

**Subject: Zoning By-law Amendment - 1806 Scott Street**

**File Number: ACS2024-PRE-PS-0043**

**Report to Planning and Housing Committee on 27 March 2024**

**and Council 3 April 2024**

**Submitted on March 14, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

**Contact Person: John Bernier, Planner, Development Review Central**

**613-580-2424 ext.21576, john.bernier@ottawa.ca**

**Ward: Kitchissippi (15)**

**Objet: Modification du Règlement de zonage – 1806, rue Scott**

**Dossier: ACS2024-PRE-PS-0043**

**Rapport au Comité de la planification et du logement**

**le 27 mars 2024**

**et au Conseil le 3 avril 2024**

**Soumis le 14 mars 2024 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale de la planification, des biens immobiliers et du  
développement économique**

**Personne ressource: Examen des demandes d'aménagement centrale**

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**Quartier: Kitchissippi (15)**

## REPORT RECOMMENDATIONS

1. That the Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1806 Scott Street, as shown in Document 1, to permit a four-storey apartment building with 16 dwelling units, as detailed in Document 2.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of April 3, 2024, subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification du Règlement de zonage 2008-250 visant le 1806, rue Scott, un bien-fonds illustré dans le document 1, afin de permettre la construction d’un immeuble résidentiel de quatre étages abritant 16 logements, comme l’expose en détail le document 2.
2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la Loi sur l’aménagement du territoire, à la réunion du Conseil municipal prévue le 3 avril 2024 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1806 Scott Street

**Owner**

2851944 Ontario Inc

**Applicant**

Fotenn Planning + Design

**Architect**

Open Plan Architects Inc.

**Description of site and surroundings**

The site is positioned south of the Transitway, on the southwest corner of Scott Street and Rockhurst Road. The property is a rectangular lot approximately 630 square metres in size with 23 metres of frontage on Scott Street and 30.8 metres of frontage on Rockhurst Road. The neighbourhood is characterized by a blend of low-rise residential, with a mix of commercial uses located 250 metres to the south on Wellington Street.

**Summary of proposed development**

The proposal seeks to demolish an existing two-storey dwelling to construct a four-storey apartment building, including a total of 16 dwelling units, containing a mix of nine (9) bachelors, one (1) one-bedroom, two (2) one-bedroom plus den, and four (4) two-bedroom units. The proposed includes removing the three parking spaces fronting onto Scott Street and reestablishing two parking spaces fronting Rockhurst Road, placing them in a location furthest away from the intersection without affecting at-grade amenity space in the rear yard. To support this development, applications for a Zoning By-law Amendment (File Number D02-02-23-0007) and Site Plan Control (D07-12-23-0006) have been submitted.

**Summary of requested Zoning By-law amendment**

A Zoning By-law amendment is required to rezone the property at 1806 Scott Street from Residential First Density, Zone Subzone MM (R1MM) to Residential Fourth Density, Subzone UD, Exception XXXX (R4UD[XXXX]) to permit the construction of a four-storey apartment building with 16 dwelling units. The following summarizes the site-specific zoning provisions required:

- Reduction in the minimum front yard setback to 3 metres, whereas 4.5 metres is required;

- Allowing two parking spaces to be re-established in the corner side yard, whereas parking spaces are not permitted within a corner side yard;
- Permitting a maximum driveway width of 5.3 metres;
- Relief from Section 161 (15)(h) regarding architectural articulation of the front façade.

## **DISCUSSION**

### **Public consultation**

A public open house was held virtually on April 26, 2023.

The meeting was led by the Applicant Team and moderated by the Ward Councillor. Approximately 30 residents were in attendance. The main concerns voiced during this meeting were: a lack of onsite parking, privacy, impact on traffic, height and density, and the aesthetics of the proposed building.

For this proposal's consultation details, see Document 6 of this report.

### **Official Plan designation(s)**

The subject site is located within the Inner Urban Transect Policy Area, designated as a Corridor – Mainstreet, and subject to the Evolving Neighbourhood Overlay on Schedule B2 of the Official Plan. This policy context seeks to achieve an urban pattern of built form, site design and mix of uses, the prioritization of walking, cycling and transit.

### **Other applicable policies and guidelines**

The proposal is subject to the Urban Design Guidelines for Low-rise Infill Housing. These guidelines aim to foster low-rise residential infill development that enhances streetscapes and landscaping while promoting a compact urban form to conserve land and natural resources. They seek to ensure new developments fit well within existing neighbourhoods, respecting their character, architectural, and landscape heritage. The guidelines advocate for housing designs that are varied, high-quality, and identity-rich, with a focus on front doors and windows over garages. They encourage increased soft landscaping over asphalt in front and rear yards.

### **Planning rationale**

The proposed low-rise apartment building is consistent with the objectives of Section 2 of the Official Plan, addressing themes such as Intensification, Energy and Climate Change, and fostering Healthy and Inclusive Communities as detailed in Section 2.2. The proposed infill presents a denser, urban fabric, that is more supportive of transit

and active modes of transportation. This is achieved by situating more residents in proximity to existing infrastructures, services, and transit options, thereby enhancing urban efficiency and reducing reliance on private vehicle use. Specifically, the development proposes to reduce the number of parking spaces to two (one resident and one visitor/car-share), while introducing interior and exterior bicycle parking at a rate of one per unit, which is double the required rate under the Zoning By-law. The site is also well served by buses and is approximately 750 metres to both the Westboro Transit Station and the Tunney's Pasture Transit Station. Services are located within a reasonable walking distance 250 metres away on Richmond Road and Wellington Avenue West, which includes access to a large grocery store and other amenities within the 15-minute neighbourhood (Section 2.2.4).

Low-rise residential infill projects such as this are considered gentle intensification, by increasing density while being sensitive to the existing context. Section 4.6.6 contains policies that relate to compatible infill. Much of this section is dedicated to mid- to high-rise infills, as these can pose greater impacts, especially within a low-rise context. Where low-rise is proposed, Policy 6 states that buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. All of these measures are being incorporated in the proposed site development to fit in with the surrounding properties.

Compatibility is further examined in the Urban Design Guidelines for Low-rise Infill Housing. Specifically, Section 3.2.2 requests that when larger developments are proposed to back on to lower-scale residential properties, they are to provide a suitable buffer zone to address massing and privacy concerns. Buffer can be looked at as either physical separation or screening. In this instance, the proposed development employs both measures to lessen the impacts that this new building would have on the property to the south. These include: a 9.3 metre rear yard setback; retaining two of the existing trees in the rear yard; introducing five Pyramidal English Oak columnar trees along the rear property line; and providing a 2.13-metre-tall privacy fence along the entire length of the rear property line.

Scott Street is identified as a Mainstreet Corridor. Section 6.2 of the Official Plan distinguishing Mainstreet Corridors from other corridor categories by setting forth specific policies for their development. According to Table 7, within the Inner Urban Transect, Mainstreet Corridors are permitted to support a diverse array of building forms, from low-rise to high-rise structures, with a mandatory minimum of two storeys and a possible maximum of 40 storeys, dependent on the roadway's width and the necessity for a smooth transition in building scale. Considering these policies, this portion of Scott Street is anticipated to transition from its current suburban character of

single-storey, detached homes, with significant setbacks and individual driveways, towards a denser, more urbanized configuration as what is being proposed. Additionally, the Scott Street right-of-way (ROW) is approximately 20 metres wide or 60 metres wide if the transitway and Amanda Avenue are considered. Therefore, the proposed development of a four-storey building is an appropriate given the large ROW, while still maintaining good transition to the surrounding one and two-storey residential buildings.

Per Section 6.3, neighbourhoods earmarked for low-rise designation are anticipated to retain their character while accommodating a diverse array of low-rise housing formats, contributing to the city's intensification objectives as depicted in Tables 2 and 3b of the Official Plan. The 'Evolving Neighbourhood Overlay' of the Official Plan encourages transformation, advocating for the introduction of new building forms and housing typologies, such as those classified under "missing middle housing".

Section 6.3.1 (5), specifically permits higher densities and heights, including predominantly apartment and shared accommodation forms, in areas close to rapid-transit stations, Corridors and major neighbourhood amenities.

In this context, the proposed 16-unit low-rise apartment building exemplifies how low-rise development can contribute to the city's density goals along Mainstreet Corridors and within the Evolving Neighbourhoods designation, while being sensitive to its existing context.

### **Recommended Zoning**

In order to accommodate the proposed 16-unit, low-rise apartment building, it is necessary to rezone the property from Residential First Density Zone Subzone MM (R1MM) to Residential Fourth Density Subzone UD Exception XXXX (R4UD[XXXX]). The R4 Zone allows the use in a more compact format. It is worth acknowledging that the existing two-storey home is presently a multi-unit building, with a building footprint that occupies a large amount of the site area. The proposed apartment building will have a reduced front yard setback than existing but will have greater setbacks in the corner and interior side yards. The proposed rear yard setback is largely consistent with the setback of the existing building.

As detailed in Document 2, the proposed Zoning By-law Amendment requires site-specific zoning provisions as follows:

- The proposal seeks a reduction in the minimum front yard setback to 3 metres, whereas 4.5 metres is required under the zoning by-law. The setback is reflective of the need to match the existing setbacks established at the

street without exceeding the minimum setbacks provided in Table 162A – R4 Subzone Provisions, in this case 4.5 metres. The proposed reduction in setback is more consistent with an urban context (OP Section 4.6.5.2) and better reinforces the street corner without compromising sightlines. The reduction also allows for a larger rear yard setback and amenity space to be provided.

- Relief is required to permit the proposed two parking spaces in the corner side yard and to allow the driveway to be a maximum of 5.3 metres wide. These restrictions are contained within Section 109(3)(a) regulating the location of parking in Residential Zones and from Section 140 pertaining to Low-rise Residential Development within the Mature Neighbourhoods Overlay.

The Streetscape Character Analysis included in this application reveals that while a minority of properties (six out of 21) feature parking in the front/corner side yard or have double-wide driveways, this pattern is not the dominant character in this area. Originally, the proposal aimed to situate parking in the rear yard, aligning with Zoning By-law requirements except for the driveway width. However, City Staff recommended positioning the parking in the corner side yard instead. This adjustment enhances the rear yard's utility as amenity space and increases the overall area dedicated to soft landscaping on the site.

Additionally, existing conditions on site include three front yard parking spaces with direct access from Scott Street and another three from Rockhurst Road. The new parking scheme reduces both the number of front/corner side yard parking spaces and the overall number and scale of private approaches and moves the parking furthest away from the intersection to improve safety. This change facilitates a move towards a more pedestrian-friendly streetscape, with fewer pedestrian-vehicle conflicts, and supports the development of more livable units within the building.

Moreover, this amendment aligns with Section 6.2.1 (4) of the Official Plan, which stipulates that developments on corner sites within the Corridor Designation should have their driveways access from the side street.

- Section 161(15)(h) requires 20 per cent of the front façade area to be located 0.6m further from the front yard setback. This provision is meant to influence more architectural expression and improve urban design. Section 161(15)(j) allows relief from the above requirement if a development includes a balcony

for each unit at or above the first floor. The proposed amendment is consistent with this provision, as the building will have a balcony for every front-facing unit, save for the ground floor unit.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Leiper provided the following comments:

With the direction of change in neighbourhoods close to major transportation corridors such as Scott Street (acting as a major route for driving, cycling, and public transit), this is a proposal sensitive to the density that will come to these Mainstreet Corridors, with consideration for the low-rise neighbourhoods in proximity to them.

Since an open house held on this proposal, a number of resubmissions have been made to address issues raised by city staff and local residents; these included concerns about the building materials used for the façade of the building, the location of outdoor bike parking, and privacy concerns from neighbours. I'm pleased by the applicant's modifications to their original submission in order to address the concerns of the most immediate neighbours to the proposal.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendation.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations of this report.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all.
- A city that is green and resilient.



## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-23-0007) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to due to issues needing to be resolved with the Site Plan Application (D07-12-23-0006) that would have zoning implications.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map / Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Site Plan

Document 4 Landscape Plan

Document 5 Elevations

Document 6 Consultation Details

## **CONCLUSION**

The Planning, Real Estate and Economic Development Department supports the application and proposed Zoning By-law Amendment. The proposal is consistent with the Official Plan policies in the Inner Urban Transect Policy Area, Mainstreet Corridor Designation, as well as those related to the Evolving Neighbourhoods Overlay. The recommended amendment to the Zoning By-law is suitable for the site.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.



Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

# Document 1 – Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)



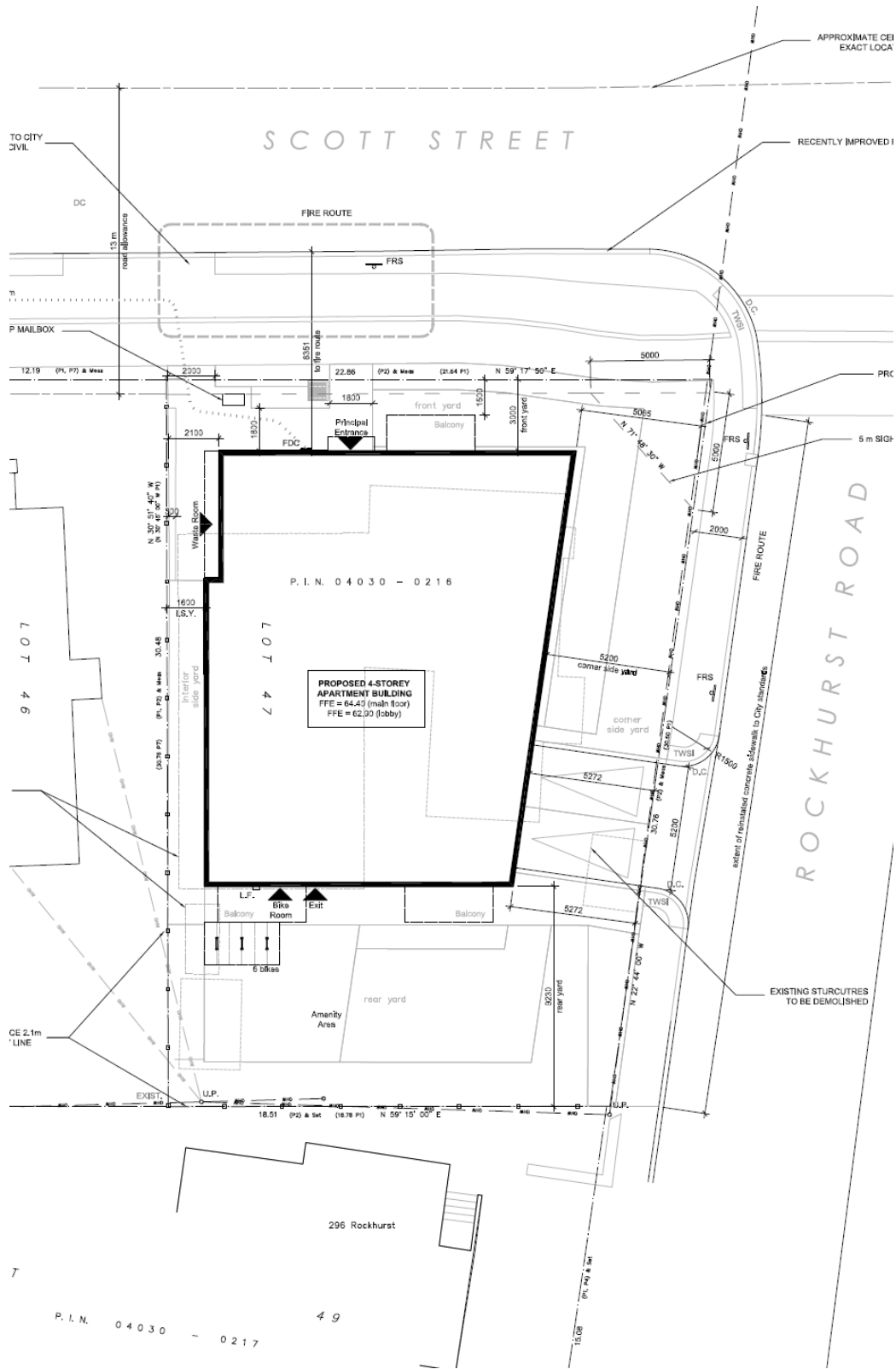
		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN D'EMPLACEMENT	
D02-02-23-0007 D07-12-23-0006	24-0193-D	<b>1806 rue Scott Street</b>	
I:\CO\2023\ZKPI\Scott_1806		 Area A to be rezoned from R1MM to R4UD [XXXX] Le zonage du secteur A sera modifié de R1MM à R4UD [XXXX]	
©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE			
REVISION / RÉVISION - 2024 / 02 / 16			

## Document 2 – Details of Recommended Zoning

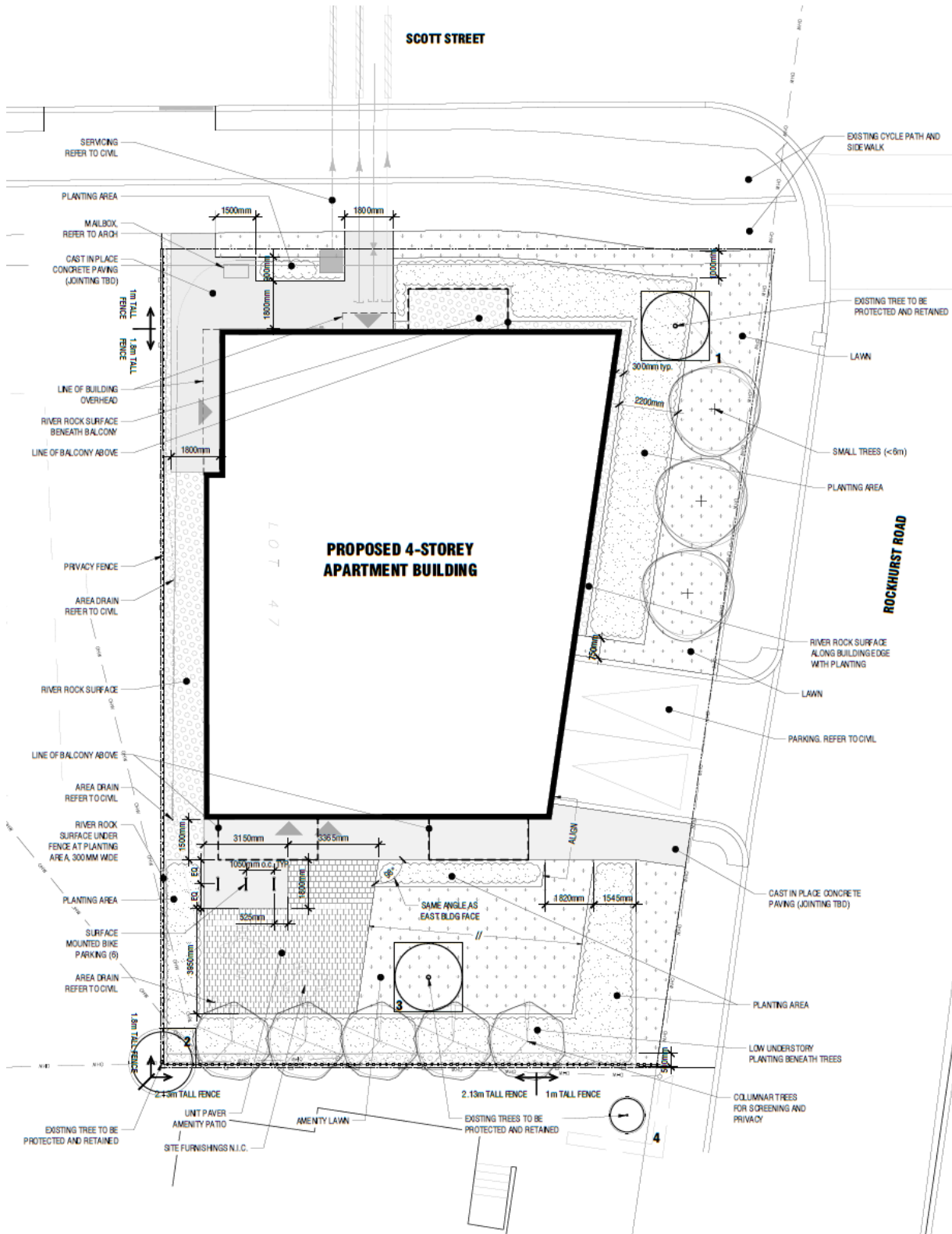
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1806 Scott Street:

1. Rezone the lands as shown in Document 1.
2. Amend Section 239, Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect to the following:
  - a. In Column II, “Applicable Zones”, add the text, “R4UD [xxxx]”
  - b. In Column V, “Exception Provisions – Provisions,” add the following:
    - i. The minimum front yard setback is 3 metres;
    - ii. A maximum of one residential parking space and one visitor or car-share space and an associated driveway are permitted in a corner side yard, located between the corner side wall of the residential use building and the street;
    - iii. Maximum permitted driveway width is 5.3 metres;
    - iv. Section 161 (15)(h) does not apply.

Document 3 – Site Plan



Document 4 – Landscape Plan



# Document 5 – Elevations



## Document 6 – Consultation Details

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public open house was also held virtually on April 26, 2023. The presentation was provided by the Applicant and the Councillor's Office moderated the question period. Approximately 30 people were in attendance.

### Public Comments and Responses

#### Comment:

Lack of resident parking: With no designated parking for tenants, residents worry that the streets will become congested, especially during winter months.

#### Response:

As detailed in the zoning report, the site is equidistant to two transit station, and is well within walking distance to all of the essential amenities that reduce the need for a personal vehicle. The site development includes two spaces: one dedicated for a residential unit, and one that can be flexibly used for visitor or a car-sharing space.

#### Comment:

Housing crisis and support for land use change: Some residents support the project as a way to address the housing crisis and provide more affordable living spaces.

#### Response:

The proposal will introduce 16-units to an area that is dominated by single-family homes. While there is no expressed intention to make the units affordable, the units proposed are smaller and more affordable relative to owning a single-family home. This provides people with the opportunity to live in such a desirable and well-served neighbourhood.

#### Comment:

Privacy concerns: Neighbours are concerned that the apartment building will violate the privacy of surrounding residential properties due to its height and close proximity.

Response:

As detailed in the report, the proposed building will be located approximately 9.3 metres from the side yard of the property to the south. In addition to this setback, two trees will be retained, and a 2.13 metre privacy fence will be erected along the entire length of the rear property line to provide immediate buffering. In addition to this, the proposal includes five Pyramidal English Oak columnar trees, which grow tall and slender, and are known to retain some of their foliage throughout the winter months.

Comment:

Impact on community culture and traffic flow: Some believe that increasing population density in the area will disrupt the community culture and worsen traffic congestion.

Response:

The proposed low-rise infill is a gentle form of densification. While this unit type is not characteristic of the immediate context, it is respectful of it by providing a modest increase in height, oriented towards an arterial road. Again, the reduction in the number of parking spaces will result in fewer vehicle trips and more reliance on public transit.

Comment:

Inappropriate height and density: Many residents feel the proposed building is too tall and dense for the neighbourhood, setting a precedent for similar developments.

Response:

A four-storey, low-rise building is compatible with other lower typologies. Corridors are expected to contain greater densities and heights while allowing for a gradual decrease into the established neighbourhood. Each development application is assessed on its own merits.

Comment:

Insufficient parking: With only two parking spaces, residents worry about increased on-street parking and congestion.

Response:



On-street parking is regulated by the City's Parking By-laws. It would be unrealistic and unsustainable for a resident to own a vehicle and not have a dedicated parking space on site. Therefore, this type of development will attract those that are looking for accommodations that are near transit and amenities, and do not require a personal vehicle.

Comment:

Aesthetics and neighbourhood character: Some residents argue that the building design does not fit the neighbourhood's character and could lead to a decline in property values.

Response:

Staff agree that the building is designed in a way that is different than the existing housing. However, without a specific set of design criteria that you might find in a Community Design Plan, the architectural expression, especially in terms of colour and material, is not something that we can regulate. While it is characteristically different, it is still in-keeping with the desirable functional elements that contribute to the neighborhood. The building is connected to the street, reduces the number of private approaches, includes balconies, and plantings to improve the pedestrian experience. There is no evidence to suggest that the proposed development will have any negative impact on property values.

The Community Association is aware of the Application and has not provided comments during the circulation period.