



1435 & 1455 Morisset Avenue

Planning Rationale + Design Brief
Minor Zoning By-law Amendment and Site Plan Control Applications
June 24, 2021



Prepared for Firm Capital

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1.0 Introduction

Fotenn Planning + Design has been retained by Firm Capital to prepare this Planning Rationale and Urban Design Brief in support of a Minor Zoning By-law Amendment and Site Plan Control Application to facilitate the proposed development on the lands municipally known as 1435 and 1455 Morisset Avenue in the City of Ottawa.

Firm Capital is proposing to construct a new four (4) storey, low-rise apartment building containing a total of 31 residential apartment units, 12 parking spaces, and 187m² (2002 ft²) of amenity space on a portion of the surface parking lot associated with two (2) existing multi-unit residential buildings on the same lot to the east. The proposal represents the third building of an existing Planned Unit Development (PUD) on the subject property. To proceed with the proposed development, a Minor Zoning By-law Amendment and Site Plan Control application are being submitted, described below:

The Zoning By-law Amendment proposes to amend specific provisions of the existing Residential Fourth Density, Subzone UC Zone (R4UC). A special Urban Zoning Exception is proposed to be applied to the lands to provide relief from specific provisions of the R4UC zone related to the interior yard setback, rear yard setback, maximum permitted height, and the recently introduced design and site layout provisions. The zoning by-law amendment request will address relief required for the proposed building as well as address the legally non-conforming aspects of the existing surface parking lot.

A concurrent Site Plan Control Application is also being submitted to address site-specific design considerations including building materiality, landscaping, amenity areas, and access/egress.

Public Engagement Strategy

Pursuant to the City's Public Notification and Consultation Policy, the above noted applications will follow the Council-approved procedures for notification and consultation. The required pre-application consultation meeting was held on August 20, 2020 which involved City Staff and representatives from the Community Association. Further, a meeting was held with Councillor Brockington on April 29th, 2021 to discuss the project.

A community information session will be held following the submission to discuss the proposed development with the general public if requested by the Ward Councillor or Community Association.

Other means of engagement and opportunities for input include the statutory posting of notification signs by the city, posting on the City's Development Application (DevApps) website, and the statutory public meeting at Planning Committee.

Currently, the Province of Ontario is in a state of emergency due to the COVID-19 pandemic, and as per provincial regulations, in-person meetings and open houses are not possible. Accordingly, components of the engagement program will be designed appropriately with an emphasis of videoconference and online meetings.

3.0 Site Context and Surrounding Area

3.1 Site Description

The subject property is known municipally as 1435 and 1455 Morisset Avenue, a mid-block lot located in the Carlington neighbourhood in the City of Ottawa (Ward 16 - River). The subject property is currently improved with two (2) low and medium-rise rental apartment buildings and 147 surface parking spaces. The entire subject property is an interior lot consisting of a total area 6,050 m² with 197 metres of frontage along Morisset Avenue and a lot depth of 31 metres. The portion of the subject property impacted by the proposed redevelopment is located on the segment of the lands to the west and is currently occupied by surface parking and landscaping features. The impacted portion of the subject property consists of a total area of 2,412m² with 77 metres of frontage.



Figure 1 Site Context (Impacted Portion of Subject Property Outlined in Blue)

3.2 Surrounding Area

The surrounding community is characterized by a mix of land uses, including residential, recreational, institutional, and commercial uses. The neighbourhood located in close proximity of the subject property consists of a wide-ranging building typology with the immediate area consisting of single-detached homes, townhomes, and low-rise and mid-rise apartment buildings with heights ranging between two (2) to seven (7) storeys. Considering the broader neighbourhood context, numerous high-rise residential buildings are also located within 250 metres of the subject property with building heights ranging from 11 to 14 storeys.

The subject property directly abuts a 4-storey residential building to the west, a 3.5 storey residential building to the east, and multiple 4-storey residential buildings to the south. The northern property line (rear) abuts low-rise single-detached

residential buildings. In terms of topography, although the lot is relatively flat, there is a significant grade change between the subject property and abutting rear-yard neighbouring properties to the north, which assists with transition to those dwellings and lots.

Hydro Ottawa infrastructure also directly abuts the rear property line. The immediate neighbourhood is also well served by municipal parks, public and private schools, and nearby service commercial amenities.



Figure 2 Nearby building character

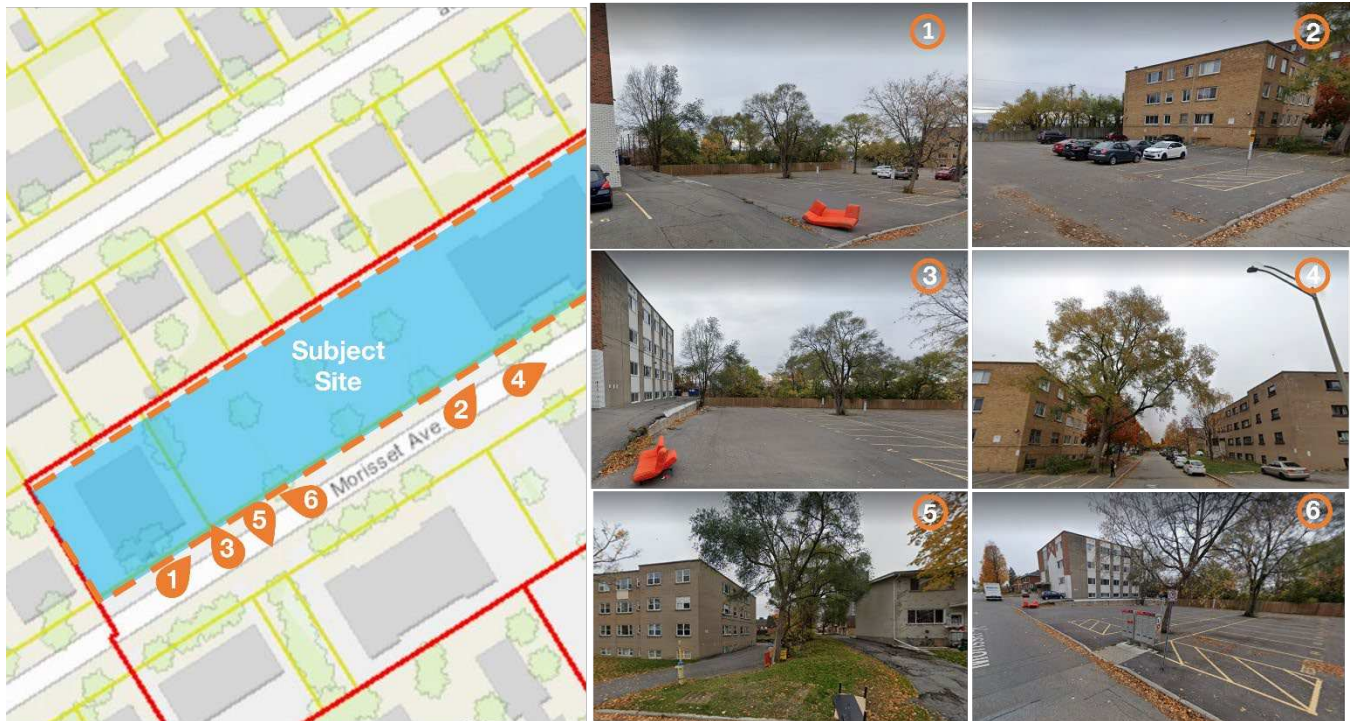


Figure 3 Existing street character and built-form.

3.3 Road Network

The abutting street network provides access to a range of services, municipal parks, public transit stops, employment opportunities, and access to the central downtown by means of active, public, and private modes of transportation. The subject property is approximately 1.5 kilometres south of Highway 417 (the “Queensway”), 300 metres from the Merivale Road commercial corridor, 900 metres from employment lands on LaPerriere Avenue, and 7.5 kilometres from the Ottawa Central Business District. The future Baseline Road BRT corridor is located 1.5 kilometres from the subject property with a Station tentatively located at Merivale and Baseline. The Baseline BRT route is included on the Rapid Transit Priority: 2031 Affordable Network as per the City of Ottawa’s Transportation Master Plan.

The subject property fronts onto Morisset Avenue to the south, a local road traveling east/west and connecting to Merivale Road and the greater road network. Merivale Road is designated an Arterial Roadway on Schedule E of the Official Plan. Arterial Roads are intended to carry large volumes of traffic over long distances and higher volumes of transit services. In



Figure 4 Nearby street network and community context. this sense, the surrounding road network is well situated to accommodate increased traffic activity and accommodate changing mobility habits, including increasing cycling infrastructure and transit service.



Figure 5 Schedule E - Urban Road Network.

3.4 Active Transportation Network

The subject property is within 300 metres of the Experimental Farm Multi-Use Pathway which provides dedicated and separated bicycling infrastructure to nearby amenities as well as connections to the greater Ottawa cycling network and key destinations along the Trillium MUP, Rideau Canal MUP, and greater cycling network. As per Schedule C of the Official Plan, Merivale Road is classified as a 'Spine Route' while Baseline Road is classified 'Cross-Town Connector'; both representing critical elements of the cycling network in Ottawa.



Figure 6 Schedule C – Primary Urban Cycling Network.

3.5 Public Transportation

The subject property is ideally located in close proximity to the Transit Priority Corridor located along Merivale Road and to the future Bus Rapid Transit Corridor at Merivale Road and Baseline Road, as identified on Schedule D of the Official Plan. Ultimately, a station is tentatively located at the intersection of Merivale and Baseline and will be a part of the planned Bus Rapid Transit (BRT) line which is intended provide an east/west route and to connect to the full future network including Heron Station to Bayshore Shopping Centre in the west, providing a major east-west rapid transit service south of the core.

As mentioned, the subject property is also within 300 metres of a Transit Priority Corridor with continuous lanes on Merivale Road. Generally, this level of transit priority corridor will include dedicated and permanent measures creating an efficient, uninterrupted Bus Rapid Transit Schedule. This corridor will provide an important connection between the Baseline BRT and Carling LRT corridors.

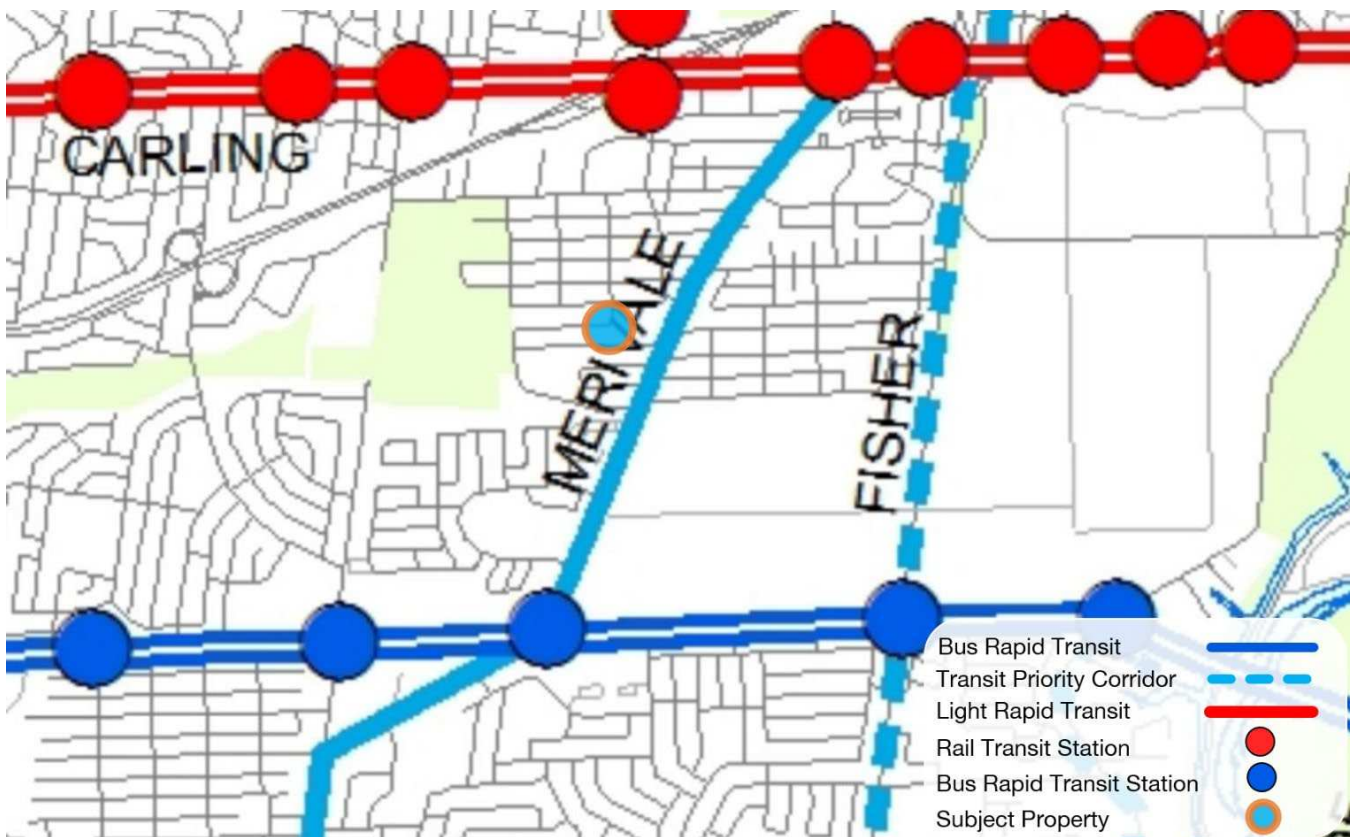


Figure 7 Schedule D - Rapid Transit Network.

Proposed Development & Design Brief

The planned low-rise, multi-unit, residential building consists of four (4) storeys (11.1 metres) with 31 residential units within a building footprint of 578 square metres (6,222 ft²). The proposal represents the third building of the existing Planned Unit Development. The unit-mix incorporates a range of sizes and layouts to ensure adequate options are available to attract a wide array of residents including one (1) and two (2) bedroom units. The proposed building has been situated in the approximate alignment of the existing low-rise apartment buildings in close proximity, with a front yard setback of 4.5 metres from the Morisset Avenue right-of-way and a rear yard setback of 5.9 metres. Further, an interior yard setback of 2.5 metres is provided to the west.

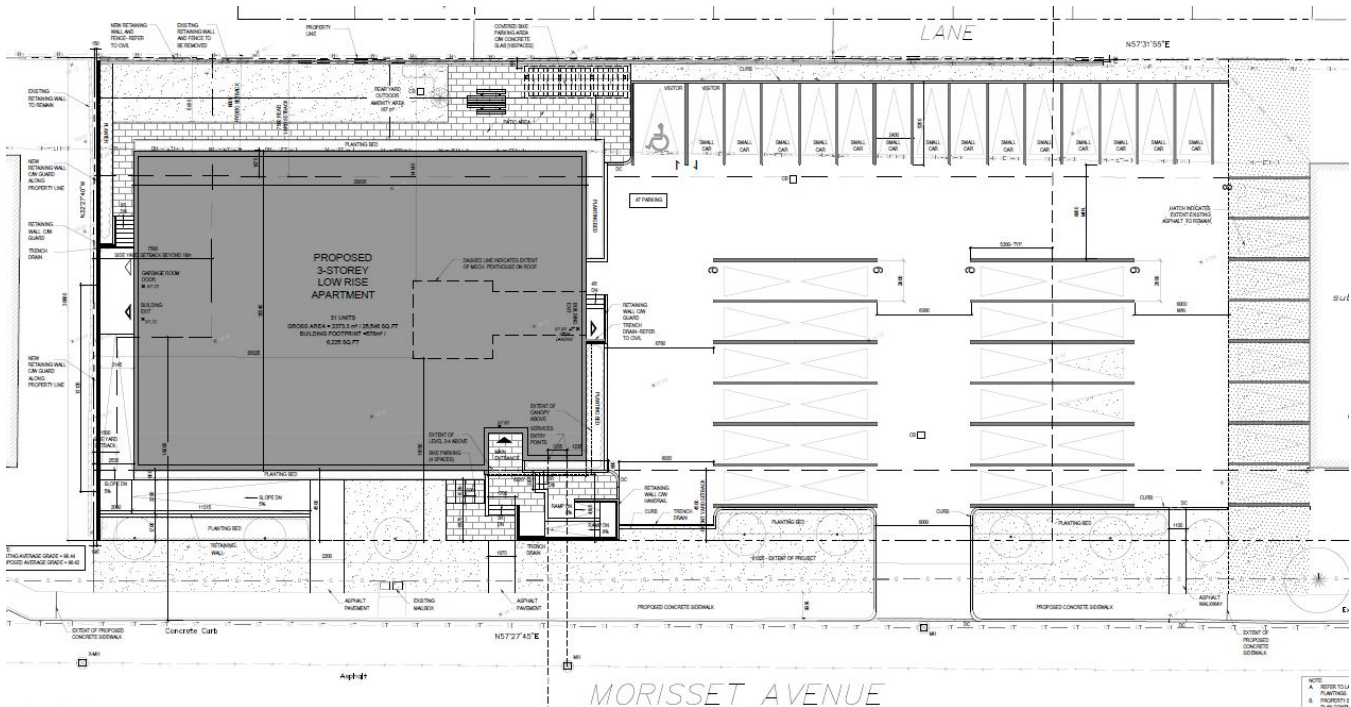


Figure 8 Proposed Site Plan.

A total of 12 vehicle parking spaces are provided for the proposed development, located to the east facade of the building in a surface parking lot shared with the existing low-rise apartment building to the east. In total, 47 parking spaces are located within the parking lot to the east and are to be shared with the existing buildings within the Planned Unit Development. The proposal also includes 22 bicycle parking spaces, 18 of which are covered and securely located at the rear of the building with convenient access from the proposed parking lot area. A pedestrian walkway wraps around the west side of the building providing direct connection to the street from the rear yard for residents and visitors.

Access and egress is provided from Morisset Avenue via a 6.0 metre wide driveway located central to the property. The internal garbage collection area is accessed within the building envelope for residents as well as from the interior walkway on the west facing facade of the building. As per the submitted site plan, 20% of the subject property is landscaped with an outdoor amenity area located at the rear of the property.

The building's primary entry is accessed from Morisset Avenue and located on the front-yard building facade. This will assist in promoting a positive and active street frontage that complements the character created by the existing multi-unit buildings along Morisset Avenue. The units can be accessed from an internal hall and stairway via the primary entrance fronting Morisset Avenue as well as a secondary communal entrance located along the eastern elevation from the provided surface parking area.

4.1.1 Design Brief

4.1.1.1 Public Realm and Private Property

The main entry to the building is oriented towards Morisset Avenue and given prominence on the street using a vertical architectural element and changes in materials. Large front facing windows are provided to ensure the building's interface with Morisset Avenue is positive and complementary.



Figure 9 Proposed Building (front facade rendering).

Along Morisset Avenue, at 4.5 metres, the proposed front yard setback is positioned at an appropriate distance from the front property line to provide for a positive pedestrian experience. The front yard also includes ample landscaping to provide visual amenity and a buffer between the proposed building, the public realm, and neighbouring properties. The orientation of the building, breaks in massing, proposed setbacks, building height, and the entrance and window treatments have all been carefully considered to ensure no undue negative impacts are created on the existing community character and to promote a complementary and respectful design in relation to the abutting properties.

The proposed development represents a significant improvement of the existing surface parking lot condition which will better animate and frame Morisset Avenue with an appropriate low-rise built form representative of the existing character of the street. A revitalized sidewalk and landscape buffer is also proposed to extend along the entire frontage of the subject property which will be designed and constructed to City of Ottawa standards.



Figure 10 East Elevation.



Figure 11 West Elevation.

The rear yard setback of 5.9 metres along with the 187 m² of soft landscaped amenity area included in the rear yard improves the existing condition in terms of impacts on abutting private space of the low-rise detached dwellings to the north. The landscaping strategy includes a program of both coniferous and deciduous tree plantings as well as benches and seating to compliment the design approach and to assist in mitigating potential concerns regarding noise and privacy impacts on the surrounding community.

4.1.1.2 Materiality and Façade Treatments

The facade is articulated with a mix of masonry (brick veneer) materials and composite siding to provide a modern and clean exterior finish. Large windows articulate the front facade and provide animated treatment and will ensure ample natural light to proposed units.



Figure 12 Proposed Rear Elevation (north).

The quality of materials is carried around all four facades of the building. The facade and materiality choices, including brick and stone masonry, and high-quality board siding provide a design approach that adds visual texture to the building in a way that is compatible with nearby built-form and neighbourhood as a whole. The proposal employs a range of design approaches and treatments such as, lighting, tree planting, and high-quality architectural and facade treatments to foster a design that promotes and facilitates a positive street interface, public realm, and pedestrian experience while respecting the existing character and form of the area.



Figure 13 Proposed building, front facade rendering.

5.0

Policy and Regulatory Framework

5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act has been recently updated and came into full effect on May 1, 2020. The PPS provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

As discussed above, Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- 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;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 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;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Policy 1.1.3.1 and 1.1.3.2 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
 1. Efficiently use land and resources;
 2. 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;
 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 4. Support active transportation;
 5. Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

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

Policy 1.4.3 requires that 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.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that 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.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Overall, the proposed development is consistent with the policies of the Provincial Policy Statement. The proposed redevelopment of the subject property offers an efficient, cost-effective pattern of growth, intensifying an underutilized portion of the property within an existing community that is well suited to accommodate the proposed residential development. The subject property is also located in proximity to important existing and future transportation services and amenities to promote ease of walking and cycling as an alternative to personal vehicle use for residents and visitors. The range of unit sizes and typologies provided will ensure a continued diversity of housing opportunities in this area.

Intensification of the subject property will significantly improve on the existing condition and will make more efficient use of infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

5.2 City of Ottawa Official Plan

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth is to be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Policy 1 of Section 2.2.2 defines residential intensification as the "intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses."

The Official Plan defines specific land use areas, including the Central Area, Mixed-Use Centres, and Mainstreets, as target areas for intensification primarily given their proximity to rapid transit. Policies 22 and 23 of Section 2.2.2 address intensification outside of these designated target areas, including within the General Urban Area.

Policy 22 states that the City supports compatible intensification within the urban boundary, including areas designated General Urban Area and under the land use policies in Section 3.6.1 which applies to the subject property. Policy 23 states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (4 storeys or less). This policy reiterates that the City supports intensification in the General Urban Area where it will enhance and complement desirable characteristics and long-term renewal. The Official Plan states that generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character.

Policy 23 of Section 2.2.2 states that the City will consider certain attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications as detailed below:

Pattern of Built Form and Massing	The proposed built form and building massing has been carefully considered to ensure neighbourhood fit. This approach includes limiting the low-rise apartment to four (4) storeys, employing materiality changes, and a prominent front entry to provide a heavily articulated front façade and ample landscaping program with trees lining the public realm along Morisset Avenue. The design also uses materiality found throughout the neighbourhood such as brick and horizontal siding.
Building Height	At 11.1 metres, the low-rise profile of the building is supported by the policies of the General Urban Area within Section 3.6.1 and is representative of the low-rise character of the area.
Use and Treatment of Lands Abutting the Front Lot Line	<p>The front elevation along Morisset Avenue has a prominent front entry feature, large front windows, well-designed landscaping, and an appropriate setback which respects the existing building pattern on the street to reproduce the form and surrounding urban fabric (range of residential types and density).</p> <p>The proposed building represents a significant improvement to the interface with the front lot line, replacing a surface parking lot with a building that better frames and animates the public realm.</p> <p>Moreover, the current condition consists of multiple curb-cuts along this portion of Morisset Avenue which breaks up the continuity of the public realm and provides for an un-safe interface for pedestrians along the sidewalk. The proposal reduces curb-cuts along this stretch to one central location and provides for a full extension of the city sidewalk along the entirety of the subject property.</p>
Location of Parking and Vehicular Access	<p>As mentioned above, vehicle access is provided via a single driveway from Morisset Avenue measuring 6.0 metres wide at a central location of the site. Forty-seven (47) parking spaces are located on a central portion of the site in the location of the existing parking for the multi-unit buildings; Twelve (12) of the parking spaces will be for use of the proposed new building with the remainder servicing the existing Planned Unit Development. The landscaping plan indicates a robust landscaped buffer between the Morisset Avenue ROW and the parking area.</p> <p>A new public sidewalk is also indicated on the proposed site plan to improve on the existing condition along this stretch of Morisset Avenue. Further, 22 covered bicycle parking spaces are also provided with convenient access from the surface parking area.</p>
Setback of Buildings from the Property Line	The building is set back 4.5 metres from the front lot line and is consistent with the current setback requirements of the R4UC zone. The proposed setback reflects the existing built-

	<p>form and fabric on the subject property and is consistent with the existing rhythm of the street.</p> <p>The proposed development has a setback ranging from a 2.1 metre to 2.5 metre setback along the western property line. Considering the side yard setback requirement, for the first 18 metres, the required setback is required at 1.5 metres, whereas after 18 metres, the required setback is 7.5 metres. The rear of the proposed building is located approximately 24 metres from the front property line so this deficiency applies to the back half of the north façade only. Refer to Section 4.4.1 of this report for a more detailed discussion on the building setbacks.</p>
<p>Amenity Area/Landscaped Rear Yards</p>	<p>A 187 m² communal amenity area is provided in the rear yard which provides a patio area, landscaped grounds, and covered bicycle parking.</p>

The proposed development constitutes residential intensification as defined by the Official Plan. The planned development efficiently and modestly intensifies an under-utilized portion of the site in an area well-served by community facilities, commercial services, park spaces, and transportation options. The redevelopment and intensification of the subject property will further complement the existing neighbourhood and services.

The proposed intensification, while outside of a defined target area, has been carefully designed to ensure compatibility with the surrounding community in terms of use and built-form. The proposed intensification mitigates potential impacts on the adjacent properties and conforms to policies 22 and 23 of Section 2.2.2 regarding intensification outside of target areas.

5.2.1 Land Use Designation

The subject property is designated, “General Urban Area” on Schedule B of the Official Plan. The General Urban Area designation permits a low-rise building form (up to four (4) storeys) and the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

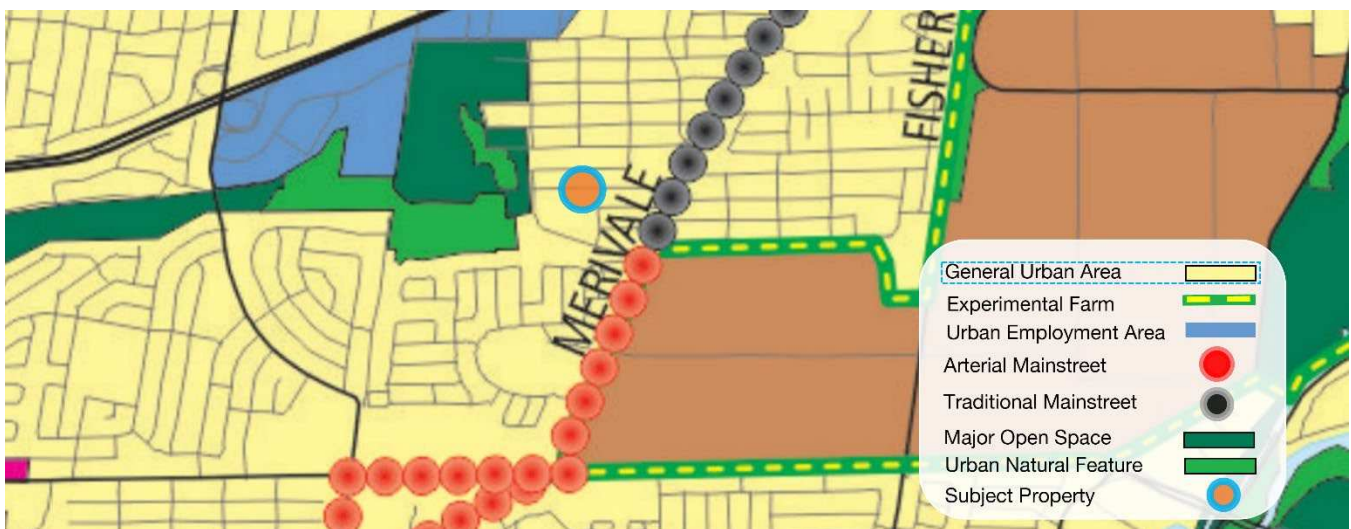


Figure 14: Excerpt from Schedule B of the Official Plan (Urban Policy Plan)

Relevant policy of Section 3.6.1 includes the following:

Policy 3 of Section 3.6.1 states that building heights within the General Urban Area will continue to be predominantly low-rise (i.e. 4 storeys or less). Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

The proposed development provides additional variety of housing types and tenures in the community and in proximity to existing amenities and services. At four-storeys (11.1 metres), the proposed development ensures a continued low-rise built form in the area that is consistent with surrounding building heights and planned function of the area. The proposed zoning amendments and built form is consistent with the planned function of various nearby properties.

Policy 5 of Section 3.6.1 states that the City will support intensification in the General Urban Area where it will complement the existing pattern and scale of development and the planned function of the area. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

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

The proposed development is compatible with the existing community character along Morisset Avenue which includes a range of detached dwellings, converted dwellings, and low to mid-rise multi-unit dwellings. The proposed development provides an important housing type for Ottawa in the form of a low-rise apartment building. As a result, the proposed development will contribute to the balance of housing types and tenures in the greater community. The proposed site design and layout improves on the current condition of the existing surface parking area and contributes to the continued development of an established and well positioned neighbourhood by adding a more intensive residential built form in proximity to a range of existing employment, service commercial, recreational, and institutional uses.

5.2.2 Urban Design and Compatibility

The Official Plan encourages residential intensification that is compatible with existing built-up areas. Compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broad design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development, consisting of the changes to the approved building, responds to the urban design objectives of Section 2.5.1 in the following ways:

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposal enhances the sense of community by responding to the surrounding built form, pattern, and character of the area, through compatible massing, design, and materiality that is similar in height and interfaced at the street front in a manner similar to the existing low and medium-rise buildings in the area.</p> <p>The proposed development seeks to redevelop and intensify an under-utilized surface parking lot in an area well-served by transit and through a compatible and appropriate built form. The proposed building will provide additional housing options in proximity to schools, parks, transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.</p>
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<p>To define quality public and private spaces through development.</p>	<p>The building as proposed defines quality public and private spaces by proposing a building that positively defines the street edge while providing improvements to the frontages along Morisset Avenue. The proposed building provides prominent front entrance features and large front windows along Morisset to reflect the existing residential patterns of the street. The proposed building uses high-quality materials and significant articulation to add interest to the streetscape.</p> <p>The rear yard amenity space will benefit from a landscaping approach that will interface well with the existing rear-yard single detached dwellings to the north and provide useable amenity area for residents.</p> <p>A new sidewalk built to City of Ottawa design standards is proposed along the entire frontage of the subject property. Further, a landscape buffer including grass, shrubs, and tree planting is provided between the new sidewalk in the Morisset ROW and the remaining portion of the surface parking lot.</p>
<p>To create places that are safe, accessible and are easy to get to.</p>	<p>The proposed development offers a variable mix of residential unit types to attract families and individuals and provides adequate glazing and outdoor amenity spaces that improve passive surveillance along the street.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The four (4) storey height and massing responds to the policies and regulations established for low-rise building heights within the General Urban Area and the planned function of the surrounding area while also providing appropriate setbacks, ensuring that the front, rear, and side yards interface appropriately with the existing community.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposal considers adaptability and diversity by intensifying this portion of the subject property currently occupied by surface parking and adding to the diversity of housing types and tenures available in the community.</p>

The proposal responds to the following applicable policies of Section 4.11:

	Policy	Proposed Development
Building Design		
5.	<p>New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.</p>	<p>The proposed development has a low-rise built form that is compatible with the surrounding neighbourhood. The building utilizes setbacks to ensure compatibility with the existing streetscape and mitigate adverse impacts on adjacent properties.</p> <p>The proposed development is clad with a mix of brick, wood paneling, and siding to add visual texture and interest to the building in a way that is compatible with neighbouring buildings. The window pattern and placement of the building entrance has been designed to ensure placement does not unduly impact the privacy of</p>

		<p>the neighbours and to contribute to an animated public realm along Morisset Avenue.</p> <p>The building massing, height, and location respects and complements the existing character of rhythm of the street while providing for a modern design aesthetic.</p>
6.	<p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / Orient the principal facade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances. 	<p>The building design includes a prominent front entry feature and large front facing windows to ensure the building's interface with Morisset is positive and complementary.</p>
8.	<p>All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.</p>	<p>The proposed development integrates the garbage room and storage within the ground floor of the building to minimize impacts on adjacent properties.</p>
<p>Outdoor Amenity Areas</p>		
19.	<p>Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).</p>	<p>The proposed building incorporates appropriate side and rear setbacks to minimize overlook on adjacent outdoor amenity areas. The building is setback approximately 5.9 metres from the north property line mitigating any overlook. To the south, the building provides a front yard setback of 4.5 metres which represents the established pattern of the street.</p> <p>The interior side yard is setback 2.5 metres, with the abutting property at a higher in elevation also assisting with appropriate interface with the low-rise building to the west.</p> <p>Further, adequate and considerate transition to the rear-yard abutting properties to the north benefits from a 6-ft board privacy fence, robust existing tree cover, and significant grade change.</p>
20.	<p>Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.</p>	<p>The proposal includes a 187 square metre outdoor amenity space in the rear yard. The landscaped amenity space is a well-designed space meant for the communal use of the residents.</p>

The proposed development conforms to the policies of the Official Plan, including the urban design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11. The proposed development responds to overarching policy by intensifying the subject property with a low-rise building, in a location that is in proximity to existing transit routes and community amenities. The residential intensification on an existing surface parking lot will contribute to the option and choice in the community and allow for people to live in proximity to parks, schools, transit, and retail, and employment,

uses. The proposed built-form is well represented along this portion of Morisset Avenue and within the community at large.

5.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Fall 2021. The first phase of the new Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. On May 18, 2020, Planning Committee recommended that Council approved an intensification target of 60 percent for the new Official Plan. The first draft of proposed policies were issued in November 2020 with comments submitted by March 12, 2021.

Preliminary policy directions for the new Official Plan include:

- / An intensification target of 60%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

As the current applications are being submitted prior to the adoption of the new Official Plan, the proposed development is assessed based on the policies of the current Official Plan, as discussed in Section 5.2.

5.4 Urban Design Guidelines for Low-Rise Residential Infill

In 2012, the City of Ottawa established a set of guidelines to establish a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.

In general, the aim of the guidelines is to help create infill development that will:

- / 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 architecture;
- / 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; and
- / Incorporate environmental innovation and sustainability.

The design proposed is informed by the relevant regulations and guidelines for low-rise residential infill and respects the existing character of the neighbouring properties while also implementing modern design styles and materiality.

The proposed building responds to numerous design guidelines as follows:

2.1 Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.

- / **The proposal includes a prominent front entrance feature, at-grade windows, a mix of soft and hard landscaping, with only one vehicle entry point located central to this portion of the subject property and servicing both the proposed new building as well as the existing low-rise multi-unit building to the east which is part of the larger Planned Unit Development on this site.**

- / **The proposed site design also includes the extension and revitalization of the existing sidewalk along the entire lot frontage as well as a well programmed landscape buffer between the public realm and the surface parking area.**

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 building is setback 4.5 metres from the public ROW creating ample space for a blend of varying landscaping materials and patterns to better reflect the existing character and rhythm of the area.**

4.1.1 Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street.

- / **The building faces and animates Morisset Avenue through providing a prominent front entrances at-grade with large street-level windows. The landscaping program includes a landscaped buffer along the entire frontage of Morisset Avenue with street trees, shrubs, and high-quality interlock hard landscaping. A new public sidewalk is proposed along the frontage of the subject property.**

4.1.4 Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and roof top decks to respect the privacy of the surrounding homes.

- / **The 178m² at-grade, rear-yard, amenity space is located in the approximate location of the neighbouring rear yard area. No balconies or roof top decks are proposed. A privacy fence is also proposed along the rear property line to ensure an appropriate buffer to the detached dwellings to the north and retain the existing positive interface. Also, suitable and thoughtful transition to the rear-yard abutting properties is facilitated by the proposed a 6-ft wooden privacy fence, ample existing tree cover, and notable grade change. The submitted noise study indicates that due to the low-rise design and inclusion of mechanical equipment internal to the building, no negative noise impacts are anticipated on nearby residential properties.**

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.

- / **At 4.5 metres, the proposed building is inline with the general fabric and pattern of the area and will promote a legible and consistent street edge.**

4.1.8 Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy.

- / **The front, side (west), and rear setbacks provide appropriate distances between existing buildings and the newly proposed building. The site layout will mitigate any perceived negative impacts on sunlight, views, noise and privacy.**
- / **To the west, the proposed development provides a consistent 2.5 metre setback along the property line. As per the zoning by-law, for the first 18 metres, the required setback would be just 1.5 metres, whereas after 21 metres, the required setback in most R4 zones is 7.5 metres. The rear of the proposed building is located approximately 24 metres from the front property line so this deficiency would apply to the back half of the south façade only.**

4.1.9 Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes.

- / **The 187m² amenity space is located in the rear yard in the approximate location of the neighbouring rear yards area to the north. Not balconies or roof top decks are proposed.**

4.2.6 If the new development is significantly larger than the existing adjacent buildings, create a transition in building widths by visually dividing the building into smaller sections that approximate the surrounding built form.

- / **The massing and height of the proposed development is consistent with the existing built form in the immediate area and the intent of the R4UC zone. Architectural elements of brick, wood veneer, and high-quality paneling are proposed on all façades to create a positive transition to the neighbouring properties.**

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.

- / **Quality materials used are wrapped around the entire façade and include brick masonry and wood veneer. Large and considerably placed windows are located on all elevations. Vertical elements and changes in building materiality are utilized to create visual interest and break on the buildings perceived massing.**

4.3.2 Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as:

- Materials, patterns and colours used in wall treatments
- Cornice lines, form of the roofline and chimney details
- Size, shape, placement and number of doors and windows
- The pattern and location of projections, recesses, front porches, stoops, and balconies.

- / **The front façade will include multiple high-quality design elements that will ensure the building is rich in detail and enhances the public realm. These elements include a prominent front entry location, design element consisting of brick veneer, ambient lighting and large front facing windows as well as a robust landscaping program.**

4.3.3 Provide primary building entrances that are inviting and visible from the street by:

- Using quality and eye-catching materials and features at the entry
- Adding architectural elements such as porches which promote street-oriented interaction
- Keeping front doors prominent and close to the ground to match the pattern of the doors on the street, and to minimize exterior stairs for accessibility, as well as to ease year-round maintenance
- Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door.

- / **The building entrance accessed from the street is made inviting and visible through the use of front pathway, distinguishable colours, architectural and landscaping elements framing the entry point, and large front windows accentuating the entrance area.**

5.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.

- / **One driveway access point is included in the design to provide access to the surface parking area. The 6.0 metre width of the driveway ensures that the majority of the front yard is occupied by landscaping features. This design including a landscaping buffer represents an important improvement from the existing condition which currently provides three (3) access points and paving fully to the property line.**

5.4 In order to maximize the area of green front yard and to emphasize the dwelling façade, provide driveways to detached rear garages or parking area.

- / **The provided parking is located in the interior side yard where the existing parking spaces has historically been positioned. The proposed revisions to this area include reducing access points from dispersed access to one central location, a new city sidewalk along the front property line, and an ample landscaping strip buffering the interface with the parking area and the public realm.**

5.8 Limit the number and width of access depressions (curb cuts), and share driveways in order to maintain as much on-street parking as possible.

- / **As described above, only one curb cut is proposed for this development that is shared with the existing residential building to the east, which represents a significant improvement in the existing condition that currently includes four curb cuts.**

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.

- / **All services elements are adequately screened and/or included internally within the building envelope and are therefore not visible from the public ROW.**

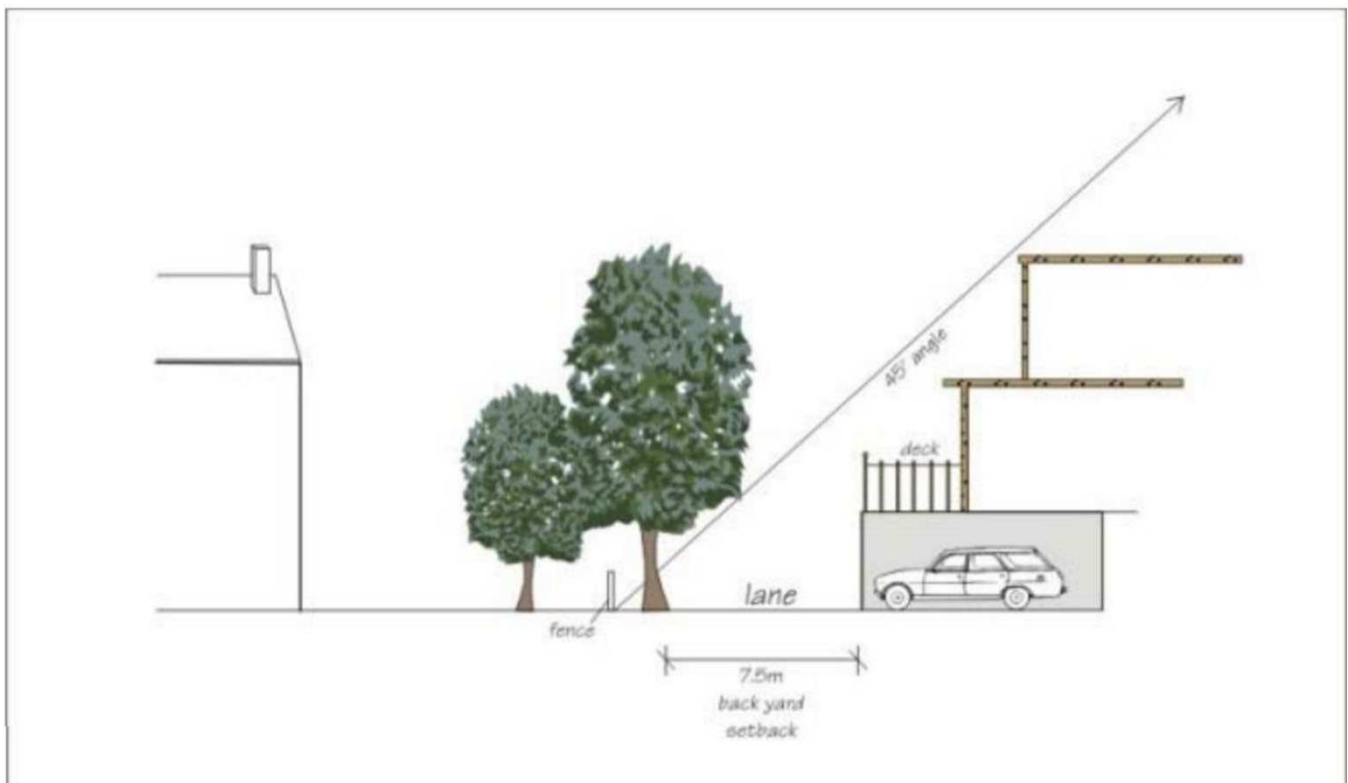


Figure 15 Angular Plane as measured per the design guidelines.

The proposed building layout, massing, and design achieves the key objectives of the design guidelines established by the City of Ottawa through enhancing streetscapes, emphasizing front doors and windows, including at grade living spaces with large windows that promote interaction with the street and include ample soft landscaping and less asphalt in the

front yard. Overall, the proposed building vastly improves on the existing condition (surface parking) and achieves intensification of the site while also promoting a good fit into an existing neighbourhood.

5.5 City of Ottawa Comprehensive Zoning By-law

The subject property is currently zoned Residential Fourth Density, Subzone UC (R4UC) in the City of Ottawa’s Zoning By-law (2008-250). The purpose of the R4 zone is to allow a wide mix of residential building forms ranging from detached to low-rise apartment dwellings.

Further, the Residential Fourth Density zone is intended to enable a wider range of low-rise, multi-unit infill housing, while respecting compatibility and context sensitive design. Provisions of the R4 zone facilitate building form and typology that constitutes the "missing middle" range of affordable mid-density housing suitable to a wide range of household types, incomes and tenures, as directed by the Official Plan.

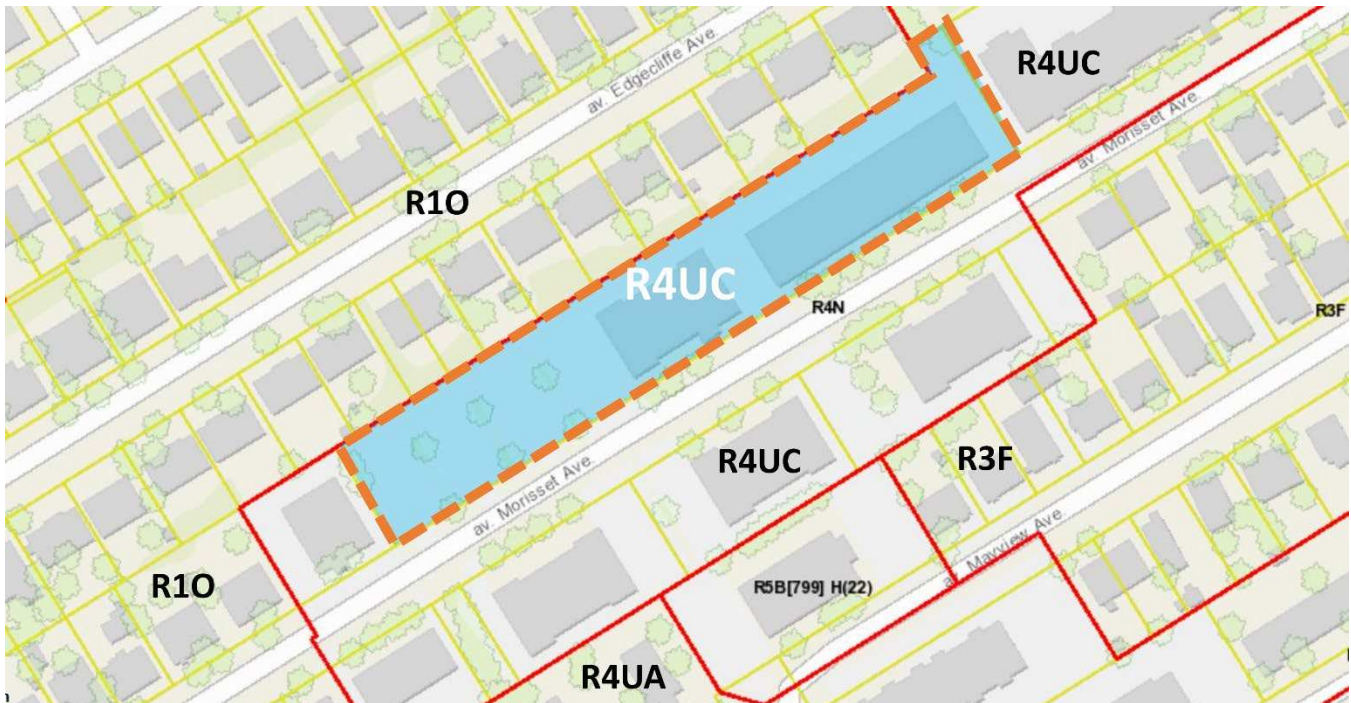


Figure 16: Zoning Context as per City of Ottawa Zoning By-law (2008-250).

As demonstrated below, the proposal conforms to the majority of the provisions of the Zoning By-law with relief from various site-specific provisions required. Subsequently, a site-specific exception is proposed for the subject property through the Zoning By-law Amendment to address zoning provisions that require amendment, as detailed below.

5.5.1 R4UC Zoning Provisions

The proposed development is compared to the R4UC zone requirements in the table below:

Provision	Required	Proposed	Compliance
Minimum lot area	1,400 m ²	6,092m ²	✓
Minimum lot width	Not Applicable for PUD	61 metres (impacted portion of property)	✓

Maximum height	11 metres	11.1 metres	X
Minimum front yard setback	4.5 metres or Section 144.1: / In the case of an interior lot or through lot, the yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street(s). / Despite the foregoing, the minimum front and/or corner side yard setback need not exceed the minimum required in the Residential subzone in which the lot is located.	4.5 metres	✓
Minimum interior side yard setback	/ Varies ¹ / - 1.5m for the first 18 metres back from the street 7.5 metres for the remainder, to a maximum 7.5 metres,	First 18 metres: 2.5 metres Remainder of lot depth: 2.5 metres	✓ X
Minimum Rear Yard Setback	/ Varies ⁴ / - Minimum rear yard setback is 25% of the lot depth which must comprise at least 25% of the area of the lot, however it need not exceed 7.5 m.	5.9 metres	X
Minimum Amenity Area	/ 6 m ² /unit with minimum of 50% communal / Total = 6 * 150 = 900 m ² / Communal = 450 m ²	/ Total = 187 m ² in the rear yard amenity / Communal = 187 m ²	✓ ✓
Minimum Landscaped Area Total	/ 30% of total lot area	/ 20% of lot area	X
Permitted Projections	/ Exit stairs providing required egress under the Building Code may project a maximum of 2.2 metres into the required rear yard.	/ All projections are with permitted parameters.	✓

<p>Rear Yard Landscaping</p>	<ul style="list-style-type: none"> / Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, patios, and permitted driveways, parking aisles and parking spaces, must be softly landscaped. / At least 50 per cent of the rear yard must be landscaped and; / in all cases, must comprise at least one aggregated rectangular area of at least 25 square metres and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting. 	<ul style="list-style-type: none"> / Soft landscaping is applied to applicable areas. / 60% of rear yard is landscaped. / One aggregated rectangular area of at least 25 square metres is provided. 	<p>✓</p> <p>✓</p> <p>✓</p>
<p>Other Landscape Requirements</p>	<ul style="list-style-type: none"> / Any part of any yard other than the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, permitted driveways and parking exclusion fixtures per (e) must be softly landscaped. 	<ul style="list-style-type: none"> / Appropriate soft landscaping is applied. 	<p>✓</p>
<p>Min Front Yard Landscaped Area</p>	<ul style="list-style-type: none"> / When front yard setback is greater than 3 metres 40 per cent of the yard must be landscaped in the case of any lot with a width of 12 metres or more. 	<ul style="list-style-type: none"> / 47% of front yard is landscaped. 	<p>✓</p>

Minimum Aggregated Soft Landscaped Area (% of the Front / Corner Side Yard Area)	/ Minimum 40% soft landscaped area.	/ 47% of front yard is landscaped.	✓
Parking Location	/ The front yard and corner side yard must be equipped with solid, permanent fixtures sufficient to prevent motor vehicle parking in contravention of this By-law.	/ Five (5) previously existing parking spaces are include within the front yard but not between the building front wall and the R.O.W.	X
Primary Entrance	<p>/ At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street.</p> <p>/ In the case of a lot of 24 metres width or greater, one principal entrance is required for every 12 metres of lot width or part thereof.</p>	<p>/ Primary entrance is located on the front façade with direct access to the street.</p> <p>/ The lot grading and building programing does not allow for a second entrance from the front façade.</p> <p>/ A common entrance is located on the interior façade of the building with access from the surface parking area.</p>	<p>✓</p> <p>X</p>
Window Area	/ The front facade must comprise at least 25 per cent windows.	/ 35 per cent of the front façade is comprised of windows.	✓
Building Articulation	/ At least 20 per cent of the area of the front facade must be recessed an additional 0.6 metres from the front setback line.	/ < 20 per cent of the front façade area is recessed from the front line setback.	X

Bedroom Count	In the case of a lot of 450 square metres or greater: / at least 25 per cent of dwelling units must have at least two bedrooms.	/ 49% of units provide at least two bedrooms.	✓
Garbage Room Access	/ Minimum 1.2 metres in width;	/ 2.1 metres	✓
Front Pathway (139.4)	/ Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6m of soft landscaping. / The width of a walkway may not exceed: 1.8 m. / A walkway giving access to a storage area for containerized waste may not exceed 2.2m in width.	/ 23m / Width of walkway is 1.71 metres. / Width of walkway is 2.2 metres.	✓ ✓ ✓

5.5.1.1 Parking Provisions

The subject property is within Area Y on Schedule 1A of the Zoning By-law and subject to the parking provisions as outlined below.

Provision	Required	Provided	Compliance
Min. Residential Vehicle Parking (Area Y)	Low-rise Apartment: / No spaces for the first 12 units; then 0.5 spaces per dwelling unit = 9.5	/ 10	✓
Min. Visitor Parking	Low-rise Apartment: / No spaces for the first 12 units on a lot; then 0.1 spaces per dwelling unit (no more than 30 spaces per building required = 2.0	/ 2	✓
Min. Residential Bicycle Parking	/ 0.5 spaces/unit = 15	/ 22	✓

Bicycle Parking Access Route	/ Minimum of 1.5 metres	/ 1.5 metres	✓
Bicycle Parking Orientation	/ 50% vertical or stacked and the remainder horizontal.	/ 100% horizontal	✓
Bicycle Space Dimensions (Vertical)	/ Min Width: 0.5 metres / Min Length: 1.5 metres	/ Min Width: 0.5 metres / Min Length: 1.5 metres	✓
Aisle and Driveway Width	/ m minimum for a double traffic lane leading to a parking garage or lot / 6.7 m minimum aisle for parking garage or lot serving non-residential uses	/ Driveway: 6.0 m / Aisle (lot): 6.0 m	✓ ✓
Driveway Width (Table 139.3)	/ Maximum width of a shared driveway is 3m / Maximum width of a double-wise driveway is 5.5 metres to 6 metres.	/ 6 metres	✓
Loading Space	/ No loading space required for residential uses.		
Parking lot landscaping	/ A minimum of 15% of the area must be provided as perimeter or interior landscaped area. / In addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.	/ 13.5%	X
Parking Lot Landscape Buffer	/ Abutting a street: 3 metres / All other areas: 1.5 metres	/ 0.94 metres / 1.5 metres	X ✓

5.5.2 Planned Unit Development - Section 131

Given the proposal would introduce a third building on the property, the proposed development is subject to Section 131 of the Zoning By-law (provisions for Planned Unit Developments).

Provision 1 of Section 131 of the By-law states that:

- / Planned unit development is permitted only if:
 - (a) it is in a zone or sub-zone in which a planned unit development is a permitted use;
 - (b) it consists only of uses that are permitted in the zone or sub-zone; and

(c) the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, any development parcels within the planned unit development that are severed need not comply with the dwelling type-specific provisions indicated in Part 6 other than maximum permitted building height.

Table 5 below outlines how the proposed development generally meets the intent of the Planned Unit Development (PUD) provisions:

Table 5: Planned Unit Development Provisions

Provisions	Requirement	Provided	Compliance
Min. width of private way	6m	6m	✓
Min. setback for any wall of a residential use to a private way	1.8m	>1.8 metres	✓
Min. setback of a garage entrance from private way	5.2m	N/A	✓
Min. separation between buildings within a Planned Unit Development	For buildings equal to or less than 14.5m: 1.2m	/ >1.2 metres	✓
Parking	Parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed		✓
Landscaping	<p>In no case may any dwelling unit or oversize dwelling unit located within a Planned Unit Development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, and a walkway extending from the private way back to the principal entranceway is prohibited. A path, that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted. (By-law 2020-289)</p> <p>(c) Despite (a) and (b), where a development parcel containing a dwelling unit or oversize dwelling unit, located within a Planned Unit Development in an R1, R2, R3 or R4 Zone within Schedule 342 has frontage on a public street, whether severed or not, the area between the dwelling unit or oversize dwelling unit and the street lot line is subject to the</p>		✓

	requirements of Sections 139 and 140. (By-law 2020-289).	
Other	/ the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, development parcels within the planned unit development, whether severed or not, that have vehicular access off of the private way only, need not comply with the dwelling type specific provisions indicated in Part 6 other than maximum permitted building height. (By-law 2020-289).	✓

For a Planner Unit Development (PUD), the applicable by-law provisions are as per the dwelling type, in this case a low-rise apartment building along with the PUD provisions. As listed in Table 5 above, a Planned Unit Development is permitted within the R4UC Zone and the by-law includes provisions for a low-rise apartment building within a Planned Unit Development.

As noted in the zoning tables, the proposed development requires an amendment to the existing R4UC zoning to amend certain site-specific provisions of the Zoning By-law, including the minimum interior side yard setback requirement, the maximum building height provision, landscaping requirements, and the recently introduced provisions relating to building design and articulation.

In our opinion, the requested Zoning By-law Amendment to facilitate the development a low-rise apartment building is consistent with the Provincial Policy Statement, conforms to the Official Plan, and is both compatible and appropriate for the development of the lands in this area. The requested amendments to the zoning provisions are discussed below.

6.0 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to address specific provisions of the R4UC zone through the application of a site specific zoning exception to the lands. The special exception would provide relief from specific provisions of the zone related to the interior yard setback, rear-yard setback, landscaping, maximum height, and building articulation and site layout provisions.

The following amendments are requested as a site-specific exemption as part of the Zoning By-law Amendment application.

6.1.1.1 Increased Height:

At 11.1 metres, the proposed building height is only incrementally taller than the permitted 11 metres in the R4UC zone. The minor increase in height is required to satisfy the building design and programming as per the Building Code and due to the method of measuring height using average grade. Nonetheless, the building height, massing and design will respect and complement the existing form and character of the area and will not create adverse impacts of shadowing, overlook, or noise on abutting properties.

The proposed 4-storey, low-rise height of the building is in keeping with the intent of the zoning by-law, the planned function of the area, and supported by the policies of the General Urban Area of the Official Plan.

6.1.1.2 Reduced Interior Side Yard Setback:

The proposed development has a setback of 2.5 metres along the western property line. Considering the side yard setback requirement, for the first 18 metres, the required setback is required at 1.5 metres, whereas after 18 metres, the required setback is 7.5 metres. The rear of the proposed building is located approximately 24 metres from the front property line so this deficiency applies to the back half of the west façade only. Further, the abutting property to the west is significantly higher in elevation than the subject property which also assists in creating an appropriate interface with the low-rise building to the west.

6.1.1.3 Reduced Rear Yard Setback:

The building is setback 5.9 metres from the rear property line whereas the zoning by-law require a 7.5 metre rear yard setback. The proposed building incorporates an appropriate rear yard setback that is reflective of the existing built form in the immediate area and will minimize overlook on adjacent outdoor amenity areas. The rear yard area including amenity space will benefit from a landscaping approach that will interface well with the existing rear-yard single detached dwellings to the north and provide useable amenity area for residents.

The landscaping strategy in the rear yard includes plantings as well as benches and seating to compliment the design approach and to assist in mitigating potential concerns regarding noise and privacy impacts on the surrounding community. Importantly, there is a significant grade change between the subject property and abutting rear-yard neighbouring properties, which assists with transition for that interface.

6.1.1.4 Reduced Total Landscaped Area and Landscape Buffer:

The proposed site layout and design consists of 20% landscaped area in the front, side, and rear yard whereas the Zoning By-law requires 30% of the total lot be landscaped. The landscaping program includes street trees, shrubs, and strategically located buffers between abutting properties to ensure adequate transition to neighboring residential uses and the public realm. Further, the rear yard amenity area is well serviced and landscaped with seating areas and ample landscaping. As a function of the Planned Unit Development provisions, a portion of the impacted subject property will provide parking for the existing buildings on the lot. This area was however included in the calculations for this proposal as changes have been made to grading, parking configuration, and landscaping which has meant that the 30% landscaped area calculation included more of the property than would be the case in a single-building development on a different lot.

Further, although the proposed landscape buffer is slightly deficient, the landscaping program abutting the parking lot has been significantly improved when compared with the existing condition with a substantial buffer between the public realm and the parking area whereas the previous condition included paving directly to the front lot line.

6.1.1.5 Front Entrances Location:

The proposed building provides one (1) primary entrance whereas the zoning by-law requires an additional primary entrance for lots with a width greater than 24 metres. The building's primary entry is accessed from Morisset Avenue and located on the front-yard building façade which will assist in promoting a positive and active street frontage that complements the character created by the existing multi-unit buildings along Morisset Avenue.

The building as proposed creates a quality interface with the public and private realm by providing a building that positively defines the street edge while including improvements to the frontage along Morisset Avenue. The proposed building provides prominent front entrance features and large front windows along Morisset to reflect the existing residential patterns of the street. The proposed building also uses high-quality materials and significant articulation to add interest to the streetscape.

The inclusion of a second entrance along the front façade of the proposed building was considered but deemed not feasible given the modest building envelope and floorplate as well as the existing grades on the site which necessitate a small retaining wall and access pathway towards the western boundaries of the site.

6.1.1.6 Parking Space Location:

The proposed site program retains five (5) previously existing parking spaces within the extension of the front yard to the east. This is considered a legally non-conforming condition as per the provisions of the Zoning By-law. To mitigate concerns regarding the continued location of these parking spaces, the proposal also includes a revitalized sidewalk and landscape buffer with numerous street trees and hedges to extend along the entire frontage of the subject property which will be designed and constructed to City of Ottawa standards. Importantly, although it is proposed to retain five (5) existing parking spaces in the extension of the front yard, there are no parking spaces proposed between the building front wall and the R.O.W.

6.1.1.7 Reduction in Required Building Articulation:

The proposed Zoning by-law Amendment also requires relief from recently approved provisions of the Zoning By-law which require increased articulation on the front building wall. The front entrance feature is recessed from the main building wall to provide prominence and distinction from the remainder of the building form. The proposed façade treatment is articulated with a mix of masonry (brick veneer) materials and composite siding to provide a modern and clean exterior finish. Large windows articulate the front facade and provide animated treatment and will ensure ample natural light to proposed units.

The proposed built form and building massing has been carefully considered to ensure neighbourhood fit. This approach includes employing materiality changes, ample windows, and a prominent front entry to provide a heavily articulated front façade. The design also uses materiality found throughout the neighbourhood such as brick and horizontal siding.

The quality of materials is carried around all four facades of the building. The facade and materiality choices, including brick and stone masonry, and high-quality board siding provide a design approach that adds visual texture to the building in a way that is compatible with nearby built-form and neighbourhood as a whole. The proposal employs a range of design approaches and treatments such as, lighting, tree planting, and high-quality architectural and facade treatments to foster a design that promotes and facilitates a positive street interface, public realm, and pedestrian experience while respecting the existing character and form of the area.

The front elevation along Morisset Avenue reproduces the form and surrounding urban fabric (range of residential types and density) and the window pattern and placement of the building entrance has been designed to ensure placement does not unduly impact the privacy of the neighbours and to contribute to an animated public realm along Morisset

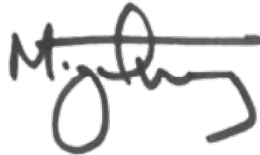
7.0 Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment and Site Plan Control applications represent good planning as follows:

- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- / The proposed development conforms to the Official Plan policies regarding intensification, managing growth, and the land use policies for the General Urban Area.
- / The proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The low-rise built form and materials reflect the character of the existing neighbourhood and will contribute positively to the community.
- / The proposed development adheres to the intent of the Zoning By-law with regards to the proposed built form, building orientation, and lot location. The proposed amendments to the provisions of the R4UC zone for the subject property are compatible with the zoning framework of the surrounding area and will help to ensure compact and efficient development on the subject property. The requested Zoning By-law Amendments are appropriate for the subject property and will facilitate the intensification of the lands, consistent with the Provincial Policy Statement and in conformity with the Official Plan.



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