hinton Ave. N.



South:

79 Hinton Ave. N is a typical interior lot which abuts the rear yard of the subject site. This narrow lot supports a 2-storey detached dwelling that was formerly occupied as office space. The rear yard of this site is almost entirely paved with asphalt, is used for parking, and does not support any amenity function. See: Fig. 6.

Figure 6: Photo of 79 Hinton Ave N



East:

The abutting lot to the east is an existing turn of the century 2-storey detached duplex at 260 Armstrong St. This site is presently subject to a Site Plan Control application and preliminary discussions with the owner have permitted collaboration to mitigate structural impact for both new buildings and to facilitate demolition of the existing structures. See: Fig. 7.

Figure 7: Photo of 260 Armstrong St.



West:

The abutting corner lot to the west is an existing turn of the century 2 1/2 storey detached 4 Unit mixed-use dwelling at 75 Hinton Ave. N. The substantially asphalt paved rear yard of this lot abuts the side yard of the subject lot and is used wholly for vehicle parking, as is the majority of the corner side yard. A small tree occupies the minimally landscaped area near the corner and stands as one of three (3) trees along Armstrong between Holland Ave. and Parkdale Ave. See Fig. 8.

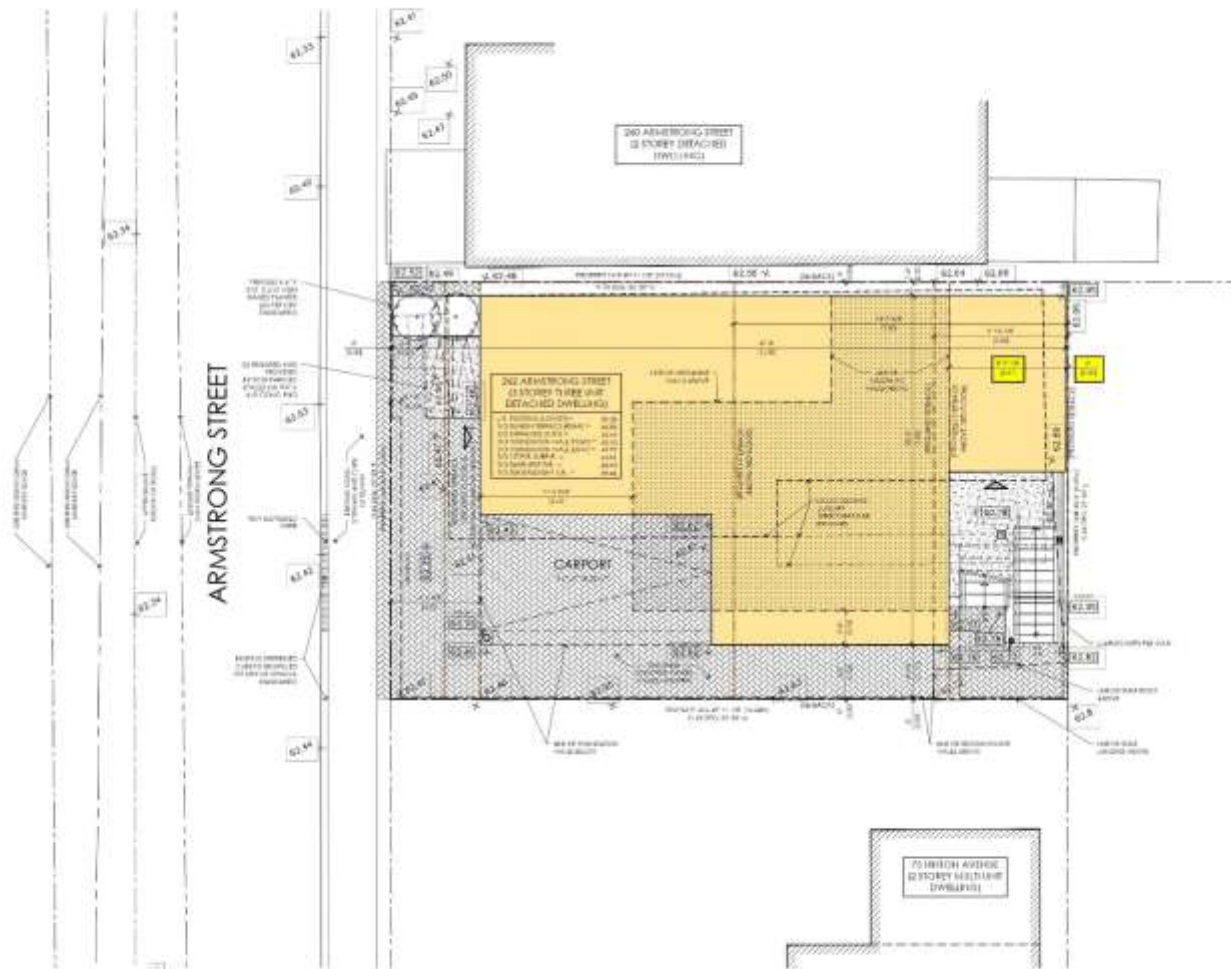
Figure 8: Photo of 75 Hinton Ave N



2.5 Site

The site proper is a regular lot of about 1535 s.f. (143 s.m.), (see Fig. 9: Site Plan), and was retained historically when the lot was likely severed from 75 Hinton Ave. sometime in the distant past. There are no trees on the subject lot, and the entire residual lot area is paved with asphalt. The existing 2-storey detached dwelling occupies most of the lot with the exception of the westerly side yard presently used for vehicle parking. The front wall is set back 1.27m (4'-2") and the rear wall is set back 0.48m (1'-7"). It is critical to note that the lot in question is about 60% of the area of a typical lot in the same zone in the immediate vicinity.

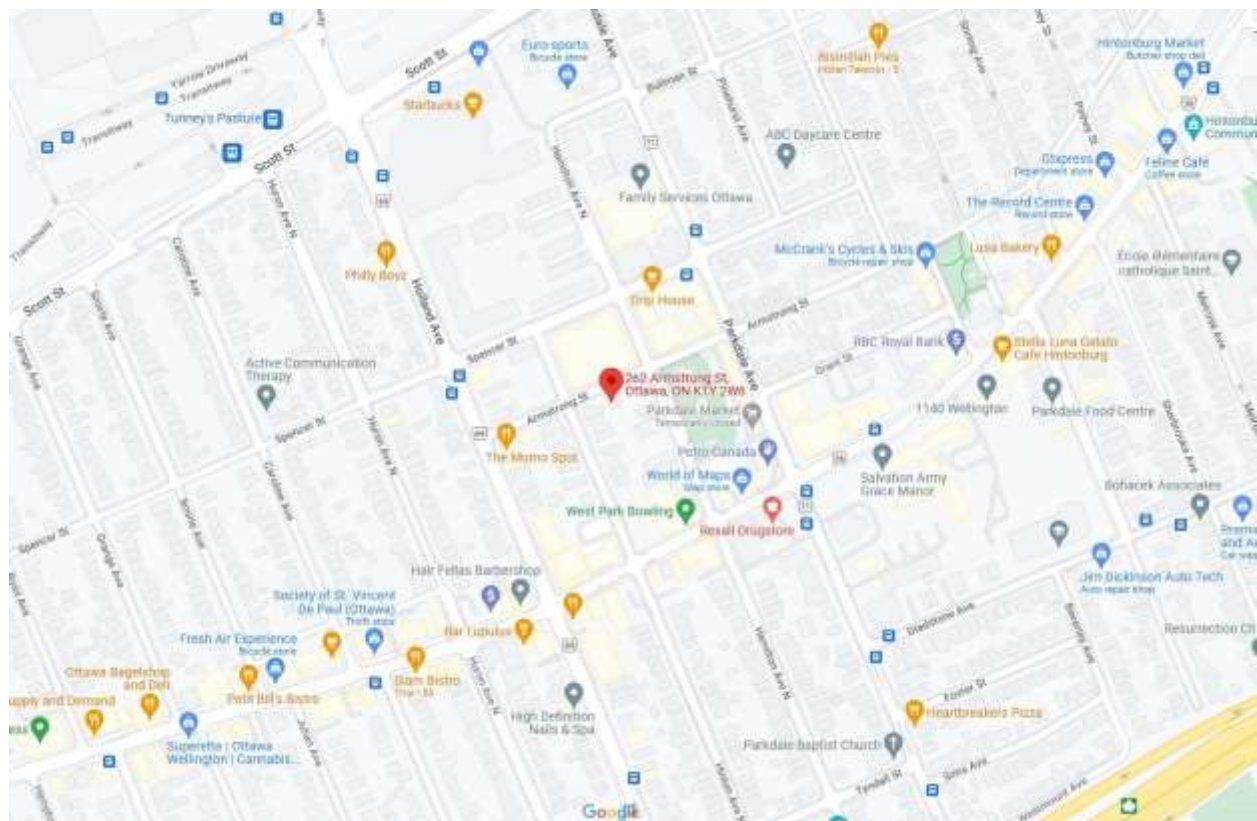
Figure 9: Site Plan



2.6 Community Amenities

As illustrated on Fig. 10, the subject site is located in an area that is rich with diverse amenities of all kinds from shopping to restaurants and pubs, public park/pool, performance grandstand, theatre (GTC), and the open-air Parkade Market. All of these amenities are within less than a block of the subject site.

Figure 10: Amenity Map



2.7 Transportation

Roads:

The subject property is well served by the existing road network. The site is located on a local-class road that connects to a major collector road to the west (Holland Ave.) and a major collector road to the east (Parkdale Ave.). The site is also close to Wellington St. W. which provides direct access to the city's downtown core. About 600m to the South is the provincially-owned highway 417, providing convenient access to both the west and east ends of the city.

Sidewalks/Cycling Facilities:

The subject property is well served by the existing sidewalks, on both sides of the street which lead to Wellington St. W, Holland Ave., Scott Street and Tunney's Pasture to the north. The property is also well served by cycling paths running east/west along Scott St. (P 1-31) to the north and Gladstone to the southeast (P 1-28).

Transit:

Public transit is readily accessible to the subject site as illustrated in Fig. 11 and the site is within 500m of the Tunney's Pasture transit hub.

Figure 11: Transit Map



3.0 PROPOSED DEVELOPMENT DESIGN

In order to meet their changing housing needs; the owners are proposing to redevelop their compact property at 262 Armstrong St., by demolishing the existing duplex and constructing a new 4-storey (4), four-unit (4), 3868 g.s.f. (359 g.s.m.), low-rise apartment building comprised of one (1), and two (2) bedroom units. The owners will rent 3 apartments and occupy the upper most unit comprised of the 3rd floor plus 4th floor mezzanine and associated rooftop terrace. The attached plans and elevations illustrate the proposed works (see Annex). The vision for the proposed development is to create modern and attractive compact living in keeping with the New Official Plan of the City of Ottawa and to intensify an existing underutilized land use: to bring quality, compact residential apartments to an already vibrant mixed-use neighborhood. Inspiration was taken from the playful canopies flying about the Parkdale Park to the east to animate the proposed building and weave it in a meaningful way into the fabric of its context. The attached plans, elevations and perspectives, shown in the Annex, illustrate the proposed works.

The pedestrian nature of Armstrong St. is respected by setting the main floor wall back to conform with the By-Law and create a greater sense of openness - to help alleviate any perception of pinching felt with the existing buildings which are set closely to the street.

From an urban design perspective, the proposed building will act as fabric given that the building is not situated at a termination point or one which permits a view of a distant urban vista. The building proper, will help to define the edge of the public domain, adding to the character of the street through the addition of playful canopies, forming a connection with the larger context and Parkdale Park to the west.

Given that the site is so constrained, and in very close proximity to the recently refurbished public amenity of the Parkdale Park, as shown in Fig. 10., no common amenity space is provided or required by the By-Law for the proposed dwelling type.

The perspective views on Figs. 12 & 13 and streetscapes elevations on Figs. 14 & 15 demonstrate how the proposed dwelling is consistent in scale with the predominantly 2-storey homes in the neighbourhood, and echoes similar materials such as masonry and siding that predominate in the area. Design features such as canopies, illustrated in the infill design guidelines, serve to provide a finer texture, and reduce the scale of the overall building, as seen by the pedestrian from the street.

Figure 12: Perspective 1



Figure 13: Perspective 2



Figure 14: Streetscape Elevation



Figure 15: Streetscape Elevation Hinton Ave



Parking has been limited to a single space, although the by-law does not require the provision of any parking. It was essential to the owners to have an on-site parking space and the carport provision was made to address concerns from the Community Association that the originally-proposed garage would represent a pedestrian safety hazard as a result of the reduced field of view and site lines resulting from the garage door and setback from the front wall.

In order to construct the proposed structure, relief via a Minor Zoning By-Law Amendment as well as Site Plan Control will be required and are being applied for in tandem.

4.0 PROCESS & CONSULTATION

Prior to Application Submission

We have contacted and or met with the following stakeholders and association prior to making our application and have heard concerns, responding where possible with design changes. We have consulted parties with interest in good faith as follows:

- D.I.O: Correspondence by architect
- Municipal Planner: Pre-Application Consultation - Seana Turkington: Site Plan Control: Feb. 2nd, 2021, Minor Zoning By-Law Amendment & SPC: Oct. 28th to 21st, 2021 (Zoom meeting and Email correspondence by Architect)
- Hintonburg Community Association: Oct. 12th, 2021 (Zoom meeting by Architect)
- Abutting neighbors: (Meetings proposed by owner – various dates). No response from 75 & 79 Hinton Ave. N.
- Forester: No consultation required. There are no trees on or within close proximity to the site on abutting lots.

After Application Submission

After the filing of the necessary development applications the following meetings are planned:

- A formal consultation with the Hintonburg Community Association & the Ward Councillor
- A formal circulation and consultation with abutting neighbors

The Public Meeting will occur at Planning Committee when the application is heard and interested parties can provide their input on the merits of the proposed development. The Planning Committee's recommendations then would be considered by City Council.

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

The Section 3 Subsection 5 of the Planning Act requires that planning decisions be consistent with the current policy statements and those decisions shall conform with the provincial plans that are in effect on the decision date.

Excerpts from the PPS (2020) are used to test the constancy and conformity of the proposed zoning and site plan.

5.2 Building Strong Healthy Communities

Policy Section 1.1.1 Healthy, liveable, and safe communities are sustained by:

- promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term; [1.1.1 (a)]
- 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. [1.1.1 (b)]

Policy Section 1.1.3 Settlement Areas

- Settlement areas shall be the focus of growth and development. (1.1.3.1)

- New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities. (1.1.3.6)

Housing Policy 1.4

- 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:
 1. establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities [1.4.3 (a)]
 2. 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; [1.4.3 (c)]
 3. 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; [1.4.3 (d)]

The proposed site plan and requested minor zoning amendment are “consistent with and conform to” the PPS (2020). The proposed development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city’s urban core. The proposal is in close proximity to significant transit infrastructure and important amenities and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use.

The proposed development supports the key objective of efficient land use patterns and densities that create a stronger community that will meet long term needs and will help financially sustain both the City of Ottawa and the Province of Ontario over the long term. The overall concept makes efficient use of existing infrastructure, public service facilities, and will support the city’s investment and commitment to public transit.

5.3 City of Ottawa Official Plan (2003, Consolidated)

For the purposes of this rationale, the policies of the City of Ottawa Official Plan have been reviewed with respect to the proposed development. The subject lands are designated as General Urban Area on Schedule B – Urban Policy Plan. The Introduction section of the Official Plan (Section 1) addresses the land use and planning goals for City.

Section 1.3 – The Challenge Ahead outlines how Ottawa will respond to the challenges of the 21st Century and those responses provide guidance on how Ottawa should grow:

- The city also needs to pursue a more affordable pattern of growth based on higher densities and increased use of transit.
- This pattern is compact and allows for more efficient delivery of municipal services such as solid waste collection and emergency services that are costly to provide over large areas.

The Official Plan seeks to enhance Ottawa's quality of life by building:

- A more affordable, compact urban area where walking, cycling and transit are attractive options and there is less reliance on private automobiles.
- Convenient access to services and facilities that allow seniors to retain their independence in the community and families to raise children in a safe and stimulating environment.
- More prosperous cities, where efficiency, design excellence, and cultural vitality make Ottawa a good place to work and do business.
- A greener and cleaner city, with less air pollution from traffic and less consumption of energy for travel and housing.
- Compact communities that use land efficiently and decrease the pressure to build on farmland and natural areas.

The proposed development and its proximity to light rail transit and extensive community services is clearly in line with the OP's responses to meeting the challenges of the 21st Century.

Section 2 – Strategic Directions outlines the broad policies that will govern growth and change in Ottawa and help ensure that the proposed development supports direction and intent of the Official Plan.

Ottawa will meet the challenge of growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation, and employment – locations that are easily accessible by transit and that encourage walking and cycling because destinations are conveniently grouped together. OP Section 2.1 Patterns of Growth

The Official Plan seeks to manage growth and build liveable communities:

- The city will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities.
- Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.
- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- The city will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life cycle.

Allowing growth in the proposed location is consistent the Official Plan's key strategic directions.

Section 2.51 of the Official Plan speaks to the issue of community design. The proposed development can find design guidance in the preamble and design objectives. The development proposal must be sensitive, flexible, complimentary and must fit well into the wider community context.

- Introducing new development and higher densities into existing areas that have developed over a long period of time requires a sensitive approach and a respect for a community's established characteristics.
- Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification.
- 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.

The proposed development introduces a modest increase in density in a form that moves from a single-family dwelling to a low rise four-unit apartment building. This gentle intensification takes advantage of the location, which is extremely close to many community and city-wide services, while not overwhelming the streetscape and maintaining the low-rise characteristic of Armstrong Street and the local community.

Policy 3.6.1 – General Urban Area provides more detailed direction for the use of land within the general urban area and when applied demonstrates support for the proposed development.

- Building height in the General Urban Area will continue to be predominantly Low-Rise.
- 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.

The Official Plan states in Section 4.11 that the compatibility of a development application will be evaluated in the context of this Section. Section 4.11 provides guidance on compatibility against which the subject lands are tested:

1. Development Scale
 - The scale of the proposed development is like the surrounding community in that it comprises low rise residential development, schools, parks, and open spaces. The density is different, but the proposed streetscape will ensure that the development has no adverse impact.
2. Traffic
 - A community transportation study (CTS) was not required, and parking is only provided for a single car. The proximity of the site to active transportation – Confederation Line LRT and the Scott Street pathway system indicates that the development will not adversely impact the surrounding transportation network.
3. Access
 - The proposed plan shows a single access with parking for a single vehicle.

4. Outdoor Amenity Area
 - Outdoor amenity areas will be limited. Access to Parkdale Park and the Parkdale outdoor market are just steps away from the proposed development. These areas provide excellent outdoor meeting and play space.
5. Lighting
 - Standard Street lighting is proposed and will not have an impact on abutting properties.
6. Noise and Air Quality
 - The proposed low-rise community will not generate any adverse noise impacts.
7. Sunlight
 - The building typology is low rise and should not block or impede sun light on abutting amenity areas or abutting land uses. It should be noted that most abutting rear yards are paved and used for resident and non-resident parking. As a result, a low-rise building will have no impact.
8. Microclimate
 - Wind, snow drifting and temperature impacts on adjacent properties are not anticipated.
9. Supporting Neighbourhood Services
 - This is the perfect 15-minute location – just steps from Wellington Street – a bustling high street that provides a vast number of community amenities and services.

5.4 New Ottawa Official Plan (City Council approved 2021)

The City of Ottawa has adopted a new Official Plan (October 2021). It is important to review the New Official Plan as it provides an evolved direction from the City of Ottawa has on land use planning and growth management.

The new Official Plan is intended to create a flexible, resilient city where there is more growth by intensification than by greenfield development.

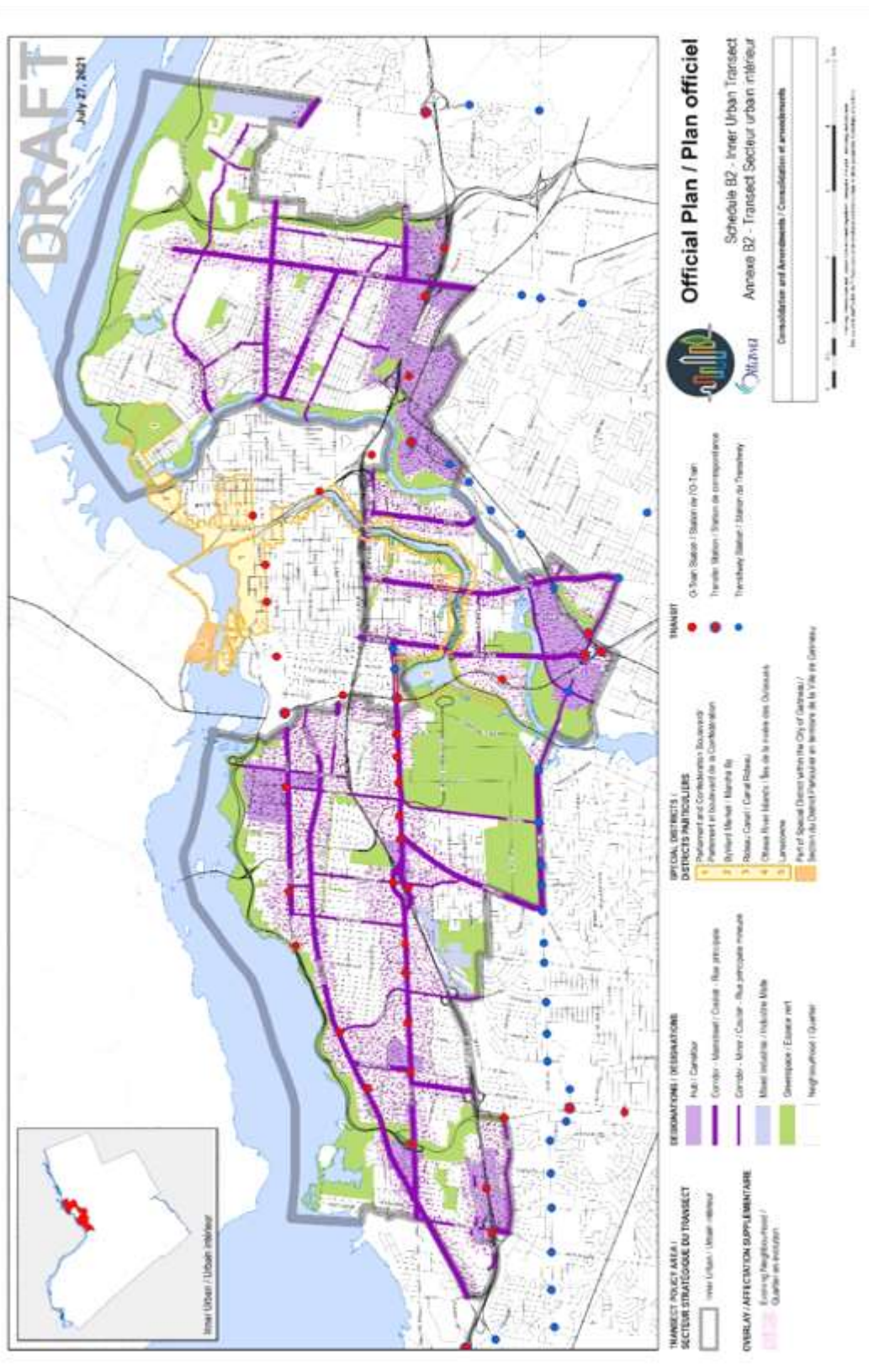
General Policy directions include:

- Focus land use designations in nodes, along corridors, and in neighbourhoods.
- Evolve to denser, walkable, 15-minute neighbourhoods.
- An emphasis on high quality design; and
- Supporting transit and active transportation by supporting densities for new developments in proximity to rapid transit stations.

5.4.1 Transect Policy Areas

The Official Plan divides the city into six concentric Transect policy areas. The Transect policies, provide guidance on suburban built form and site design each relating to the specific Transect. The subject property is in the Inner Urban Transect Schedule B2, which comprises pre-World War II neighbourhoods that immediately surround the downtown core. The proposed development site is located in an evolving neighbourhood overlay with a hub designation.

OP Schedule B2



The Council approved OP indicates “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.” (OP Page 46)

The Hub designation within the Inner Urban Transect provides clear guidance on appropriate heights. However, it is noteworthy to recognize that Inner Urban Transect is generally planned for mid to high-density development. (OP Policy 5.2.1.3 Page 136)

Policy 5.2.3 provides direction on building height to development parcels in the Hubs and Mainstreet Corridors in the Inner Urban Transect. With respect to the subject site the expectation is that the new development will be no smaller than 3 stories in height.

Within Hubs, permitted building heights, are as follows. (OP Page 138)

- a) Up to a 300-metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise.
- b) High-rise 41+ where permitted by a secondary plan.
- c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing: and
- d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

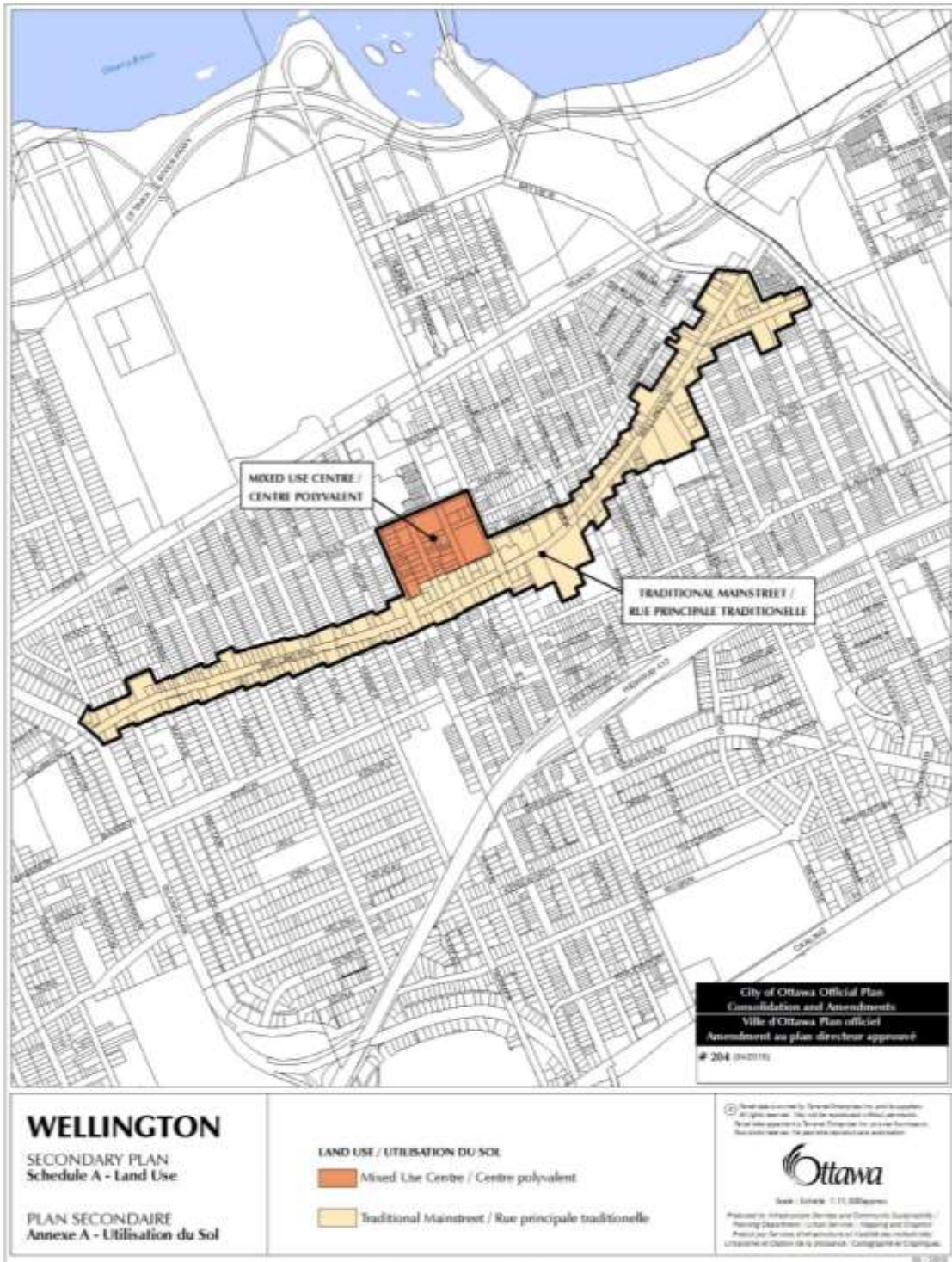
The proposed development’s low-rise built form is consistent with the hub designation. The proposed intensification of the site is consistent with the intent of the Evolving Overlay as an area well-suited for low rise change.

5.4.2 Wellington Street West Secondary Plan

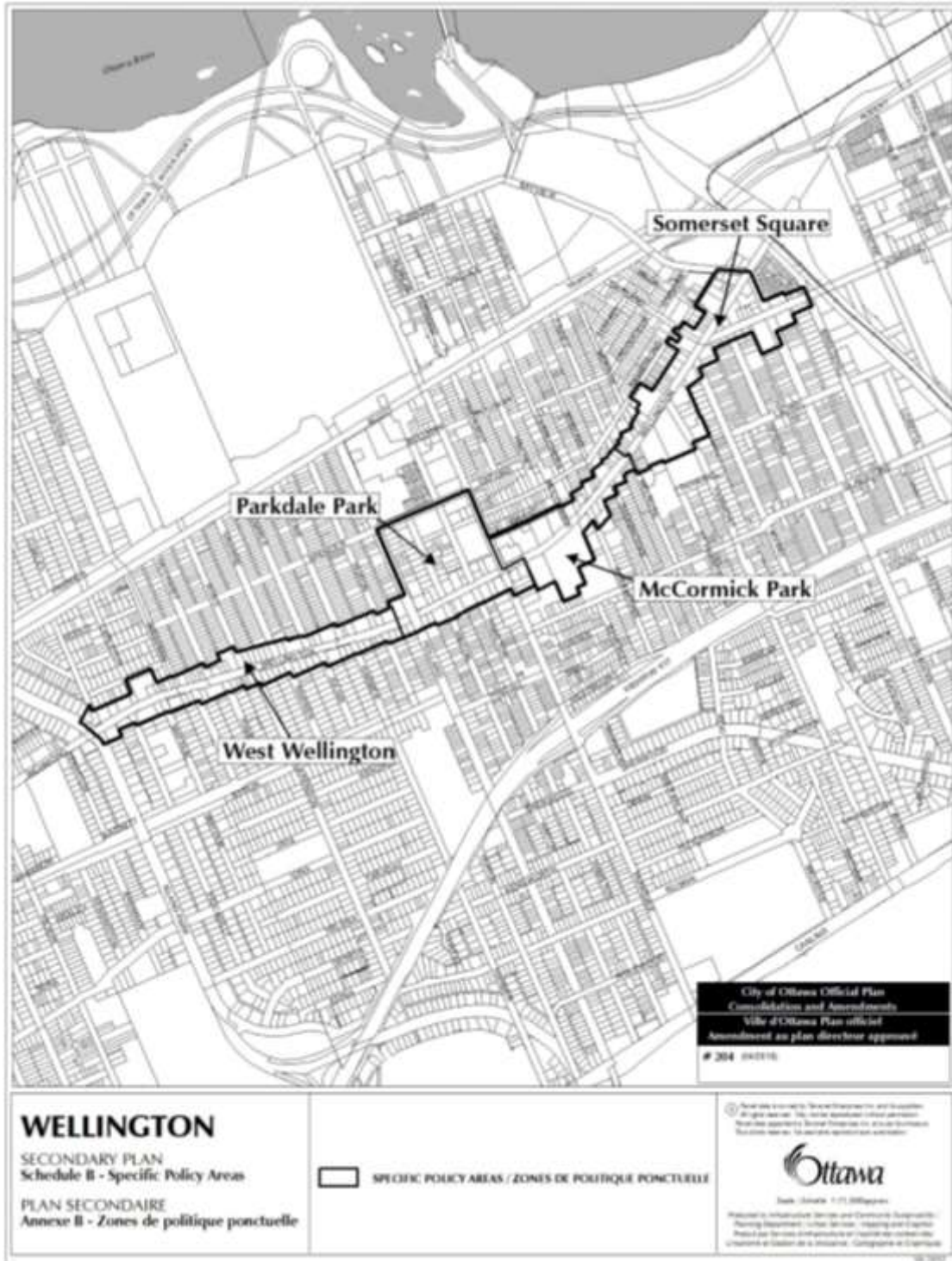
The Secondary Plan provides the legal framework that supports the Wellington Street West CDP, a joint staff-community effort to develop a vision, objectives, and planning and design policies and guidelines for an attractive, vibrant and sustainable traditional main street.

The subject property is located within Mixed Use designation of Schedule A of the Wellington West Secondary Plan and within the Parkdale Park policy area of Schedule B of the Secondary Plan.

Schedule A



Schedule B



Within the Secondary Plan the most applicable policy comes from the Parkdale Park Area policy section of the Secondary Plan – 11.3.3.1:

- To encourage the redevelopment of underutilized properties at or near the intersections of Parkdale and Holland Avenues, the zoning by-law will establish a minimum building height of four (4) storeys to ensure a minimal level of intensification is achieved in this key area.

The proposed development is 4 stories in height with four (4) apartment units which conforms to the policy direction of the Secondary Plan.

5.4.3 Wellington Street West Community Design Plan

The development at 262 Armstrong Street supports the general intent and direction of the CDP. The overall design objectives of the CDP seek to ensure that new developments and/or improvements to existing buildings within the CDP generally will retain and reinforce the positive elements of its general low-rise, “main street character”. The CDP identifies ample opportunities for infill development to refresh the existing character of the community’s physical form by adhering to the following general vision:

- To retain and to respect of the street character that feels low-scale and open, or unimposing.
- To achieve built form and architectural detail that adds to the aesthetic beauty and visual variation of the corridor’s streetscape. (3.3.3 Design Vision and Objectives).

The low-rise nature of the proposed development combined with the single parking space is in keeping with the intent of the CDP.

The elimination of rear yard parking in favour of a more appropriate building envelope is in keeping with the CDP which wants low scale and less car dependent development. The location of the proposed development focuses on active transportation for access to community amenities which are all within walking distance of the proposed development.

The CDP focuses a significant amount of attention on the issue of height above 4 stories and linkages to design and amenities to support increases in height.

The development proposal at 262 Armstrong Street is consistent with the height expectation (4 stories) in the CDP. But the real question for the CDP is how the general and specific policy direction handles the trade-off between rear yard parking and driveways and building envelope.

The CDP Policy 3.5.4 Section A1b seeks to ensure a mix of residential dwelling units and sizes, including affordable housing units to achieve Official Plan targets and to provide a diverse and permanent population presence.

If we combine the policy direction for a more a diverse and permanent population presence, with the general OP policy direction promoting active transportation, then it is clear that when weighing the

trade-off between parking and the building, more units within the 4-storey height limit are appropriate when testing the development against the OP and the CDP.

5.4 Urban Design Guidelines for Low-Rise Infill

The City of Ottawa's Urban Design Guidelines for Low-Rise Infill Housing are meant to guide the review of development applications to ensure appropriate and compatible infill housing developments. The objectives of the design guidelines are to:

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

The design guidelines are organized into 6 main categories. The proposed development responds to the following guidelines as outlined below, and as illustrated in the accompanying Figures.

Streetscapes:

- 2.1: The architectural massing and façade detailing on the main level of the building and rooftop canopies will contribute to an active, inviting, and safe streetscape (Figs. 14 & 15).
- 2.2: A proposed raised tree planter, along the building foundation, adjacent to the front entrance will complement and enhance the existing street character, that enjoys very few trees.
- 2.4: Lighting will be designed to minimize glare and spillover onto adjacent properties.
- 2.6: The development proposal provides a barrier free accessible walkway to the main entrance as well as convenient access to the means of egress exit stairway situated at the back of the side yard.

Landscape:

- The existing R.O.W. is almost non-existent, therefore the existing greening pattern along the street is not a dominant feature.
- Subtle landscaping via a front yard raised planter and permeable pre-cast concrete pavers, are facilitated by pushing back the main floor entrance. This will give opportunity for additional greening as well as being sustainable, reducing heat island effect and improving storm water management.
- 3.6: The rooftop terrace will provide an outdoor gathering area for the use of tenants.
- 3.7: The raised planter proposed along Armstrong Street serves to define the limits of the private realm.

Building Design (Built Form):

- 4.1.1: The building façade treatment, orientation of entrances towards the adjacent streets, and ample glazing animate the streetscape and promote ‘eyes on the street’.
- 4.1.2: The development will complement the existing surrounding building height and massing as can be seen in proposed streetscape in Fig. 14.
- 4.1.4: The proposed rooftop amenity area will be provided with 1.5m high opaque privacy screens on the east and west sides to mitigating privacy and overlook issues.
- 4.1.8: The adjacent property, a two and a half storey apartment dwelling to the west, does not have significant outdoor amenity area, and the development will not adversely impact privacy.
- 4.2.1: The height and massing of the proposed development complements the scale of the surrounding buildings, while architectural and landscape features contribute positively to the character of the streetscape.
- 4.3.1: The building is designed as though it were seen from all sides with high quality façade treatments, and warm materials like wood canopies, which punctuate the building façade and provide added visual interest from the street. See Fig. 15, which illustrates the streetscape as seen from Hinton Ave. N; even though the proposed does not literally front onto Hinton, the design recognizes the fact that the west side is readily seen from the corner.
- 4.3.3: The main entrance, proposed from Armstrong Street, is accented in a more prominent manner, is recessed, and generously glazed to provide “eyes” on the street and will be modestly lit in order to create a safe and inviting gesture to the visitor and pedestrian alike.

Parking and Garages:

- 5.11: In order to increase the surface for water infiltration and to encourage limited greening of the front and side yards, permeable pavers will be employed in the driveway and remainder of the landscaping. Given the limited width of the right of way, as well as required and provided front yard setback, sod or other forms of greening would be too limited and therefore unlikely to survive.
- 5.3: Of even greater benefit to the environment, no underground parking has been provided, the owner prefers instead to provide 2 required and covered bike parking spaces in the front yard directly adjacent to the front door as well as two (2) stacked = 4 bike parking spaces in the basement for a total of 6 bike parking spaces for a rate of 1.5 spaces/dwelling unit as opposed the required rate of only 0.5/du.

Service Elements:

- 7.1: The proposed development integrates service areas into the design of the building so that they are not visible from the street, i.e.: waste management and base building mechanical uses. By being located in the basement and made conveniently accessible via a small residential elevator, these functions will be less prominent and therefore less visible from the public realm.

The proposed development meets the general direction and overall intent of the applicable policies of the Urban Design Guidelines for Low-Rise Infill Housing.

5.5 Transit Oriented Design Guidelines

The City of Ottawa's 2007 Transit oriented design guidelines are to be applied throughout the city for all development within a 600-metre walking distance of a rapid transit stop or station. The guidelines are designed to promote and encourage increased densities, mixed-uses, and pedestrian-oriented design within easy walking distances of high-quality transit.

The guidelines cover six general sections – land use, layout, built form, pedestrians & cyclists, vehicles & parking and streetscape and environment. While the majority of the guidelines don't apply to the development at 262 Armstrong Street. The proposed construction is just inside the proscribed 600-metre walking distance. The owner and architect have, through good urban design, met the overall intent of the guidelines.

The land use guidelines seek to ensure that transit supportive land uses which minimize uses that are oriented primarily to the automobile are located within the 600 metre walking distance. The proposed development is outlined in the guideline as a transit-supportive land use, and the very minimal parking is consistent with the goal of limiting vehicle use. The layout guideline encourages the tallest buildings closest to transit and the smaller buildings as you move closer to the 600 metre walking standard. The location of 262 Armstrong, as a four (4) storey building at the fringe of the walking distance is exactly consistent with the intent of the layout guideline.

The elevations provided with this rationale show extensive front window glazing which puts eyes and activity on the street. The proposed design is consistent with the built form guideline which looks for windows and doors facing the street to create visual interest and increased security through eyes and activity in windows and looking onto the street.

The rest of the guidelines seek to promote active transportation (walking and cycling) while reducing active space for vehicles and creating an inviting streetscape. Throughout this rationale it has been demonstrated that the proposed building and its design is in sync with the intent of the guidelines. The proposed building severely limits space for vehicle parking and provides good bicycle parking. It introduces new street plantings and extensive glazing that will bring eyes and activity to the street. The current building does none of these.

As demonstrated, the proposed building, when tested against the transit-oriented design guidelines, clearly exceeds the expectation of the guideline.

5.6 City of Ottawa Zoning By-law

ZONING INFORMATION		
ZONING: MC16 H(2) - AREA 'B' - INNER URBAN (PARKING - AREA X - INNER URBAN)		
USE: LOW-RISE APARTMENT BUILDING (4 UNIT - 4 STOREY)		
PROVISION-	REQUIRED	PROVIDED
LOT WIDTH:	NO MINIMUM	9.37m
LOT AREA:	NO MINIMUM	142.6 m ²
HEIGHT:	20.0m (MAX.)	14.21m
FRONT YARD:		
GROUND FLOOR:	2.0m (MIN.)	2.0m
2ND-3RD FLOOR:	NO MINIMUM	0.0m
4TH FLOOR & ABOVE:	2.0m (MIN.)	5.43m
REAR YARD SETBACK:		
GROUND-3RD FLOOR:	3.0m (MIN.)	0.0m *
REAR YARD STEPBACK:		
4TH FLOOR & ABOVE:	7.5m (MIN.)	2.67m *
INTERIOR SIDE YARD:	NO MINIMUM	0.3m (EAST), 0.0m(WEST)
CORNER SIDE YARD:	NO MINIMUM	N/A
AMENITY AREA:	NONE	
COMMUNAL:	NONE	0.0m
PRIVATE:	NONE	
BASEMENT (UNIT 1):	NONE	5.2 m ²
GROUND FLR. (UNIT 2):	NONE	4.2 m ²
SECOND FLR. (UNIT 2):	NONE	4.2 m ²
THIRD FLR. (UNIT 3):	NONE	4.2 m ²
4TH FLR.-ROOFTOP(UNIT 3):	NONE	48.0 m ²
TOTAL AMENITY AREA:		65.8 m ²
PARKING:		
CAR:	0 SPACES	1 SPACE
CAR (VISITOR):	0 SPACES	0 SPACES
CAR (ACCESSIBLE):	0 SPACES	0 SPACES
BICYCLES:		
OUTDOOR:	0.5/DU=4(.5)=	2 SPACES
BASEMENT (STACKED):	0 SPACES	4 SPACES
TOTAL BIKE PARKING:		6 SPACES
AVERAGE GRADE:		
62.48 + 62.64 + 62.72 + 62.46 =		62.58
* INDICATES RELIEF REQUIRED		

6.0 REQUESTED AMENDMENT

6.1 Zoning By-Law Amendment (Minor Variances)

Minor variances to By-Law 2008-250 are as follows:

- a) To permit a reduced rear yard setback (Storey's 1-3) of 0.0m, whereas, under Section 191 (16) (f) of the By-Law, the min. required rear yard setback is 3.0m.
- b) To permit a reduced rear yard step back setback (Storey 4 & up) of 2.67m, whereas, under Section 191 (16) (f) of the By-Law, the min. required rear yard step back setback is 7.5m.

The building otherwise meets all the performance criteria set out in the zone and subzone for the property i.e. lot width, side, and front and yards, building height, etc...

6.2 Impact

1. Reduced Rear Yard Setback:

The variance for reduced rear yard setback is indeed arguably the most impacting. In order to develop a workable building with functional units, a rear yard variance was unavoidable. We feel that, given the circumstances and existing site size and conditions, the proposed design has mitigated the impacts in the following ways:

- The compact nature of the lot being close to %60 that of the typical lot in this pocket zone, has necessitated the need for the request. It is not reasonable to expect that such a significantly reduced lot size can be developed to the same standards as other similarly zoned lots. It is significant to note that as shown on Fig. 16, other lots with similar areas and non-conforming rear yards can be found in the immediate neighborhood and therefore we are of the opinion that the proposed variances are not inconsistent with the fabric in the area.

Figure 16: Non-Conforming Yards Map



- Given the fact that the existing rear yard setback of 0.48m is already non-conforming, for approximately the same width as the existing detached dwelling, we felt that the impact was best managed at the rear of the proposed dwelling where it presently abuts an asphalt area, forming the rear yard of 79 Hinton Ave. N, which is utilised exclusively for vehicle parking, see Figure 17a. Also see the attached site plan and perspectives on Figs. 9,12 & 13, that illustrate the existing vs. proposed building footprint.

Figure 17a: Rear Yard Parking at 75 and 79 Hinton Ave N



- Although there is impact, it is clear that a 3-storey building (clad in high quality durable masonry) as observed from the rear yard of 79 Hinton Ave. N, is not inconsistent with other examples in the immediate neighborhood that create more significant and less desirable impact. For example, with the new infill mid-rise apartment building at 12 Hamilton Ave. N to the southeast, which abuts the rear yards of 83 & 85 Hinton Ave. N. (as shown in Fig. 17b), opportunities for overlooking are created because the rear facing balconies bring numerous eyes looking down into the abutting rear yards.

Figure 17b: Photo of 12 Hamilton Ave



- In the proposed design, where exterior amenity spaces in the form of modest balconies, abut the rear yard, privacy screens are provided.
- An as-of-right building massing/sun study analysis was performed on the subject site and can be seen in Figs. 18-20. The small private exterior amenity areas provided off the Southwest exit stair, will still benefit from summer daylight exposure because of the required step back setbacks at 75 & 79 Hinton Ave. N. Because 75 Hinton Ave. is a corner lot, its rear lot line abuts the westerly lot line of the subject site and therefore will provide breathing room in the form of a 3.0m setback.

Figure 18: Fall Existing Sun Study

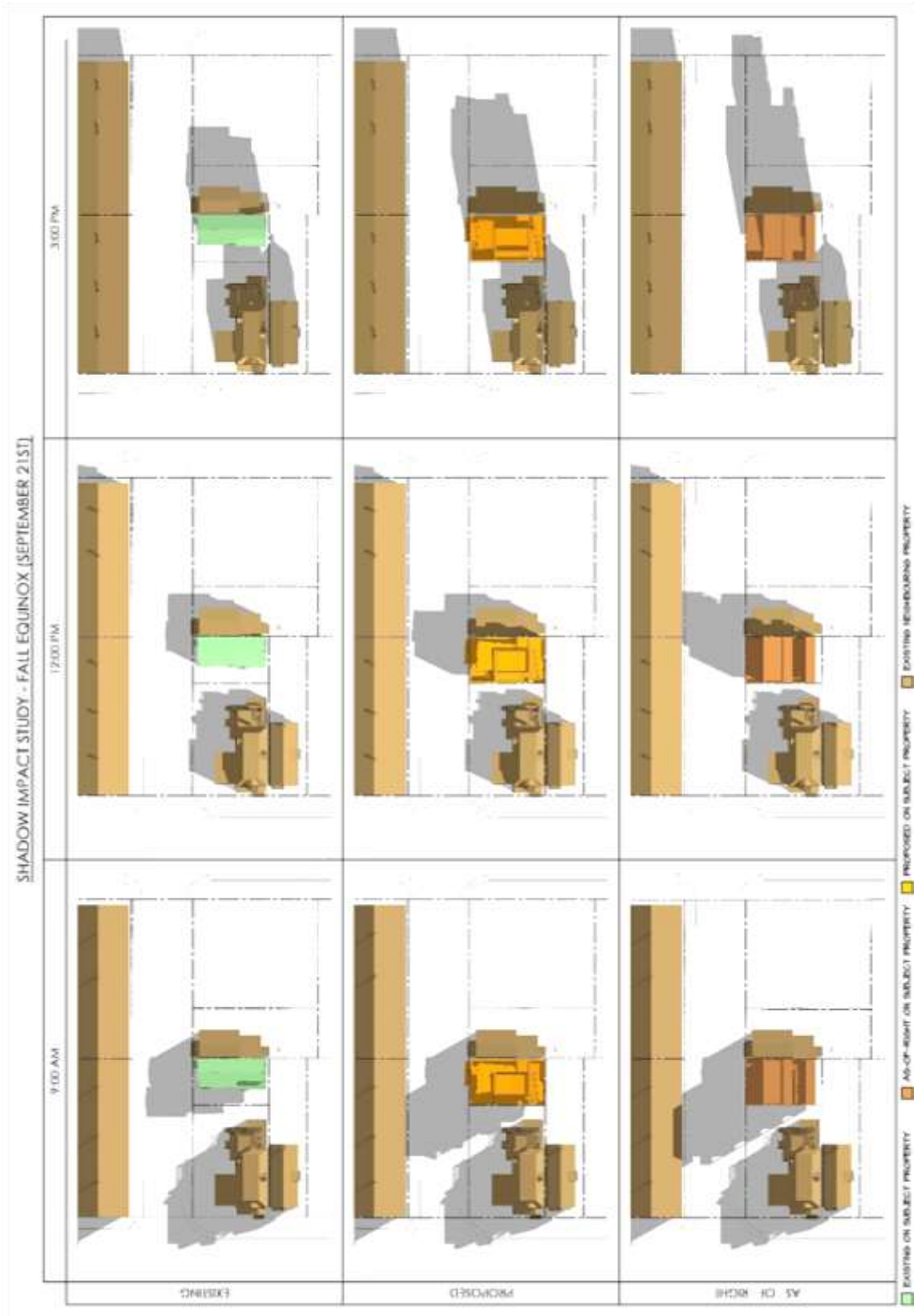


Figure 19: Summer Existing Sun Study

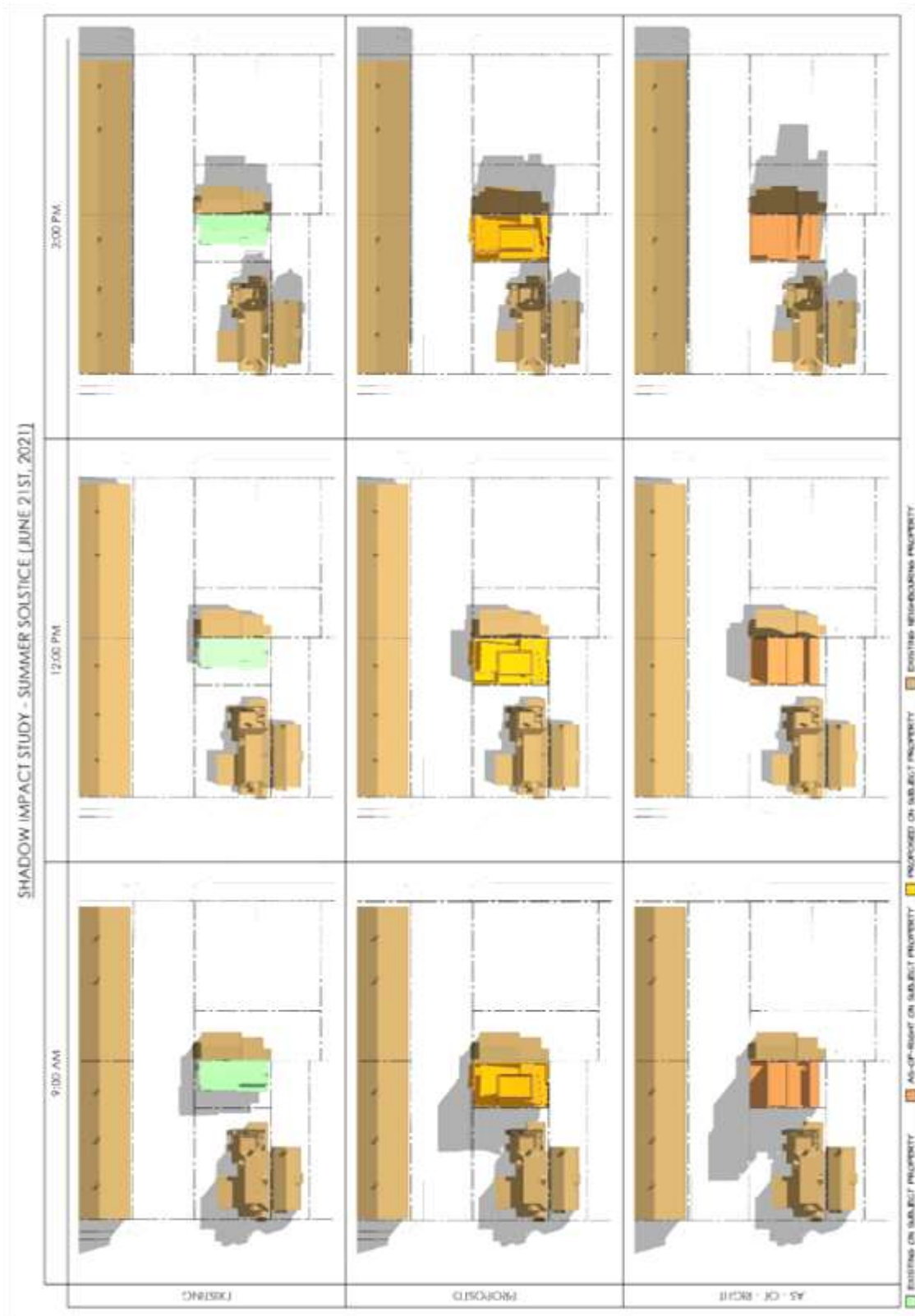
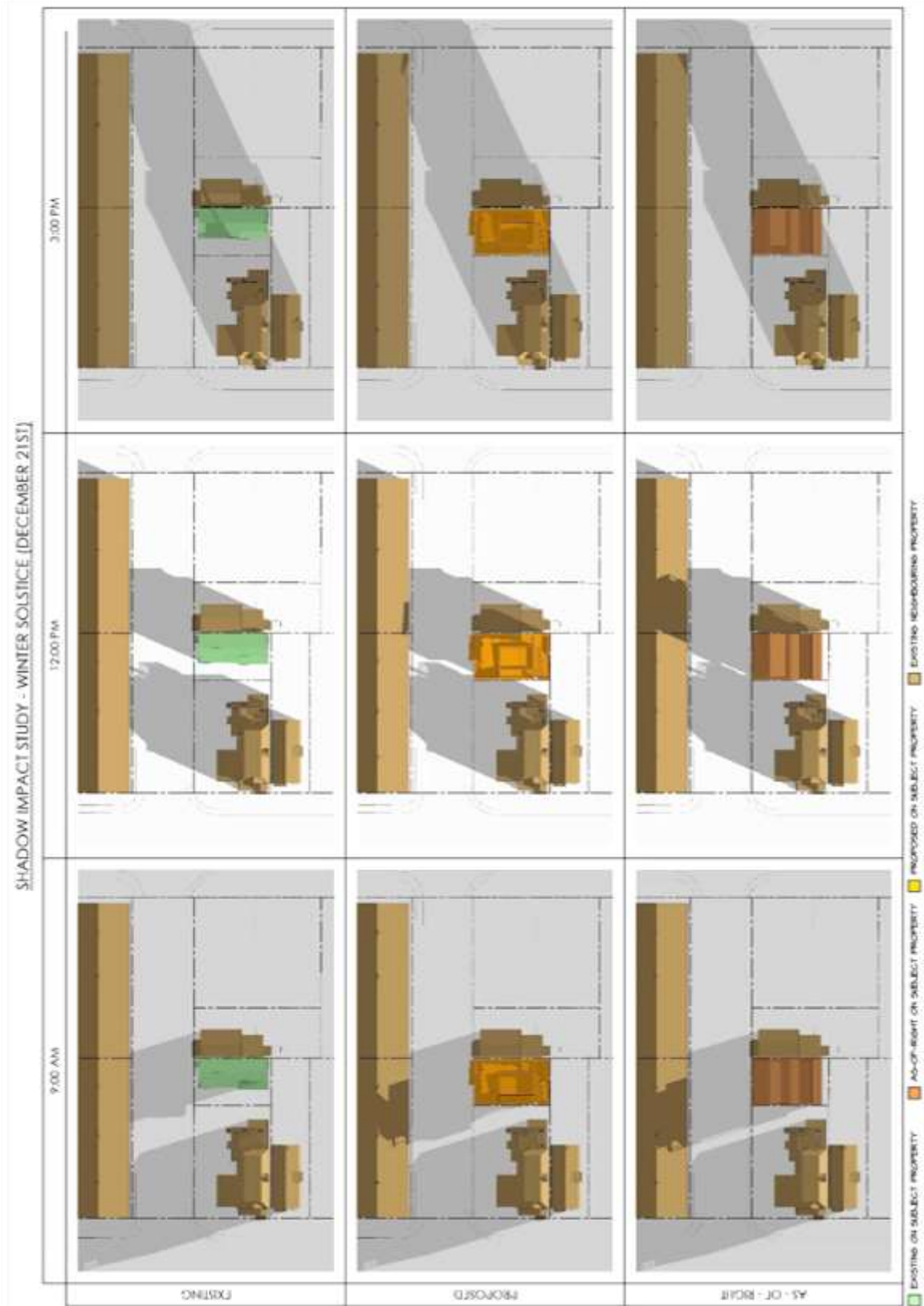


Figure 20: Winter Existing Sun Study



- A sun study was also prepared to validate the shading impact and the results demonstrate that the impacts are not significant (See Figs. 21-23). Clearly, there is impact, however even if the subject property were developed as-of-right, the impacts would be similar if not greater to those resulting from the requested relief.

Figure 21: Fall AOR Sun Study

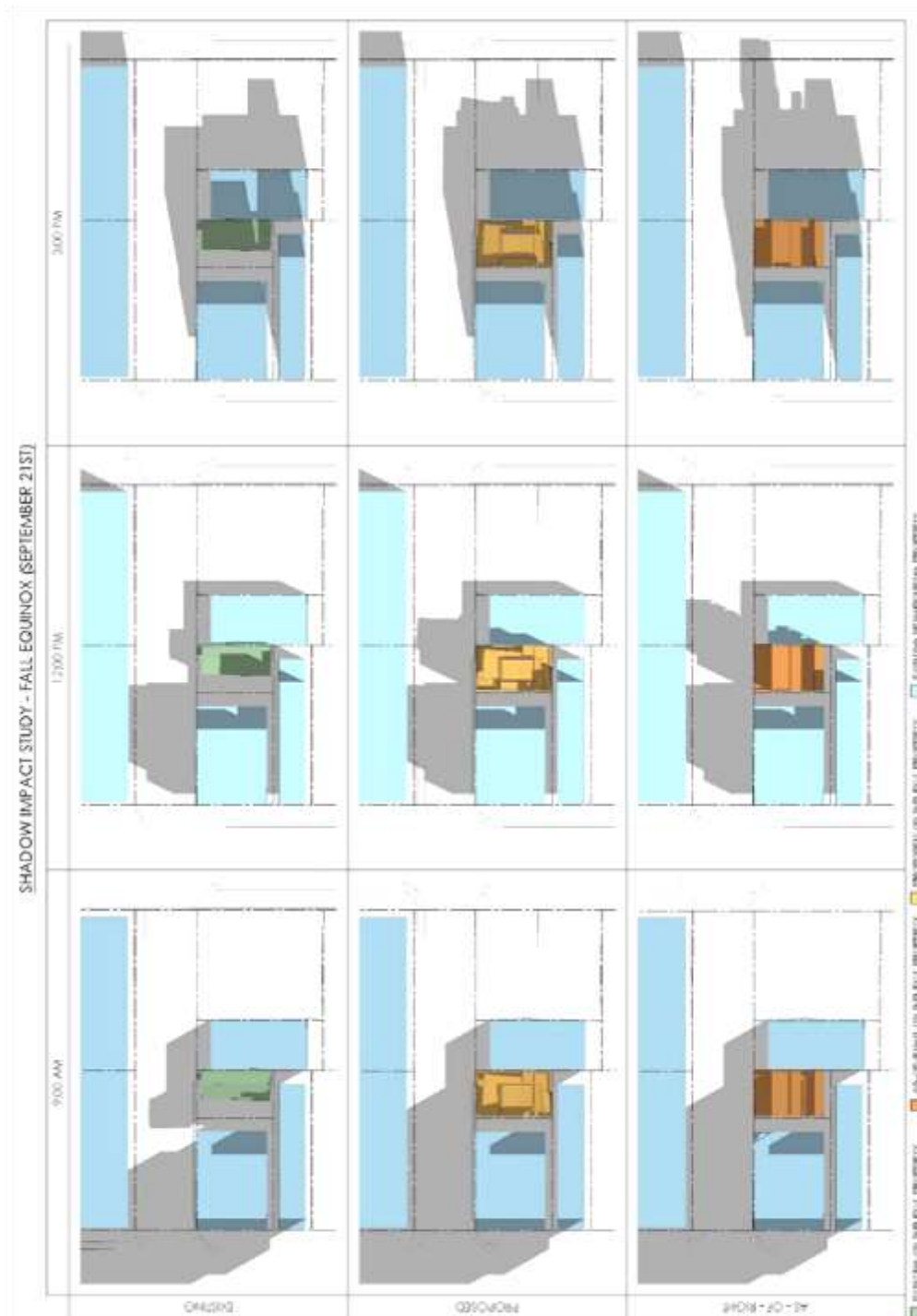


Figure 22: Summer AOR Sun Study

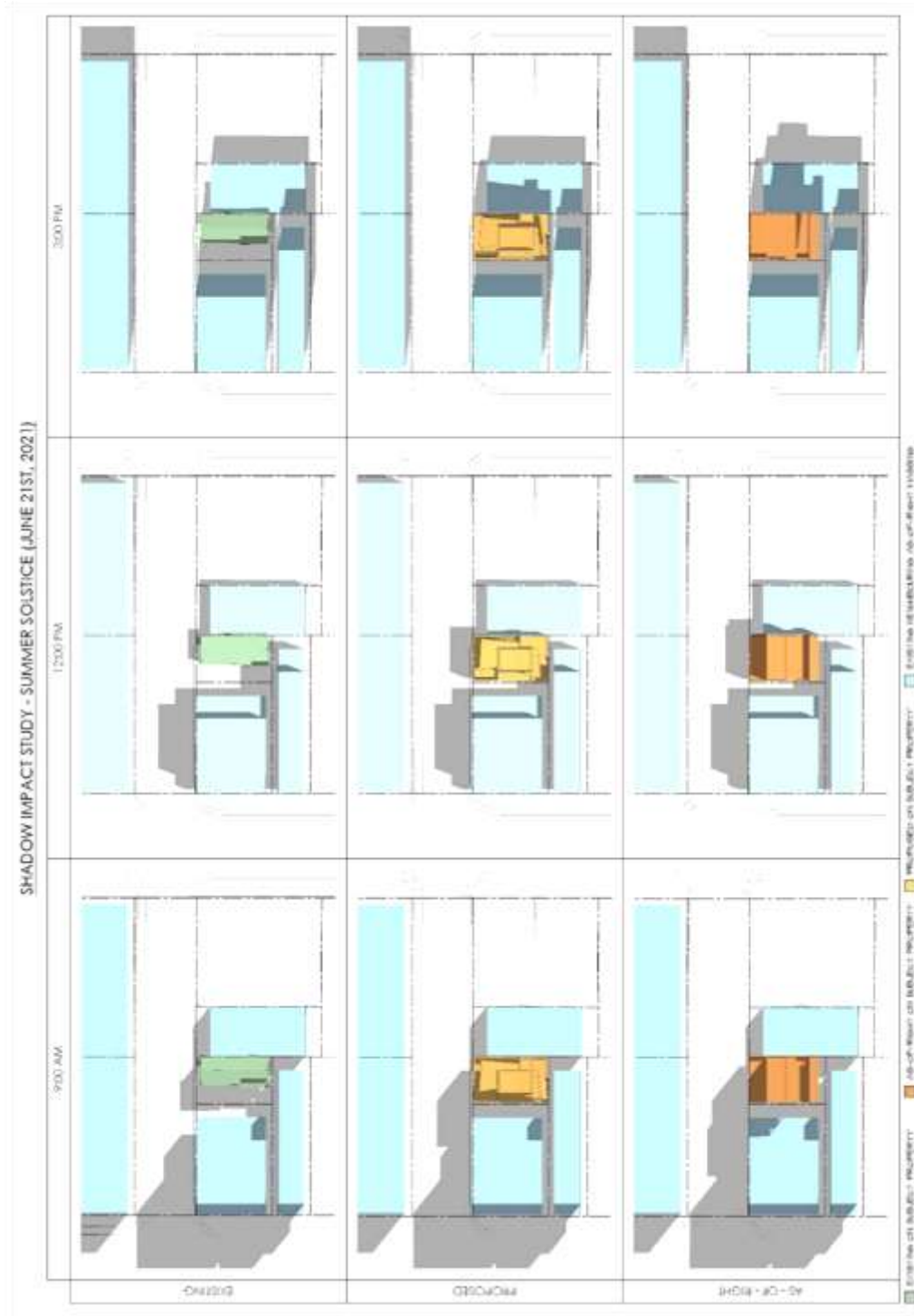
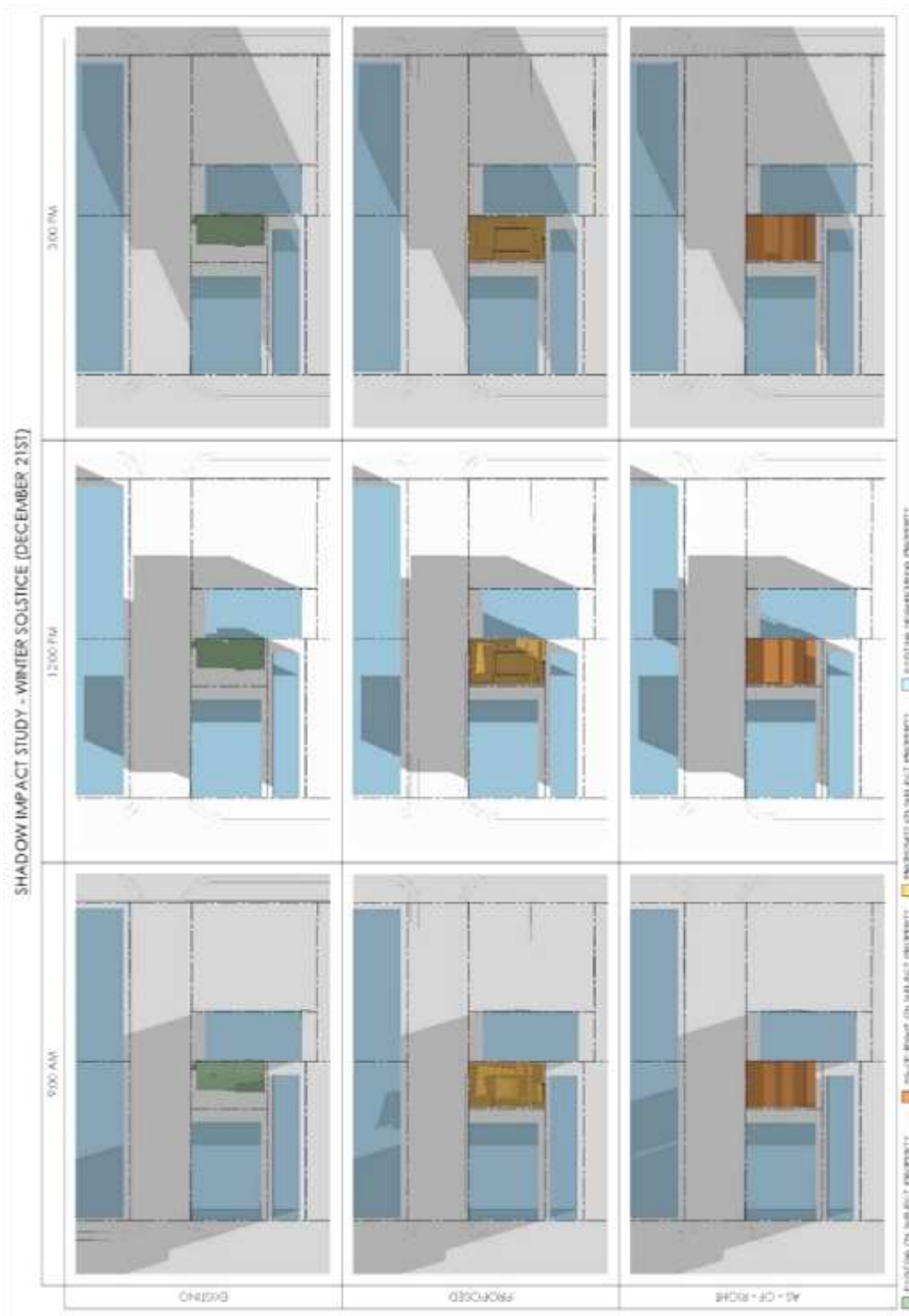


Figure 23: Winter AOR Sun Study



2. Reduced Rear Yard Step Back:

The variance for reduced rear yard step back, much like the reduced setback for the first three (3) floors, was unavoidable. We feel that, given the circumstances and existing site size and conditions, the proposed design has mitigated the impacts in the following ways:

- Although there is impact, it is clear that the 4th floor step-back provision helps to reduce the perceived building height as observed from the rear yard of 79 Hinton Ave. N. As shown in perspective Figs. 24 & 25, the provided rear yard step back step back of 2.67m still gives some relief to the overall perceived height of the building.

Figure 24: Perspective From Rear 1

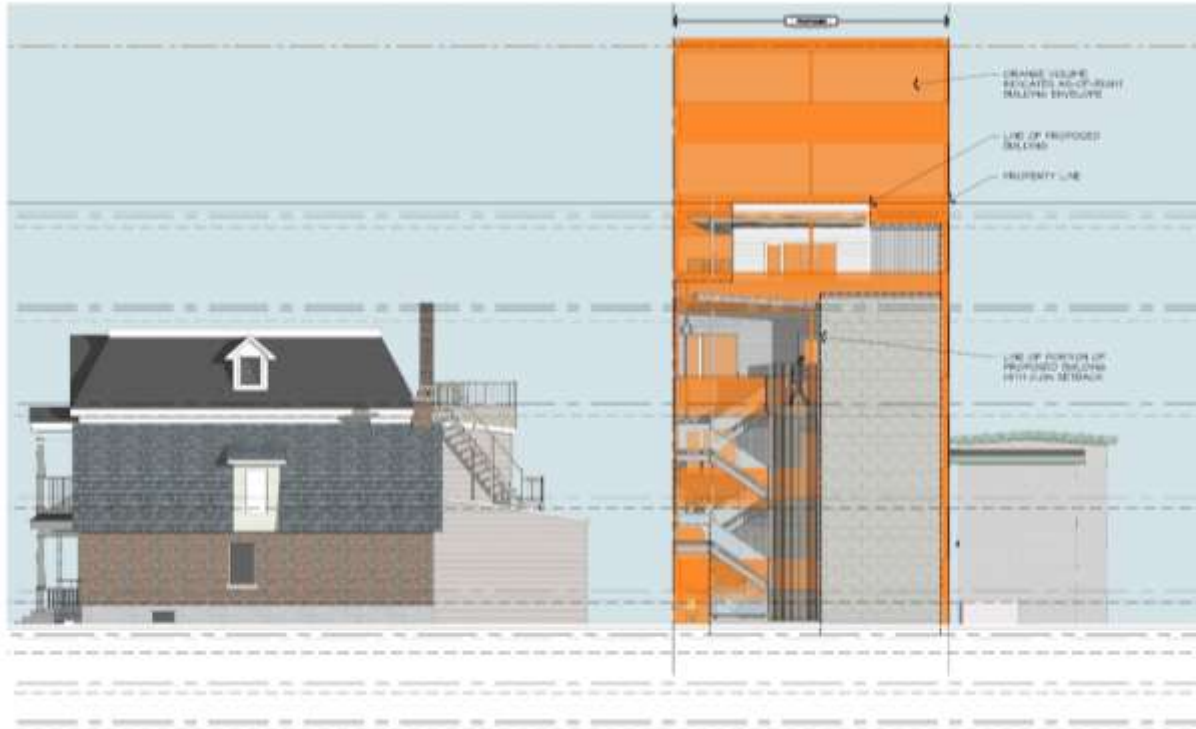


Figure 25: Perspective From Rear 2



- Arguably, the impact of the perceived height of the proposed building, as shown in comparative proposed vs. as-of-right rear elevation (Fig. 26), is significantly less than what is permitted as of right. In effect the proposed building is two (2) storeys shorter than permitted, being 14.07m high whereas the by-law permits a 20.0m height. Here, we see an almost 6.0m difference in height from what the By-Law contemplates in terms of maximum height impact.

Figure 26: Rear Elevation Proposed Versus AOR



In my professional opinion the proposed development will create no significant or undesirable impacts.

7.0 CONCLUSIONS

In assessing the appropriateness of the Minor Zoning By-Law Amendment and Site Plan Control Applications, it is the professional opinion of Paul A. Cooper Architect that the applications represent good and innovative land use planning principles, are appropriate to the site, and serve the public interest for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement which promotes efficient and appropriate development on lands within the urban boundary. The proposal capitalizes on an infill opportunity within a built-up area where services are readily available, promotes intensification and new housing in an area where active transportation and transit infrastructure are readily available, promotes densities that contribute to more sustainable land use patterns, and

contribute to the range and mix of residential housing types.

- The proposed development achieves the goals, policies, and objectives of the City of Ottawa Official Plan, specifically the applicable policies of the General Urban Area designation, and Sections 2.2.2, 2.5.1, and 4.11 which encourage compatible intensification within existing neighborhoods.
- The proposed development meets the policies of OPA 150, in particular the revised Section 4.11 regarding urban design and compatible development.
- The proposed development meets the general intent of the City's Urban Design Guidelines for Low-Rise Infill Development.
- The proposed development meets the vast majority of the performance standards and the purpose and intent of the MC16 zoning, which supports low-rise apartment dwellings and development that is compatible with existing land use patterns so as to maintain the residential character of a neighborhood.
- Due to the small size and constrained nature of the site, the performance standards under the MC16 zone are challenging to meet. As such, relief from two (2) provisions related to rear yard setback and rear yard step-back, setback is requested which are appropriate and desirable to ensure the orderly development of the subject site.

Please do not hesitate to contact me should you have any questions regarding the submission and supporting materials @ 613-879-5131

Best Regards,

A handwritten signature in black ink, appearing to be 'Paul Cooper', written on a light-colored background.

Paul Cooper Architect
B.Arch., OAA, LEED AP, MRAIC

8.0 ANNEX



PROJECT TITLE
 262 ARMSTRONG STREET

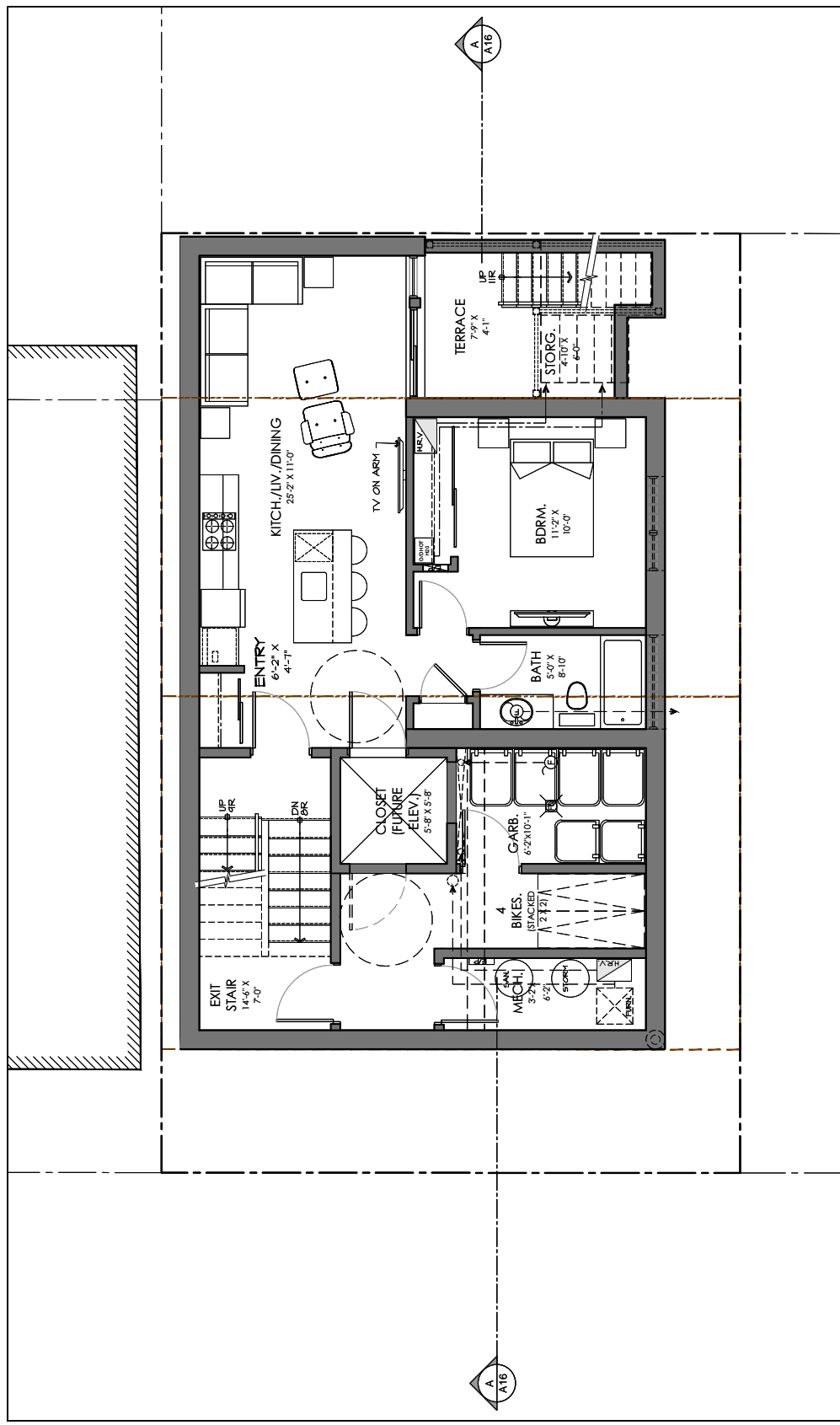
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10	PLANNING REV. 2	2022	01-17
9	PLANNING REV. 1	2021	11-08
8	BY-LAW AMENDMENT	2021	10-28
7	COMM. REVIEW	2021	09-20
6	PLANNER REVIEW	2020	11-29
5	SCHEMATIC ISSUED	2020	08-18
#	REV.	2020	XX-XX

DRAWING TITLE:
 SCHEMATIC FLOOR PLAN

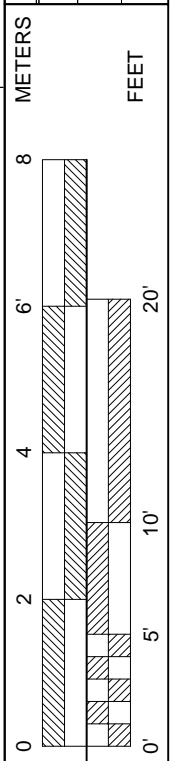
PROJECT No.:

DATE:	20-06-19
SCALE:	NOTED
DWG BY:	P.A.C.

DWG No:
A1



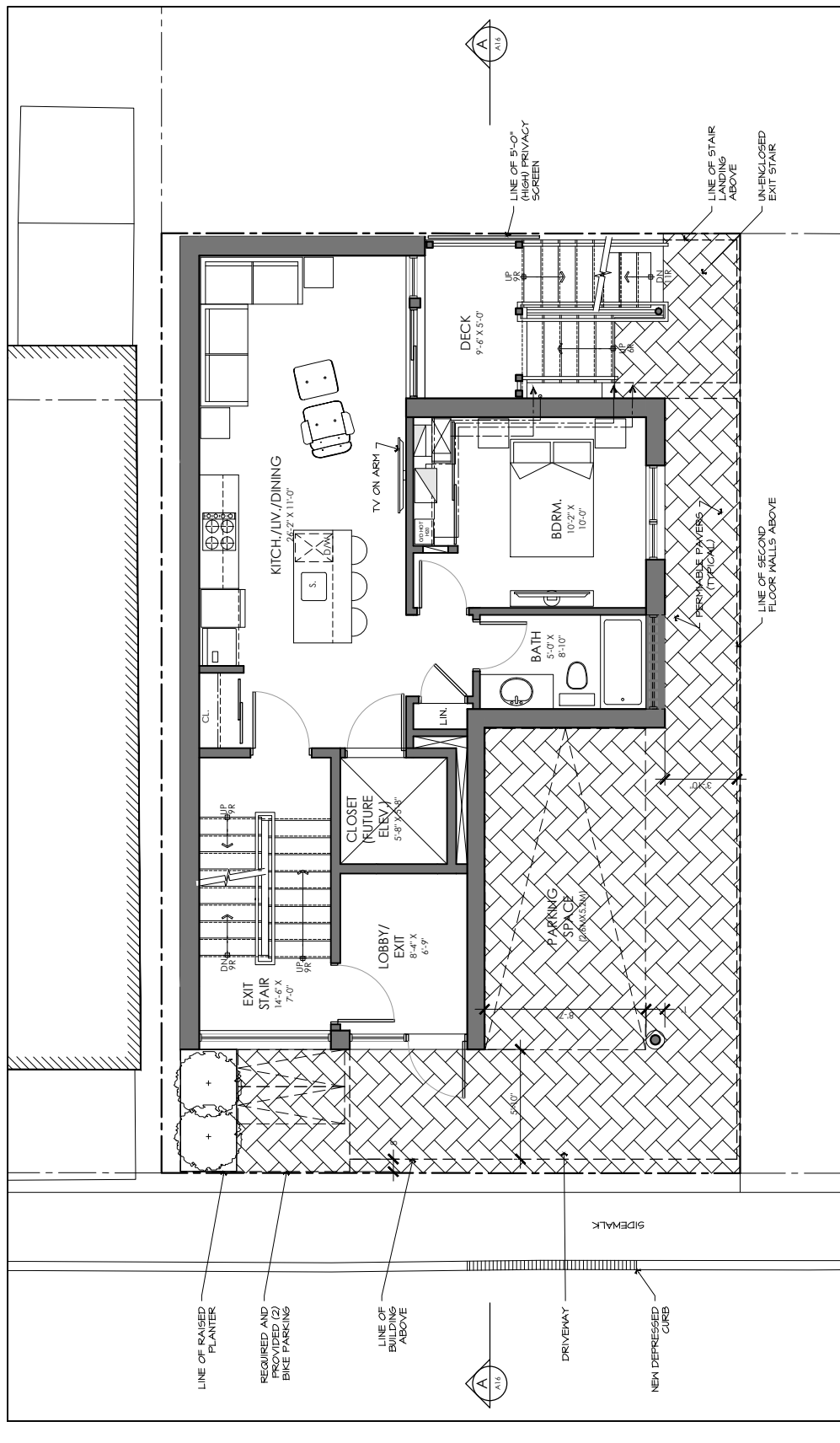
BASEMENT (FINISHED):	
UNIT #1:	~630 SQFT. (59 M ²)
COMMON:	~372 SQFT. (35 M ²)
TOTAL:	~1002 SQFT. (93 M ²)



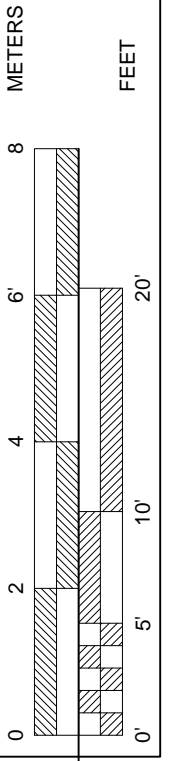
BASEMENT
 SCALE: 3/16"=1'-0"

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10	PLANNING REV. 2	2022	01-17
9	PLANNING REV. 1	2021	11-08
8	BY-LAW AMENDMENT	2021	10-28
7	COMM. REVIEW	2020	09-20
6	PLANNER REVIEW	2020	11-29
5	SCHEMATIC ISSUED	2020	08-18
#	REV.	2020	XX-XX

DATE:	20-06-19
SCALE:	NOTED
DWG BY:	P.A.C.



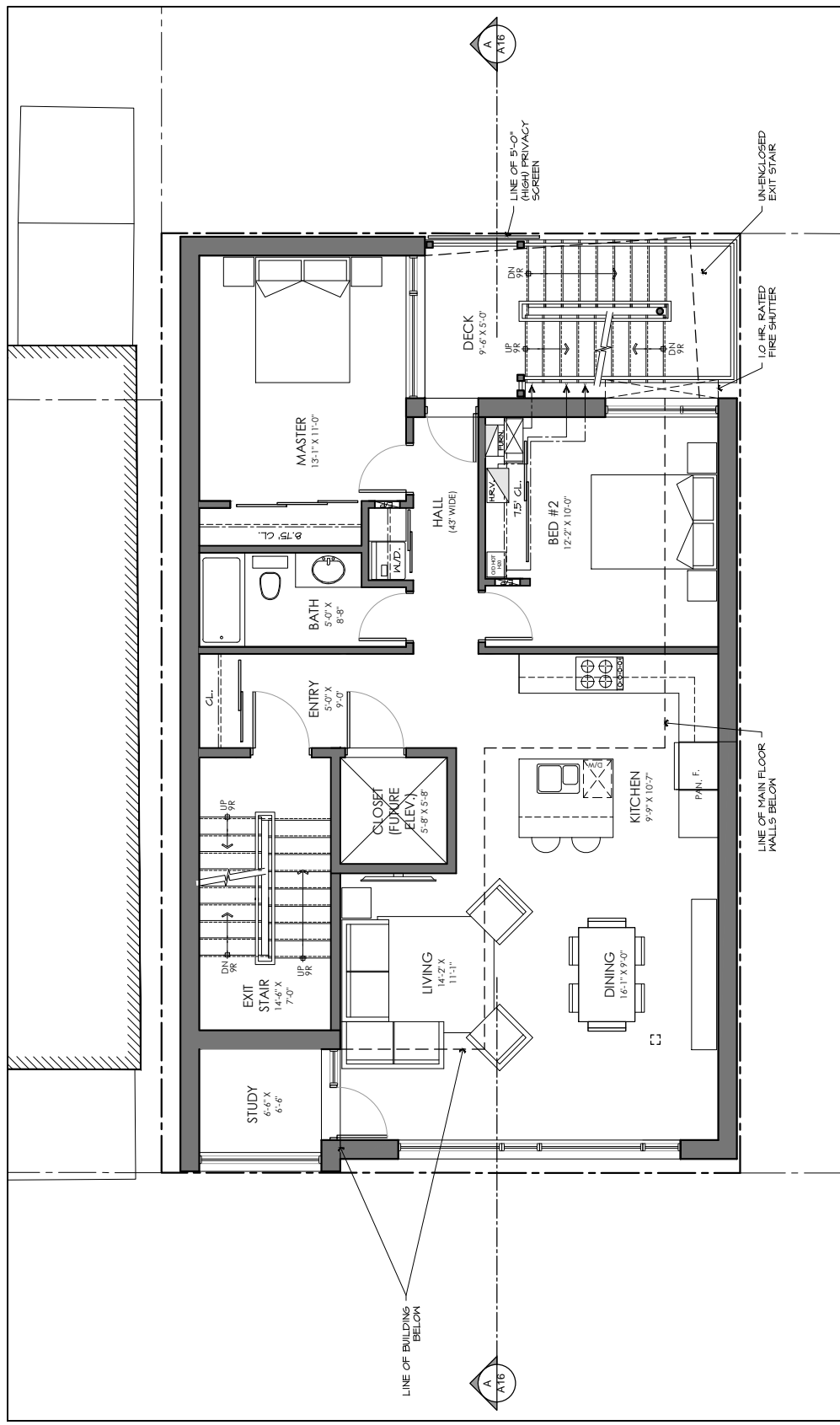
MAIN FLOOR (1 BEDROOM):	
UNIT #2:	~632 SQFT. (591 M ²)
COMMON:	~206 SQFT. (191 M ²)
TOTAL:	~838 SQFT. (778 M ²)



MAIN FLR. PLAN
SCALE: 3/16"=1'-0"

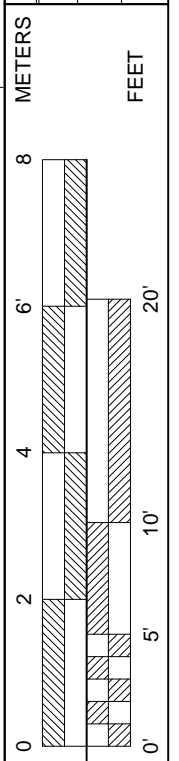
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7	COMM. REVIEW	2021	09-20
6	PLANNER REVIEW	2020	11-29
5	SCHEMATIC ISSUED	2020	08-18
4	REV.	2020	XX-XX

DATE:	20-06-19
SCALE:	NOTED
DWG BY:	P.A.C.



SECOND FLOOR (2 BEDROOM):

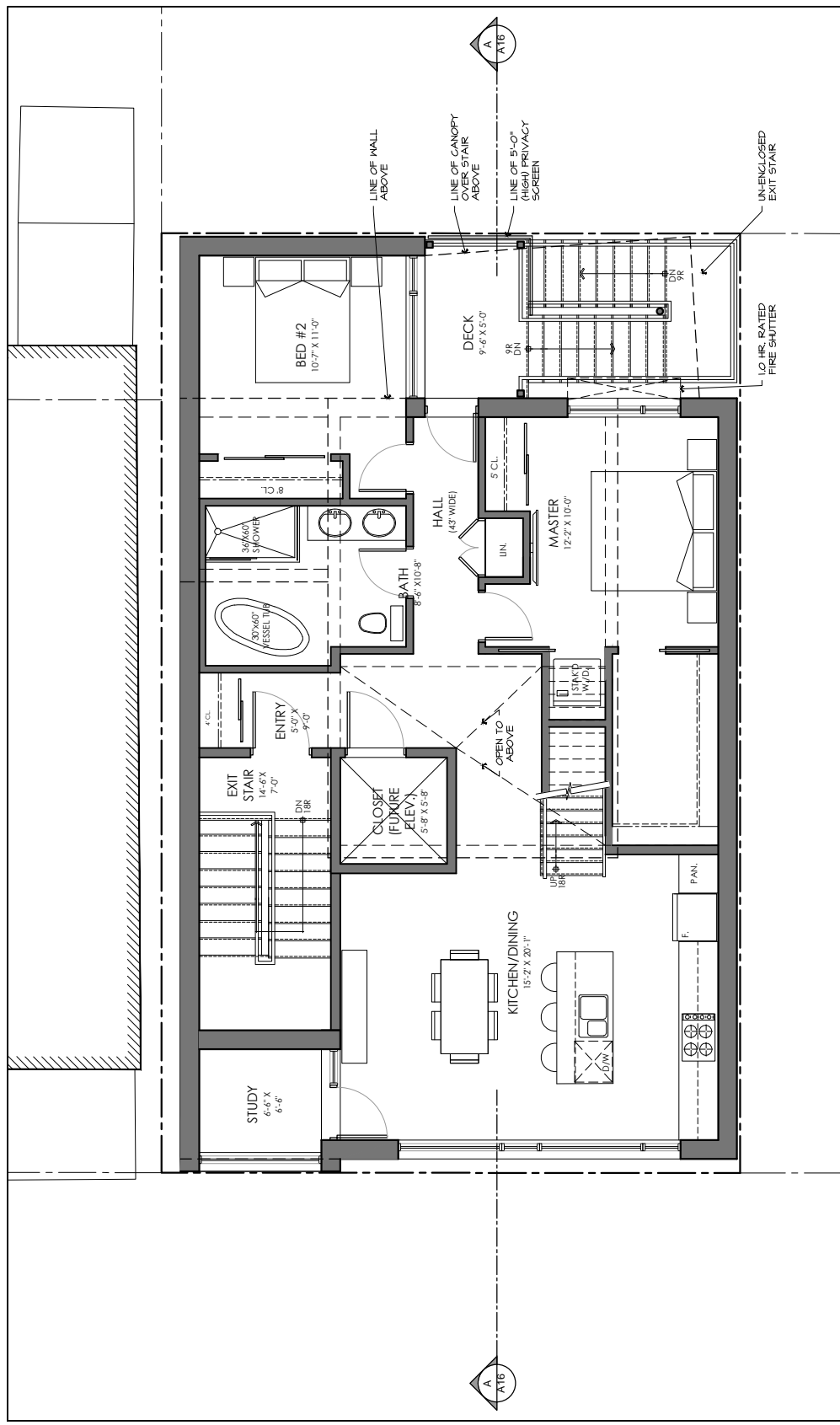
UNIT #3:	~1187 SQFT. (110 M ²)
COMMON:	~126 SQFT. (12 M ²)
TOTAL:	~1313 SQFT. (122 M ²)



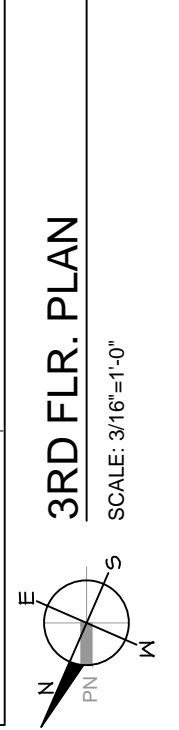
2ND FLR. PLAN
SCALE: 3/16"=1'-0"

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	APPS.	04-27
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	REV. 2	01-17
9	PLANNING	2021
	REV. 1	11-08
8	BY-LAW	2021
	AMENDMENT	10-28
7	COMM.	2021
	REVIEW	09-20
6	PLANNER	2020
	REVIEW	11-29
5	SCHEMATIC	2020
	ISSUED 4	08-18
#	REV.	2020
		XX-XX

DATE:	20-06-19
SCALE:	NOTED
DWG BY:	P.A.C.

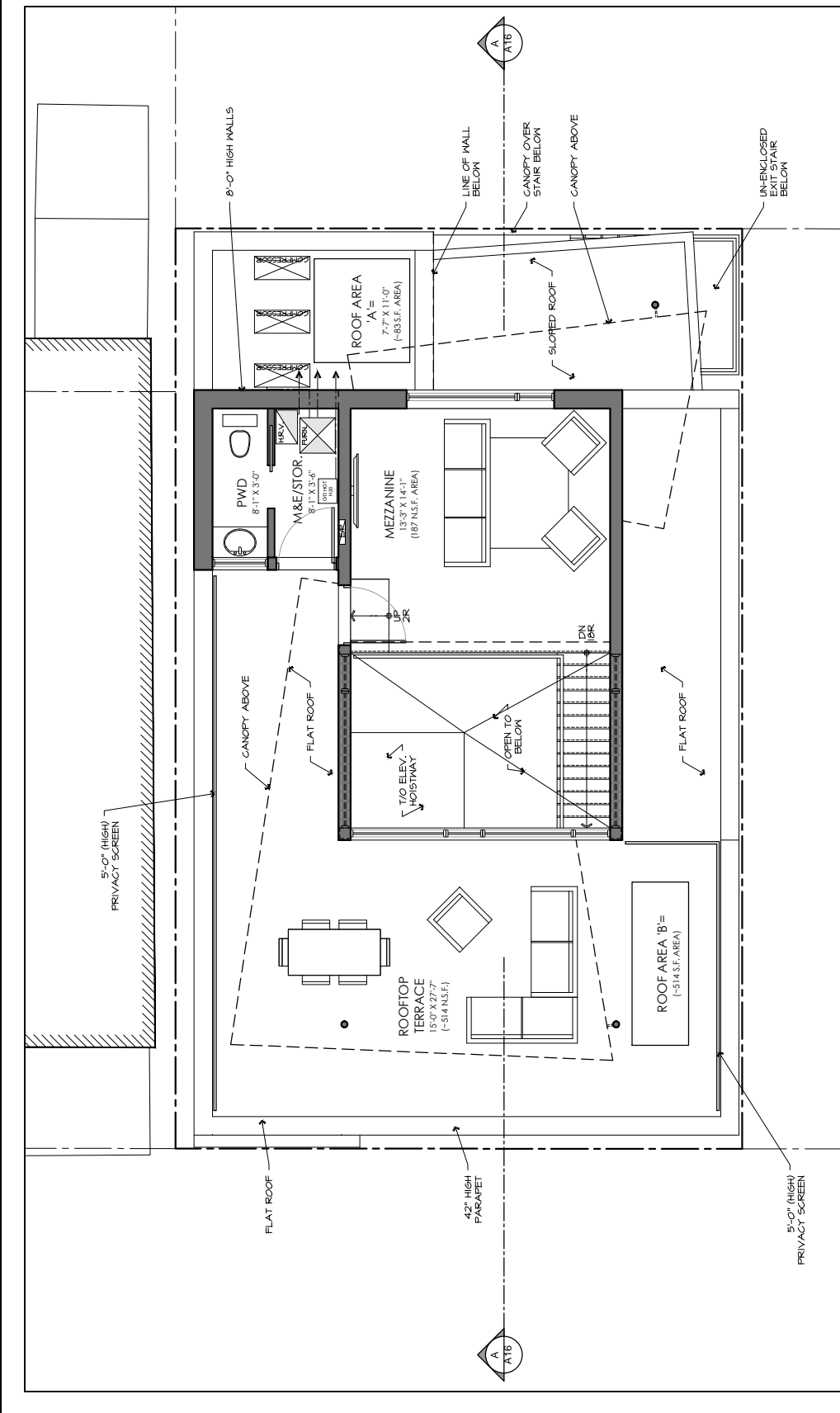


THIRD FLOOR (2 BEDROOMS):	
UNIT #4:	~1187 SQFT. (110 M ²)
COMMON:	~126 SQFT. (12 M ²)
TOTAL:	~1313 SQFT. (122 M ²)



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9	PLANNING REV. 1	2021	11-08
8	BY-LAW AMENDMENT	2021	10-28
7	COMM. REVIEW	2021	09-20
6	PLANNER REVIEW	2020	11-29
5	SCHEMATIC ISSUED	2020	08-18
#	REV.	2020	XX-XX

DATE:	20-06-19
SCALE:	NOTED
DWG BY:	P.A.C.

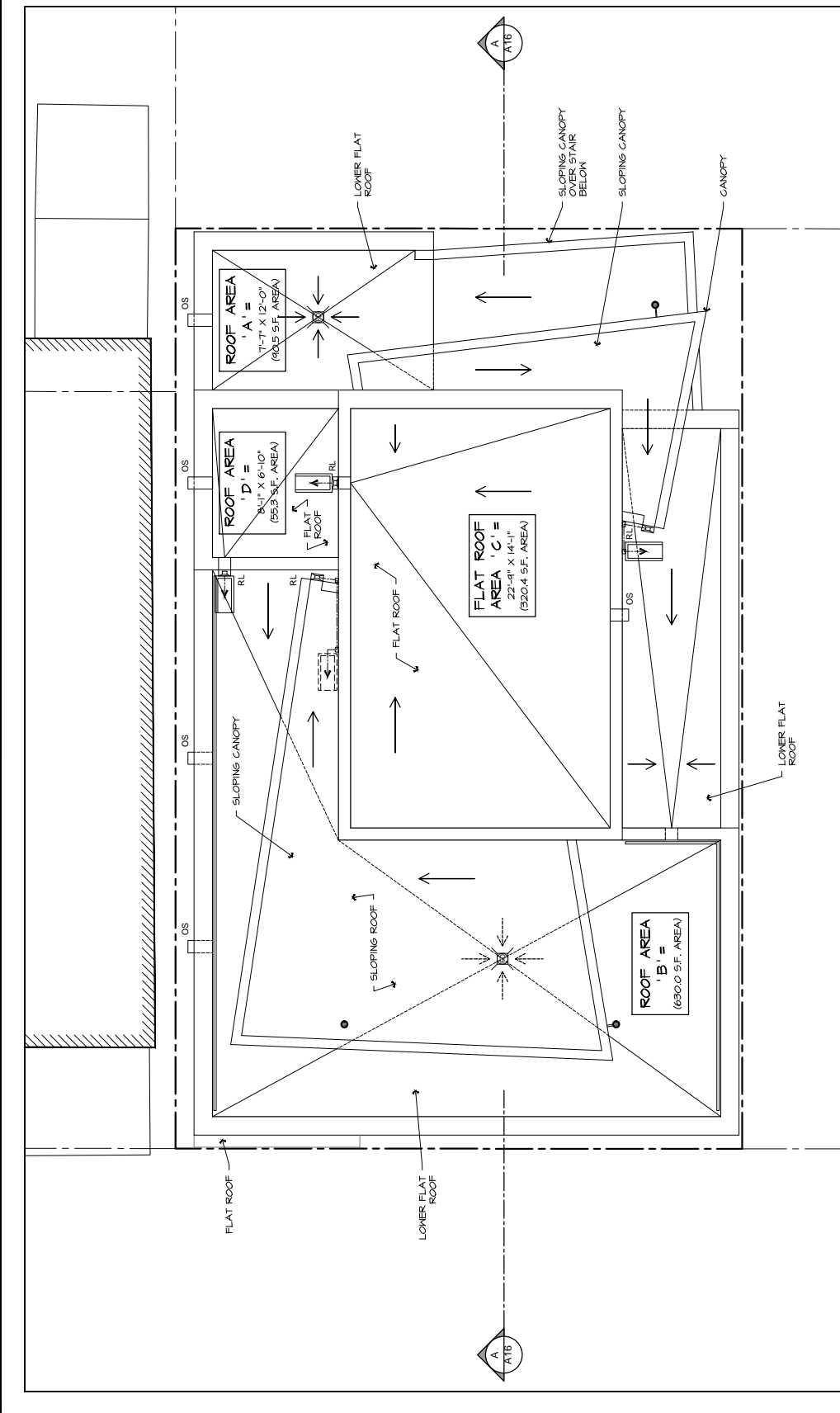


MEZZ./ROOFTOP (PART OF UNIT #4):	METERS	FEET
FLOOR AREA: ~459 SQFT. (42 M ²)	0 2 4 6 8	0' 5' 10' 20'
MEZZANINE: ~187 NSQFT. (17 M ²)		
TERRACE: ~514 SQFT. (48 M ²)		

MEZZ. FLR. PLAN
SCALE: 3/16"=1'-0"

11	SPC & MEA	2022	04-27
10	APPS.	2022	04-27
9	PLANNING	2021	01-17
8	PLANNING	2021	11-08
7	BY-LAW	2021	10-28
6	AMENDMENT	2021	10-28
5	COMM.	2021	09-20
4	PLANNER	2020	08-20
3	REVIEW	2020	11-29
2	REVIEW	2020	11-29
1	SCHEMATIC	2020	08-18
#	ISSUED 4	2020	08-18
	REV.	2020	XX-XX

DATE:	20-06-19
SCALE:	NOTED
DWG BY:	P.A.C.



ROOF PLAN
SCALE: 3/16"=1'-0"

METERS
0 2 4 6 8

FEET
0' 5' 10' 20'



PROJECT TITLE
262 ARMSTRONG STREET

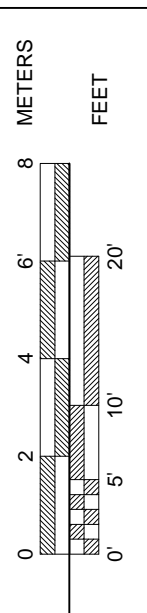
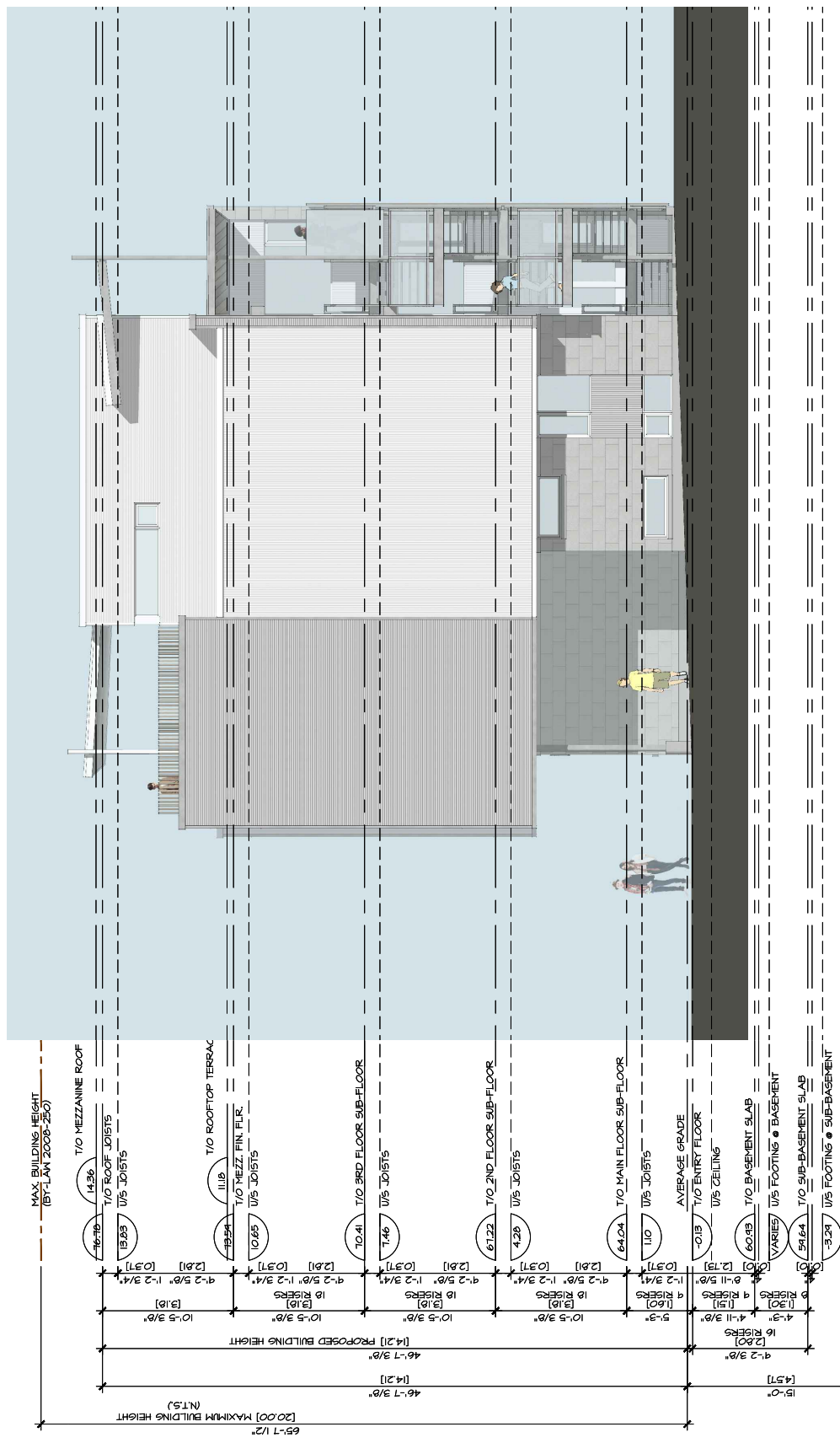
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9	PLANNING REV. 1	2021	11-08
8	BY-LAW AMENDMENT	2021	10-28
7	COMM. REVIEW	2021	09-20
6	PLANNER REVIEW	2020	11-29
5	SCHEMATIC ISSUED 4	2020	08-18
#	REV.	2020	XX-XX

DRAWING TITLE:
PROPOSED ELEVATION

PROJECT No.:

DATE:	20-06-19
SCALE:	NOTED
DWG BY:	P.A.C.

DWG No:
A8



ELEVATIONS SIDE (WEST)

SCALE: 1/8" = 1'-0"



PROJECT TITLE
262 ARMSTRONG STREET

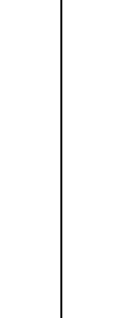
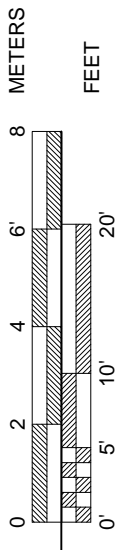
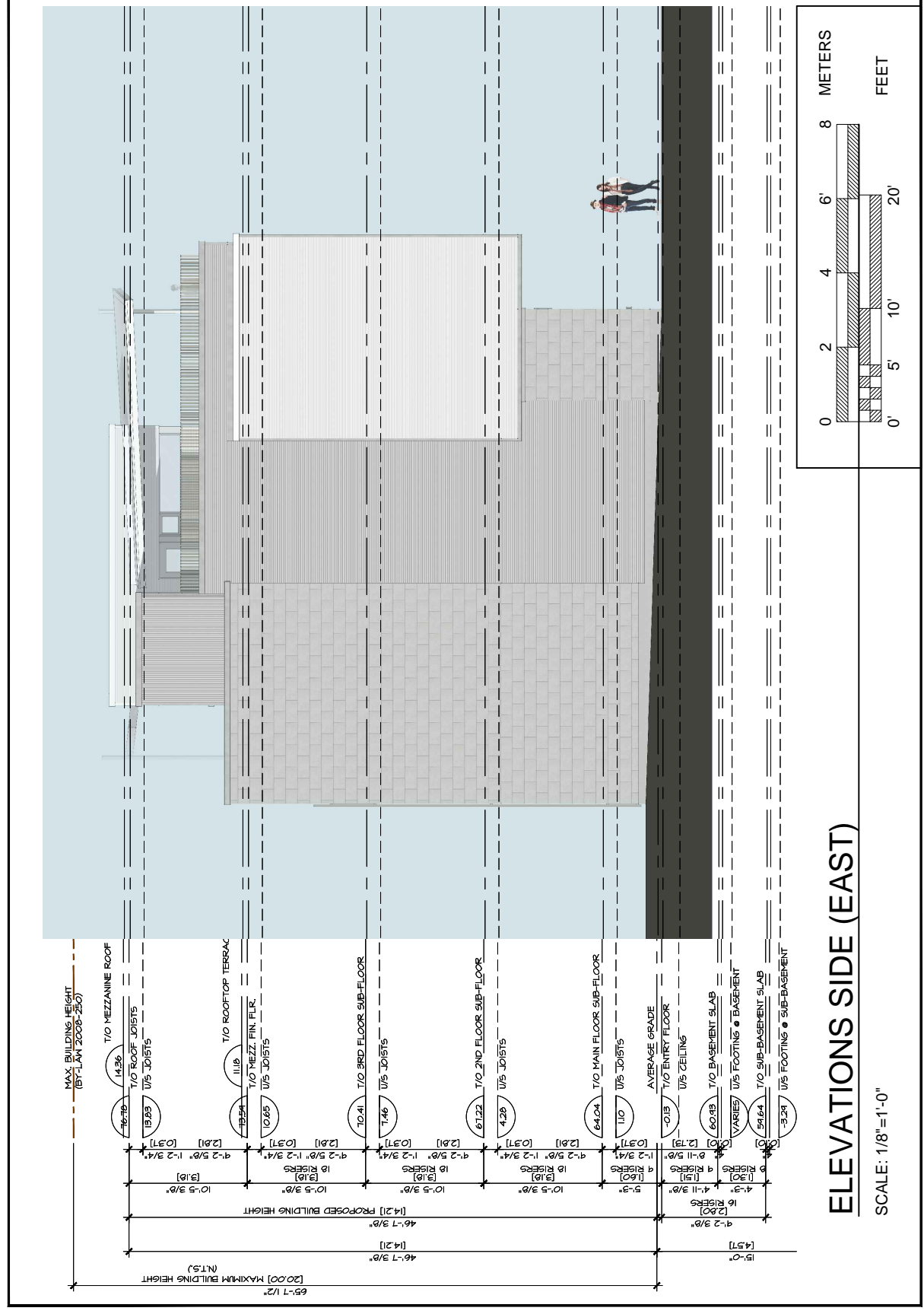
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8	BY-LAW AMENDMENT	2021	10-28
7	COMM. REVIEW	2021	09-20
6	PLANNER REVIEW	2020	11-29
5	SCHEMATIC ISSUED	2020	08-18
#	REV.	2020	XX-XX

DRAWING TITLE:
PROPOSED ELEVATION

PROJECT No. :

DATE:	20-08-19
SCALE:	NOTED
DWG BY:	P.A.C.

DWG No:
A9



ELEVATIONS SIDE (EAST)

SCALE: 1/8" = 1'-0"



PROJECT TITLE
262 ARMSTRONG STREET

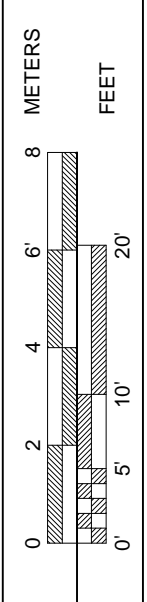
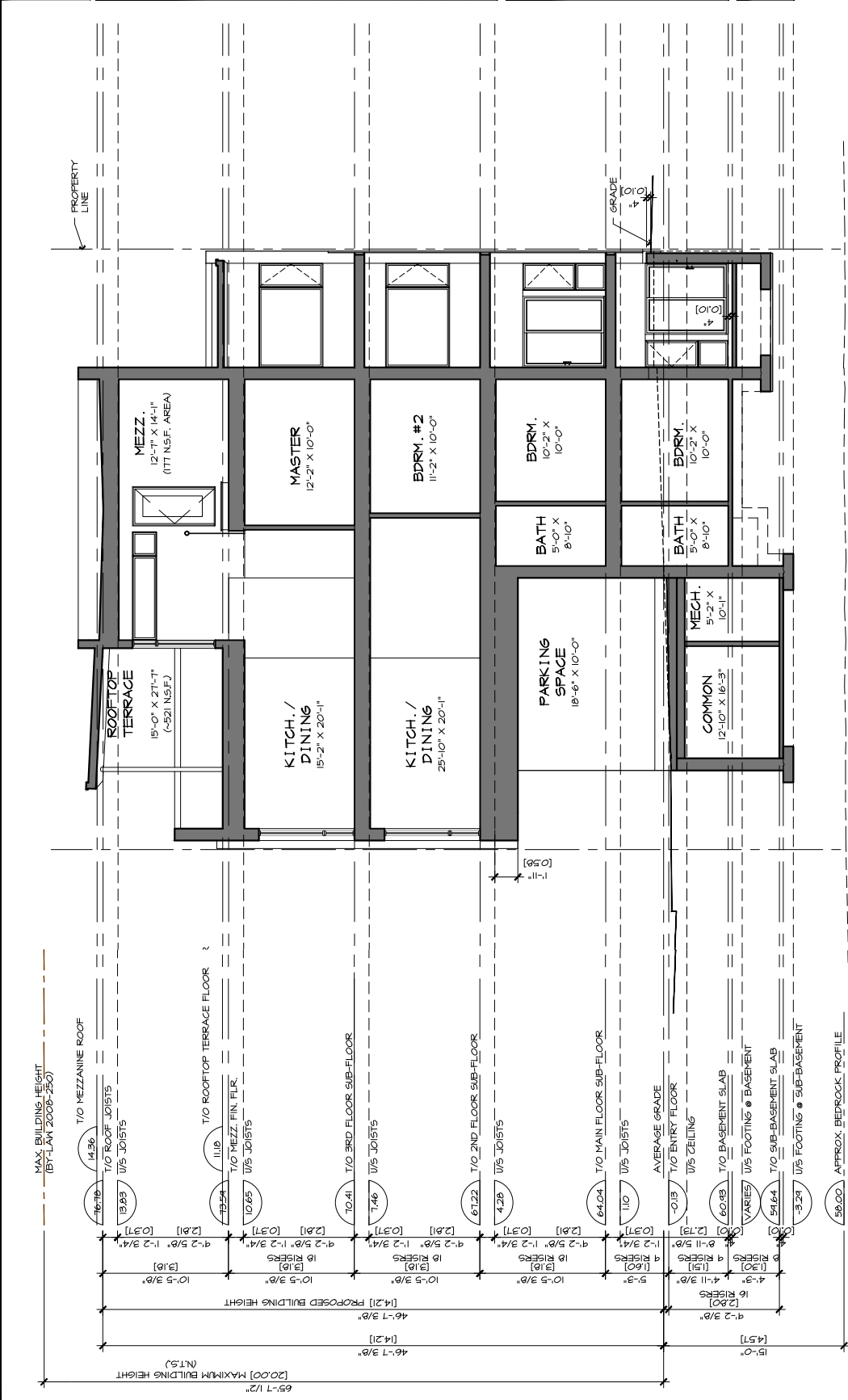
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7	COMM. REVIEW	2020	09-20
6	PLANNER REVIEW	2020	11-29
5	SCHEMATIC ISSUED	2020	08-18
#	REV.	2020	XX-XX

DRAWING TITLE:
PROPOSED SECTION

PROJECT No.:

DATE:	20-06-19
SCALE:	NOTED
DWG BY:	P.A.C.

DWG No:
A16



LONG SECTION A-A
 SCALE: 1/8"=1'-0"