

# Zoning Chart Revision – R4-UC 1435 & 1455 Morisset Avenue

1

December 22, 2021

**Mr. Kelby Lodoen Unseth**

Planner II, Development Review – South  
Planning, Infrastructure and Economic Development Department  
City of Ottawa  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1

**RE: Zoning Chart Revision – Proposed R4-UC Zone  
1435 and 1455 Morisset Avenue, Ottawa  
Zoning By-law Amendment and Site Plan Control (File No. D02-02-21-0060 & D07-12-21-0091)**

Dear Mr. Lodoen Unseth,

Please find the revised zoning compliance table for the proposed development for a low-rise apartment building at 1435 and 1455 Morisset Avenue, Ottawa. The submission package includes updates reports, plans, and individual responses to each out your circulated technical comments. The revised design is summarized below.

## 1.0 Revision Summary:

- The main entrance to the building has been reconfigured to have an entrance at grade. The site plan has been revised with a reconfigured front entrance to allow for more front yard landscaping and a more pedestrian friendly entry experience.
- The front façade has been revised to include a 28% step back of 0.6m. The materials have been updated as well to include a more prominent entrance.
- The exit stair on the east side of the building have been relocated to align with the Main Entrance as well. This has allowed for additional landscaping along the east face of the building and allows the proposed design to incorporate an internal ramp to the lower basement level beyond.
- More substantial tree varieties have been included in the landscape plan.
- The proposal includes extending the existing sidewalk the remaining length of the project site boundary to the west. The existing sidewalk in front of the existing buildings is outside of the project boundary and will remain as existing.
- The materiality and building articulation have been revised to offer improved presentation to the public realm and improved visual amenity.
- Landscaping has been provided in the front yard for a total of 50% of the front yard space measured from the west property line to the dashed line noted as 'extent of project'. Additional soft landscaping has been provided adjacent to the Main Entrance as the ramp and stairs at this location have been removed as the Main Entrance now occurs at grade.

## 2.0 Revised Zoning Discussion

As was indicated in our originally submitted Planning Rationale, dated June 24<sup>th</sup>, 2021, 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.



Figure 1 Revised building design.

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.

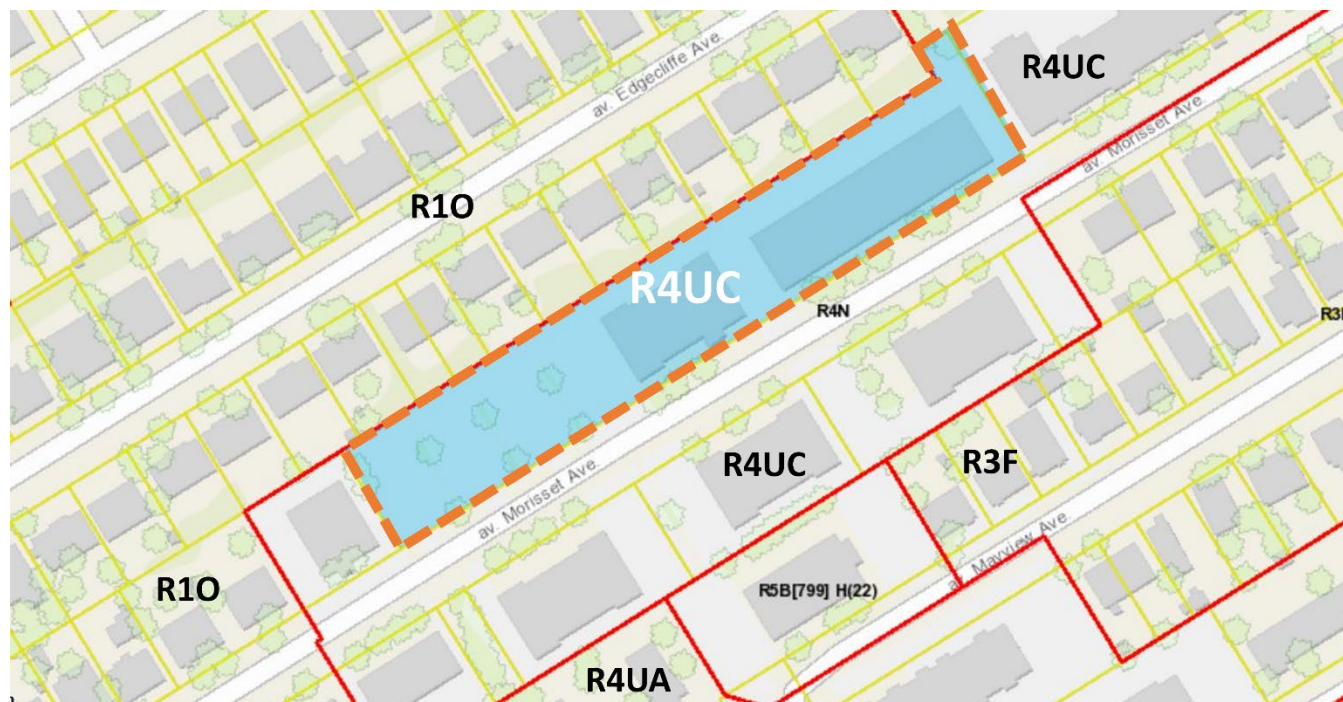


Figure 2: Zoning Context as per City of Ottawa Zoning By-law (2008-250).

As demonstrated below, the revised proposal continues to conform 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.

### R4UC Zoning Provisions

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

Provision	Required	Proposed	Compliance
<b>Minimum lot area</b>	1,400 m <sup>2</sup>	6,092m <sup>2</sup>	✓
<b>Minimum lot width</b>	Not Applicable for PUD	61 metres (impacted portion of property)	✓
<b>Maximum height</b>	11 metres	11.1 metres	X
<b>Minimum front yard setback</b>	4.5 metres or  <b>Section 144.1:</b>  / 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	4.5 metres	✓

	corner side yard setback need not exceed the minimum required in the Residential subzone in which the lot is located.		
<b>Minimum interior side yard setback</b>	/ Varies <sup>1</sup> / - <b>1.5m</b> for the first 18 metres back from the street 7.5 metres for the remainder, to a maximum 7.5 metres,	<b>First 18 metres:</b> 2.5 metres  <b>Remainder of lot depth:</b> 2.5 metres	✓  X
<b>Minimum Rear Yard Setback</b>	/ Varies <sup>4</sup> / - 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
<b>Minimum Amenity Area</b>	/ 6 m <sup>2</sup> /unit with minimum of 50% communal  / Total = 6 * 31 = 186 m <sup>2</sup> / Communal = 93 m <sup>2</sup>	/ Total = 187 m <sup>2</sup> in the rear yard amenity  / Communal = 187 m <sup>2</sup>	✓  ✓
<b>Minimum Landscaped Area Total</b>	/ 30% of total lot area	/ 20% of lot area	X
<b>Permitted Projections</b>	/ 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.	✓
<b>Rear Yard Landscaping</b>	/ 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	○ 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>spaces, must be softly landscaped.</p> <ul style="list-style-type: none"> <li>/ At least 50 per cent of the rear yard must be landscaped and;</li> <li>/ 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.</li> </ul>		
<b>Other Landscape Requirements</b>	<ul style="list-style-type: none"> <li>/ 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.</li> </ul>	<ul style="list-style-type: none"> <li>o Appropriate soft landscaping is applied.</li> </ul>	✓
<b>Min Front Yard Landscaped Area</b>	<ul style="list-style-type: none"> <li>/ 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.</li> </ul>	<ul style="list-style-type: none"> <li>o &gt;50% of front yard is landscaped.</li> </ul>	✓
<b>Minimum Aggregated Soft Landscaped Area (% of the Front / Corner Side Yard Area)</b>	<ul style="list-style-type: none"> <li>/ Minimum 40% soft landscaped area.</li> </ul>	<ul style="list-style-type: none"> <li>o 47% of front yard is landscaped.</li> </ul>	✓
<b>Parking Location</b>	<ul style="list-style-type: none"> <li>/ The front yard and corner side yard must be equipped with solid, permanent fixtures sufficient to prevent motor vehicle parking in</li> </ul>	<ul style="list-style-type: none"> <li>o Five (5) previously existing parking spaces are included within the front yard but</li> </ul>	X



	contravention of this By-law.	not between the building front wall and the R.O.W.	
<b>Primary Entrance</b>	<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>	<ul style="list-style-type: none"> <li>○ Primary entrance is located on the front façade with direct access to the street.</li> <li>○ The lot grading and building programming does not allow for a second entrance from the front façade.</li> <li>○ A common entrance is located on the interior façade of the building with access from the surface parking area.</li> </ul>	<p>✓</p> <p>X</p>
<b>Window Area</b>	/ The front facade must comprise at least 25 per cent windows.	○ 35 per cent of the front façade is comprised of windows.	✓
<b>Building Articulation</b>	/ 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.	○ 28% of the front façade area is recessed from the front line setback at least 0.6m.	✓
<b>Bedroom Count</b>	<p>In the case of a lot of 450 square metres or greater:</p> <p>/ at least 25 per cent of dwelling units must have at least two bedrooms.</p>	○ 49% of units provide at least two bedrooms.	✓
<b>Garbage Room Access</b>	/ Minimum 1.2 metres in width;	○ 2.1 metres	✓

<b>Front Pathway (139.4)</b>	/ Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6m of soft landscaping.	○ 23m	✓
	/ The width of a walkway may not exceed: 1.8 m.	○ Width of walkway is 1.71 metres.	✓
	/ A walkway giving access to a storage area for containerized waste may not exceed 2.2m in width.	○ Width of walkway is 2.2 metres.	✓

### 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
<b>Min. Residential Vehicle Parking (Area Y)</b>	<b>Low-rise Apartment:</b>  / No spaces for the first 12 units; then 0.5 spaces per dwelling unit = <b>9.5</b>	○ 10	✓
<b>Min. Visitor Parking</b>	<b>Low-rise Apartment:</b> ○ 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	✓
<b>Min. Residential Bicycle Parking</b>	2. 0.5 spaces/unit = 15	/ 22	✓
<b>Bicycle Parking Access Route</b>	3. Minimum of 1.5 metres	○ 1.5 metres	✓
<b>Bicycle Parking Orientation</b>	4. 50% vertical or stacked and the remainder horizontal.	○ 100% horizontal	✓
<b>Bicycle Space Dimensions (Vertical)</b>	5. Min Width: 0.5 metres 6. Min Length: 1.5 metres	○ Min Width: 0.5 metres ○ Min Length: 1.5 metres	✓
<b>Aisle and Driveway Width</b>	7. m minimum for a double traffic lane leading to a parking garage or lot	/ Driveway: 6.0 m / Aisle (lot): 6.0 m	✓ ✓

	8. 6.7 m minimum aisle for parking garage or lot serving non-residential uses		
<b>Driveway Width (Table 139.3)</b>	9. Maximum width of a shared driveway is 3m  10. Maximum width of a double-wise driveway is 5.5 metres to 6 metres.	○ 6 metres	✓
<b>Loading Space</b>	/ No loading space required for residential uses.		
<b>Parking lot landscaping</b>	11. A minimum of 15% of the area must be provided as perimeter or interior landscaped area.  12. 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
<b>Parking Lot Landscape Buffer</b>	/ Abutting a street: 3 metres / All other areas: 1.5 metres	/ 0.94 metres / 1.5 metres	X ✓

### 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:

13. 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
<b>Min. width of private way</b>	6m	6m	✓
<b>Min. setback for any wall of a residential use to a private way</b>	1.8m	>1.8 metres	✓



<b>Min. setback of a garage entrance from private way</b>	5.2m	N/A	✓
<b>Min. separation between buildings within a Planned Unit Development</b>	For buildings equal to or less than 14.5m: 1.2m	/ >1.2 metres	✓
<b>Parking</b>	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		✓
<b>Landscaping</b>	<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 requirements of Sections 139 and 140. (By-law 2020-289).</p>		✓
<b>Other</b>	<ul style="list-style-type: none"> <li>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).</li> </ul>		✓

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.**

## 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 site layout provisions.



Figure 3 Revised Building Design.

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

**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.

**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.

**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.

**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.

**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.

#### **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.

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

Please feel free to contact us at [beed@fotenn.com](mailto:beed@fotenn.com) with any questions for requests for additional information.

Sincerely,



Tim Beed, MCIP RPP  
Senior Planner