

Subject: Zoning By-law Amendment – 1950 Scott Street, 312 and 314 Clifton Road

File Number: ACS2025-PDB-PSX-0001

**Report to Planning and Housing Committee on 19 March 2025
and Council 26 March 2025**

**Submitted on March 13, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

**Contact Person: Jean-Charles Renaud, Planner III, Development Review, Central
613-223-7273, Jean-Charles.Renaud@Ottawa.ca**

Ward: Kitchissippi (15)

**Objet : Modification du Règlement de zonage – 1950, rue Scott, 312 et 314,
chemin Clifton**

Dossier : ACS2025-PDB-PSX-0001

Rapport au Comité de la planification et du logement

le 19 mars 2025

et au Conseil le 26 février 2025

**Soumis le 13 mars 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Jean-Charles Renaud, Urbaniste III, Examen des projets
d'aménagement, Central**

613-223-7273, Jean-Charles.Renaud@Ottawa.ca

Quartier : Kitchissippi (15)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1950 Scott Street, 312 and 314 Clifton Road, as shown in Document 1, to permit the construction of a 22-storey mixed-use building and remove the Holding Symbol, as detailed in Document 2.
2. That Planning and Housing Committee recommend Council direct Legal staff to enter into a Section 37 Agreement on the terms outlined in Document 5.
3. That Planning and Housing Committee direct that the implementing Zoning By-law not proceed to Council until such time as the agreement under Section 37 of the *Planning Act* is executed by the Owner and registered on title at the properties known as 1950 Scott Street, 312 and 314 Clifton Road.
4. That Planning and Housing Committee direct that the implementing Zoning By-law not proceed to Council until such time as the agreement under Section 37 of the *Planning Act* is executed by the Owner and registered on title at the properties known as 314 and 318 Athlone Avenue, 2006, 2020, and 2026 Scott Street.
5. That Planning and Housing 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 March 26, 2025," 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 1950, rue Scott ainsi que les 312 et 314, chemin Clifton, des biens-fonds illustrés dans le document 1, afin de permettre la construction d'un immeuble polyvalent de 22 étages et de supprimer le symbole d'aménagement différé, comme l'expose en détail le document 2.
2. Que le Comité de la planification et du logement recommande au Conseil d'enjoindre au personnel des Services juridiques de conclure une entente aux termes de l'article 37, selon les modalités décrites dans le document 5.

3. Que le Comité de la planification et du logement demande que le règlement de mise en œuvre ne soit pas soumis à l'examen du Conseil avant que ne soit conclu par le propriétaire l'entente prévue aux termes de l'article 37 de la *Loi sur l'aménagement du territoire* et enregistrés sur les titres de propriété les biens-fonds situés au 1950, rue Scott et aux 312 et 314, chemin Clifton.
4. Que le Comité de la planification et du logement demande que the règlement de mise en œuvre ne soit pas soumis à l'examen du Conseil avant que ne soit conclu par le propriétaire l'entente prévue aux termes de l'article 37 de la *Loi sur l'aménagement du territoire* et enregistrés sur les titres de propriété les biens-fonds situés aux 314 et 318, avenue Athlone ainsi qu'aux 2006, 2020 et 2026, rue Scott.
5. Que le Comité de la planification et du logement approuve l'intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe 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 26 mars 2025 », 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

1950 Scott Street, 312 and 314 Clifton Road

Owner

Granite Private Equity Limited Partnership

Applicant

Morley Hoppner Ltd.

Architect

Hobin Architecture

Description of site and surroundings

The site is located at the south-west corner of the Scott Street and Clifton Road intersection, within the community of Westboro. The rectangular shaped lands have approximately 39 metres of frontage along Scott Street and approximately 49 metres of frontage along Clifton Road, with a total area of approximately 2,176 square metres.

The site represents a land assembly consisting of 1950 Scott Street, 312 and 314 Clifton Road, and includes a vacant one and a half storey building that was previously used by the International Buddhist Progress Society of Ottawa, a vacant three-storey detached dwelling, and a vacant two-storey detached dwelling.

The Scott Street context includes a mix of uses mostly consisting of residential and commercial uses. A 24-storey mixed-use building was recently developed on the adjacent property at 1960 Scott Street and other higher density uses are proposed/approved further west along the Scott Street corridor. Properties located further east along Scott Street generally represent a lower density built-form. To the south of the property is a stable low-rise neighbourhood, and to the north of the property, across Scott Street, is located a multi-use pathway, the Transitway trench, and low-rise residential uses further north.

Brief history of the proposal

In 2019, a Zoning By-law Amendment (D02-02-18-0094) was approved by Council for the construction of a 20-storey (68.5 metres) high-rise building. The current owner has since acquired the property and is seeking to proceed with a high-rise mixed-use building, as outlined in this report.

Summary of proposed development

The current proposal consists of a 22-storey mixed-use building with 241 dwelling units and 195 square metres of commercial space. The existing structures are proposed to be demolished to accommodate the new building.

60 studio units, 123 one-bedroom units, and 58 two-bedroom units are proposed. A ramp from Clifton Road provides access to the underground parking garage with a total of 88 vehicular parking spaces. A drop-off, move-in, and loading area is proposed along Clifton Road to the south of the building. A total of 257 bicycle parking spaces are proposed, including 15 bicycle spaces to serve the commercial uses at-grade. A total of

1,968 square metres of amenity space is proposed, consisting of private balconies and communal amenity areas.

Summary of requested Zoning By-law amendment

The site is currently zoned TM(2581) S400-h (Traditional Mainstreet, Urban Exception 2581, Schedule 400, subject to holding provisions), as per the previous Zoning By-law Amendment. In addition to the zoning provisions currently included under Exception 2581, the following amendments are being sought:

- Remove the holding provisions pertaining to the execution of the Section 37 Agreement.

The following provisions will be removed from the existing site-specific exception:

- Table 197(i)(i) does not apply to an area used for driveway or parking garage access.
- Up to six parking spaces may be provided as tandem parking accessed from a drive aisle.

The proposal also seeks to amend Schedule 400 to revise the setbacks and stepbacks to reflect the proposed built form, which includes a six-storey podium along Scott Street, a four-storey podium along Clifton Road, and a 22-storey tower on the subject lands as shown in Document 3.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Correspondences were received from 13 individuals, two of which expressed support. Concerns related to density, height, urban design, infrastructure pressures, site access, traffic and parking, as well as to the request for removing the Section 37 contributions in favour of Community Benefits Charges were raised.

An open house event was hosted by Councillor Leiper on November 19, 2024, during the formal application review process to present the proposed changes to the zoning to the community.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation

The subject properties are located within the Inner Urban Transect Policy Area, as per Schedule A of the Official Plan. These areas are generally planned for mid- to high-rise mixed-use development, subject to proximity and access to frequent street or rapid transit to support the growth of 15-minute neighbourhoods. Policy 2 of Section 5.2.1 states that large parcels of land within the Inner Urban Transect notably require permanent and high-quality public pedestrian networks within development sites. Policy 5 of Section 5.2.1 states that this policy area is generally planned for mid- to high-density urban development forms, where parking is to be arranged in a common parking area, such as an underground parking garage. Section 5.2.2 further prioritizes walking, cycling and transit instead of automobile use by ensuring vehicle access does not erode the public realm, is only provided for large-scale developments, and that parking is hidden from view of the public realm. Policy 2 of Section 5.2.3 outlines that high-rise development is permitted if the planned right-of-way width is greater than 30 metres, subject to appropriate height transitions.

Schedule B2 further identifies the property as being within the Mainstreet Corridor designation. Mainstreet Corridors permit a mix of uses, including residential buildings with commercial uses at-grade. Policy 2 of Section 6.2.1 outlines that buildings shall establish the maximum permitted heights and densities close to the corridor subject to appropriate setbacks and transition in land use, site design, and character. The lands are also affected by the “evolving” overlay, which is applied to areas in close proximity to Hubs and Corridors and is meant to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for new built forms and more diverse functions of land.

Other applicable policies and guidelines

The subject properties are also located within the Richmond Road / Westboro Secondary Plan. Schedule A of the Secondary Plan identifies the property as being located within Planning Area Sector 5, being the Scott Street / Westboro O-Train Station area. This sector encourages the development of transit-supportive uses in a higher and more compact form. This secondary plan further supports high-rise development on larger lots where compatibility and transition can be achieved to adjacent low-rise neighbourhoods.

The proposed development is also subject to the Urban Design Guidelines for Development along Traditional Mainstreets, Transit Oriented Development Guidelines, and the Urban Design Guidelines for High-rise Buildings.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment and Site Plan Control applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at an informal review meeting, which was open to the public.

The informal review meeting for the Zoning By-Law Amendment and Site Plan Control applications was held on October 4, 2024.

The panel was successful in aiding in the implementation of the following:

- Centrally locating the main entrance along Scott Street. Paving material patterns and planters have been appropriately adjusted to accommodate this revision.
- Consideration of the appropriate utilization of materials and colours of the building.

Planning rationale

Having considered the policies in the Official Plan, as highlighted in this report, staff are of the opinion that the proposed development is consistent with the policy framework.

Official Plan

The proposed development exhibits and is consistent with an urban pattern of development, as described in Section 5, Table 6 of the Official Plan, including a shallow front yard, principal entrances at-grade with direct relationship to the public realm, areas of formal landscape, and common parking areas screened from the public realm.

Large parcels of land within the Inner Urban Transect require permanent and high-quality public pedestrian networks within development sites, as per Section 5.2.1.2 of the Official Plan. The proposed high-rise apartment building has frontage along Scott Street and contributes to improvement of the pedestrian realm along this corridor between Westboro and Tunney's Pasture O-train stations. As such, the proposed development is consistent with what is envisioned for the Inner Urban Transect Policy Area.

The proposed development aligns itself with the intent of policies within Sections 5.2.1.4, 5.2.2.2 and 5.2.2.3 by enhancing the urban character of the Inner Urban Transect and contribute towards the development of a 15-minute neighbourhood by incorporating commercial uses at-grade, and by prioritizing active transportation in close proximity to the future Westboro O-Train Station through the provisions of a 1:1 ratio of bicycle parking spaces per dwelling unit.

Further, motor vehicle parking will be hidden from the public realm through the provision of an underground parking garage, resulting in the adequate management of motor vehicle parking within the Inner Urban Transect.

Sections 6.2.1.2, 6.2.1.3 and 6.2.1.4 outline policies for development within the Mainstreet Corridor Designation which seek to locate the highest densities closest to the corridor, subject to adequate transitions to adjacent designations, in addition to the creation of a dense mixed-use environment that adequately addresses the Corridor and provides for vehicular access from a parallel or side street. The proposal represents an intensification of land within a Mainstreet Corridor, providing a mixed-use building which directly abuts and responds to the public realm along Scott Street. The proposed high-rise building appropriately responds to the policies relating to the provision of a transition in height by providing appropriate setbacks and setbacks, which includes a four-storey podium as well as vehicular access to the underground garage incorporated within the building massing along Clifton Road. Enclosing the proposed ramp to the parking garage within the built form of the podium contributes to an improvement from the previous proposal relating to the transition from the subject lands to the low-rise neighbourhood to the south.

The inclusion of a 1:1 bicycle parking space per unit ratio will support walkability and transit within the Westboro neighbourhood. Although a request for relief to the minimum parking rate was initially part of the requested zoning relief, Bill 185 recently introduced amendments to the *Planning Act* which had the effect of no longer permitting municipalities to impose minimum parking rates in areas surrounding existing or planned higher order transit stations or stops, such as the Scott Street Corridor and Westboro O-train Station. While no parking spaces are required to be provided, 88 vehicular parking spaces are being proposed within this development, 25 of which are reserved for visitors.

Urban Design policies contained within Section 4.6 of the Official Plan seek to enable the sensitive integration of new developments to ensure Ottawa meets its intensification targets while considering liveability for all. An updated sun-shadow analysis was submitted with this application which demonstrates a very minimal increase in the shadow impacts when compared to the previously approved development, especially given the large separation between the site and community to the north due to the presence of the O-Train corridor. The updated wind study indicates that the previous and current proposals are similar in massing, and that wind conditions will be suitable for the intended pedestrian uses that are expected surrounding the site.

Secondary Plan

Section 2.2 of the Secondary Plan outlines underlying objectives and principles for the planning area. Objective One provides goals for intensification at an appropriate and compatible scale to the surrounding land uses. Further, Section 4.2 outlines that heights in excess of six-storeys can be contemplated along Scott Street where building heights are permitted by the Zoning By-law, provide an adequate transition, and supports the goals of Mainstreet Corridors as per the Official Plan. The proposed development achieves the goals of these policies by providing intensification of underutilized lands through the construction of a high-rise mixed-use building with appropriate transition to a four-storey podium along Clifton Road and landscaped buffering, respecting the density and scale of the neighbourhood to the south.

The proposed amendments are consistent with the policies for Sector 5 in Section 5.5 of the Secondary Plan by providing greater heights and mixed-use development on a large site supported by higher order transit.

Urban Design Guidelines

The proposed development improves and aligns with the pedestrian realm along Scott Street, creates attractive outdoor amenity spaces, provides articulation in massing and transition with appropriate setbacks, is rich in architectural detail, is compatible with adjacent sensitive uses, screens the underground parking ramp, includes street trees, and prioritizes transit, walking, as well as active transportation.

As such, the proposal implements and is consistent with a number of the guidelines within the Urban Design Guidelines for High-Rise Buildings, Urban Design Guidelines for Traditional Mainstreets, and Urban Design Guidelines for Transportation Oriented Development.

Zoning By-law Amendment

The site is currently zoned TM(2581)S400-h (Traditional Mainstreet, Urban Exception 2581, Schedule 400, subject to holding provisions). As detailed in Document 2, the proposed zoning by-law amendment has the effect of rezoning the site to remove the holding symbol (-h), include additional site-specific provisions (maintaining most of those already included within the current exception 2581) as well as amending the existing zoning schedule (Schedule 400). The following summarizes the additional site-specific zoning provisions and planning rationale:

- Removal of the holding symbol (-h) which can only be lifted following a Section 37 Agreement being entered into and executed prior to Site Plan Control approval is appropriate, as the by-law authorizing the proposed amendments will

not be brought to Council until such time a Section 37 Agreement has been entered into with the City, eliminating the need for the holding symbol.

- Permitting a 4.0 metre setback for the tower from the front lot line, a 4.5 metre setback for the tower from the corner lot line, a 10.5 metre setback for the tower from the interior side lot line, and a 20.5 metre setback for the tower from the rear lot line are suitable setbacks and ensure an adequate transition of the tower from the adjacent tower to the west, as well as the residential uses to the south. The tower is situated close to the Scott Street Corridor and includes a tower floorplate less than 750 square metres with appropriate tower separations, as well as stepbacks and setbacks that establish appropriate articulation in massing consistent with the direction of the Official Plan and Urban Design Guidelines.
- Permitting a 3.0 metre podium setback from the front and corner side lot lines is appropriate and contributes to the activation of the streetscape and improvement of the public realm along Scott Street and Clifton Road. A reduced rear yard setback for the podium to 4.5 metres is also appropriate, as this was a result of enclosing the underground parking ramp within the massing of the podium, providing a better transition in built form to the low-rise residential uses to the south. Further, the approved development on 316-322 Clifton Road, consisting of six townhouse buildings with a total of 29 dwelling units, has been designed to integrate with the proposed high-rise building on the subject lands through setbacks providing adequate side-yard conditions along Clifton Road, and provide for further transition in height and density to the low-rise neighbourhood to the south.
- The proposed increase in tower height from 68.5 metres (20 storeys) to 69 metres (22 storeys) will be reflected in an updated Schedule 400 (Document 3). This increase in height is suitable for the area as it represents a small increase in height to support densification along a Mainstreet Corridor, consistent with the policies of the Official Plan. Additionally, the proposed building still responds positively to the surrounding context due to the careful use of articulation and building materials to mitigate impacts of the massing on the surrounding properties.

Section 37 Agreement

At the time of approval of the original Zoning By-law Amendment application in 2019, Section 37 of the *Planning Act* permitted the City to authorize increases in the height and density of a development above the levels otherwise permitted by the Zoning By-law in return for the provision of community benefits. The following Section 37

benefits, providing a total monetary contribution of \$1,550,000, were approved by Council and included in Part 19 of the Zoning By-law:

- \$775,000 in a Ward 15 specific fund for affordable housing. The use of funds within this Ward 15 fund is under the discretion of the General Manager of Community and Social Services.
- \$325,000 in a Ward 15 specific fund for improvements to road safety in surrounding areas.
- \$200,000 in a Ward 15 specific fund for improvements to cycling infrastructure in the surrounding area.
- \$250,000 in a Ward 15 specific fund for improvements to parks and recreation in the surrounding area.

Section 37 was repealed and replaced in September 2022 with a Community Benefits Charge system. Community Benefits Charge By-law No. 2022-307 was enacted and passed by Council on August 31, 2022. It is applicable to all eligible applications submitted after August 31, 2022. The present application was submitted on November 15, 2022 and is thus subject to the Community Benefits Charge By-law.

Subsection 37.1(3) of the *Planning Act* provides that some of the former provisions of Section 37 as they read before the date of enactment of the Community Benefits Charge system continue to apply to lands identified in the Zoning By-law as being required to provide facilities, services or matters under the former provisions of Section 37. As the Section 37 Agreement required under Part 19 of the Zoning By-law for 1950 Scott Street has not been executed or registered to date, it remains a requirement for redevelopment of the property.

Subsection 19(2) of Part 19 of the Zoning By-law provides that the Owner and the City may modify or amend the required Section 37 Agreement, from time to time upon the consent of the City and the Owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured. As the proposal has substantially changed since the approval of the original Zoning By-law Amendment and new community priorities have been identified, staff and the applicant have negotiated a revision to the required community benefits under Part 19. Approval and direction from Council is required in order to direct staff to enter into a Section 37 Agreement (see Document 5). For clarity, the actual text of Part 19 will not be amended.

The revised details of Section 37 are proposed to include the following:

- An indexed contribution of \$450,000.00 toward a Ward 15 Specific account for local area affordable housing initiatives.
- A non-monetary public benefit to be provided as a contribution requiring the design and construction of a refrigerated ice-skating rink and utility building at Lion's Park, generally in accordance with the concept plan shown in Document 6.
 - In the event that the aforementioned refrigerated ice-skating rink and utility building is unable to be provided by the Owner of the development lands by the prescribed date, an indexed monetary contribution of \$1,100,000.00 towards the rink/building will apply.

The above noted Section 37 provisions are further detailed in Document 5.

Although these revised Section 37 contributions are a requirement of the proposed development at 1950 Scott Street, 312 and 314 Clifton Road, the ice-skating rink portion of the contributions are to be built within Lion's Park, which is adjacent to 314 and 318 Athlone Avenue, 2006, 2020, and 2026 Scott Street. Both of these development sites share the same ownership group, who will be responsible for the design and construction, or monetary contribution towards, of the ice-skating rink. The Section 37 Agreement is therefore to be registered on both development sites, and the forthcoming conditions of approval for the 314 and 318 Athlone Avenue, 2006, 2020, and 2026 Scott Street site will include details on the timing and coordination of the rink with the completion of its first phase.

A new Community Benefits Charge ("CBC") by-law, pursuant to the amended Section 37 of the *Planning Act*, was adopted by Council on August 31, 2022. *The Planning Act* section 37.1 (3) exempts from CBC obligations those developments for which an existing section 37 zoning by-law, requiring a Section 37 agreement under the former regime, had been enacted by Council, as is the case here. As such, and notwithstanding the direction to amend the benefits provided under the Section 37 agreement, a CBC cannot also be levied against the proposed development.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implication in association with this report due to the location of the subject site.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Jeff Leiper offered the following comments:

“I have reviewed the proposed changes and do not have any issues with the changes to the built form, setbacks and parking. The current zoning in place permits a 20 storey tower and the increases in the tower height and podium will have little impact on the adjacent neighbours. Although the changes will entail a significant increase in the number of units, they will increase the housing choices available in Kitchissippi Ward. I am also grateful that staff have been able to navigate the changed benefits regime with the developer, preserving both a significant contribution to affordable housing in the ward as well as cementing a future refrigerated rink in Lions Park”.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the report recommendations.

Regarding recommendations 3 and 4, Legal Services staff will, if these recommendations are approved, work with Planning staff and the applicant to finalize and register Section 37 Agreements to implement the report recommendations. The implementing by-law for the present zoning by-law amendment will not come forward for enactment until after satisfactory Section 37 Agreements have been finalized, executed and registered.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management Implications (from the Engineering - Roads section) resulting from the recommendations of this report.

Servicing capacity requirements to be confirmed at time of site plan. Sanitary capacity is only provided as a guide at time of rezoning. Allocation of sanitary capacity is typically committed on a first come first served basis at time of site plan application.

FINANCIAL IMPLICATIONS

In accordance with the Council-approved guidelines, the revised combined benefits to be secured and provided through a Section 37 Agreement are:

- An indexed contribution of \$450,000.00 toward a Ward 15 Specific account for local area affordable housing initiatives.

- A non-monetary public benefit to be provided as a contribution requiring the design and construction of a refrigerated ice-skating rink and utility building at Lion's Park, generally in accordance with the concept plan shown in Document 6.
 - In the event that the aforementioned refrigerated ice-skating rink and utility building is unable to be provided by the Owner of the development lands by the prescribed date, an indexed monetary contribution of \$1,100,000.00 towards the rink/building will apply.

The contribution of \$450,000 is to be secured prior to the issuance of the first building permit and indexed in accordance with the Statistics Canada Construction Price Index for Ottawa that applies to the type of community benefit being secured, calculated from the date of the Section 37 agreement to the date of payment.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

[2023-2026 Term of Council Priorities](#): Indicate the priority or priorities that support your recommendation(s). The four priorities are a city that: has affordable housing and is more liveable for all; is more connected with reliable, safe and accessible mobility options; is green and resilient; has a diversified and prosperous economy.

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all.
 - Increase housing supply and support intensification.
- A city that is green and resilient.
 - Plant, grow and preserve the urban tree canopy along roadways.
- A city that is more connection with reliable, safe, and accessible mobility options.
 - Support sustainable transportation for residents
 - Improve transit reliability

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-24-0054) was not processed by the "On Time Decision Date" established for the processing of Zoning By-

law amendments due to ongoing discussions related to the updated Section 37 contributions.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Proposed Zoning Schedule

Document 4 Consultation Details

Document 5 Revised Section 37 Provisions

Document 6 Conceptual Outdoor Ice Rink and Utility Building at Lion's Park

Document 7 Renderings of 1950 Scott Street and 312, 314 Clifton Road Proposal

CONCLUSION

Staff support the proposed Zoning By-law Amendment to facilitate the redevelopment of the properties and recommend approval of the application. Staff are of the opinion that the proposed land use will provide an increased housing stock on underutilized parcels of land as well as improve the pedestrian realm along Scott Street, contributing to the improvement of a 15-minute neighbourhood in close proximity to a planned O-Train Station.

The proposed amendments to the Section 37 provisions for the properties are appropriate for the proposed development. Additionally, the zoning provisions detailed herein and recommended for approval reflect a building envelope which represents good planning. The proposal is consistent with the City's Official Plan, Richmond Road / Westboro Secondary Plan, and applicable Urban Design Guidelines, as highlighted in this report.

DISPOSITION

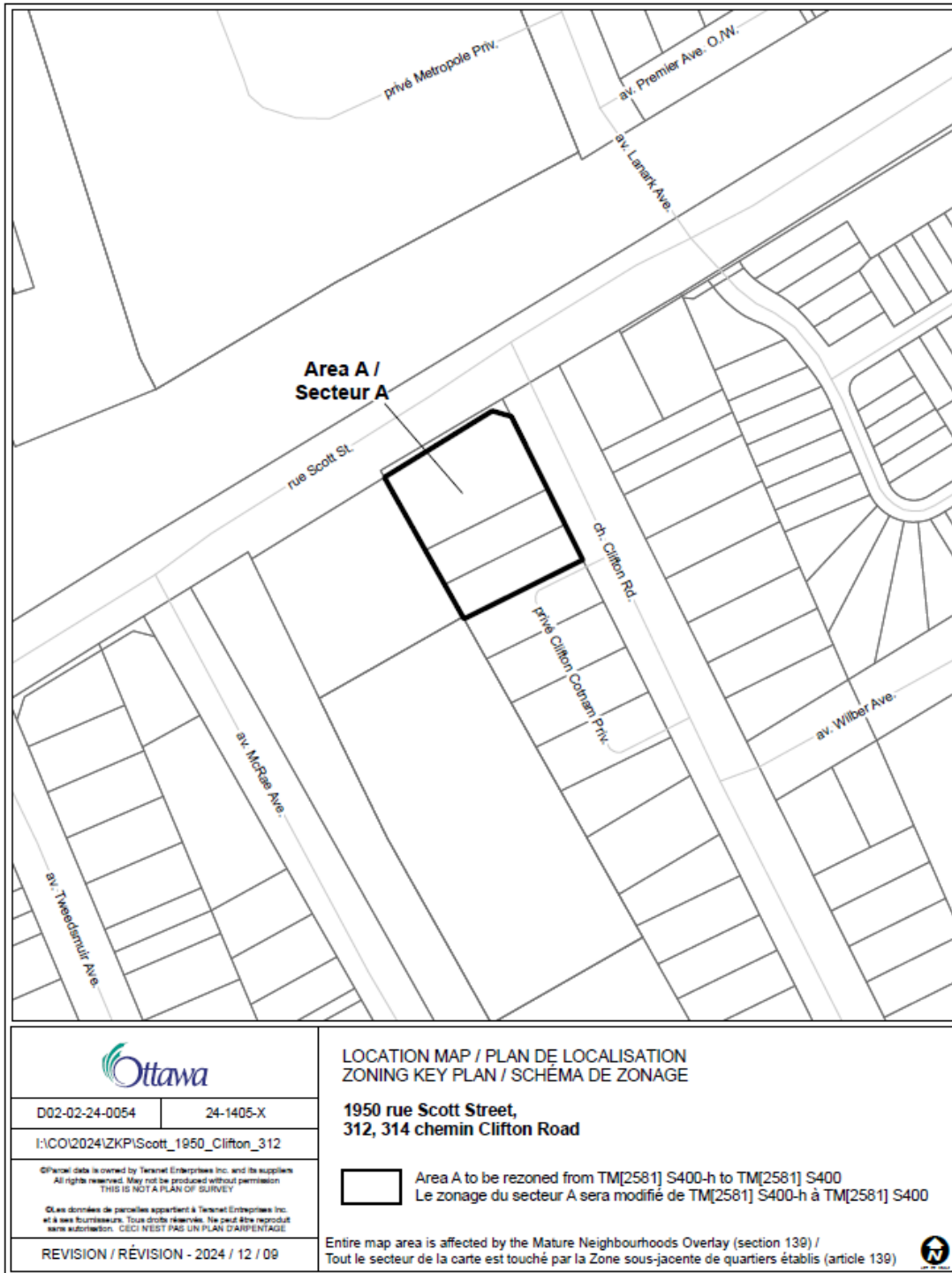
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it 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



For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com)

Location of the subject property, south-west of the Scott Street and Clifton Road intersection.

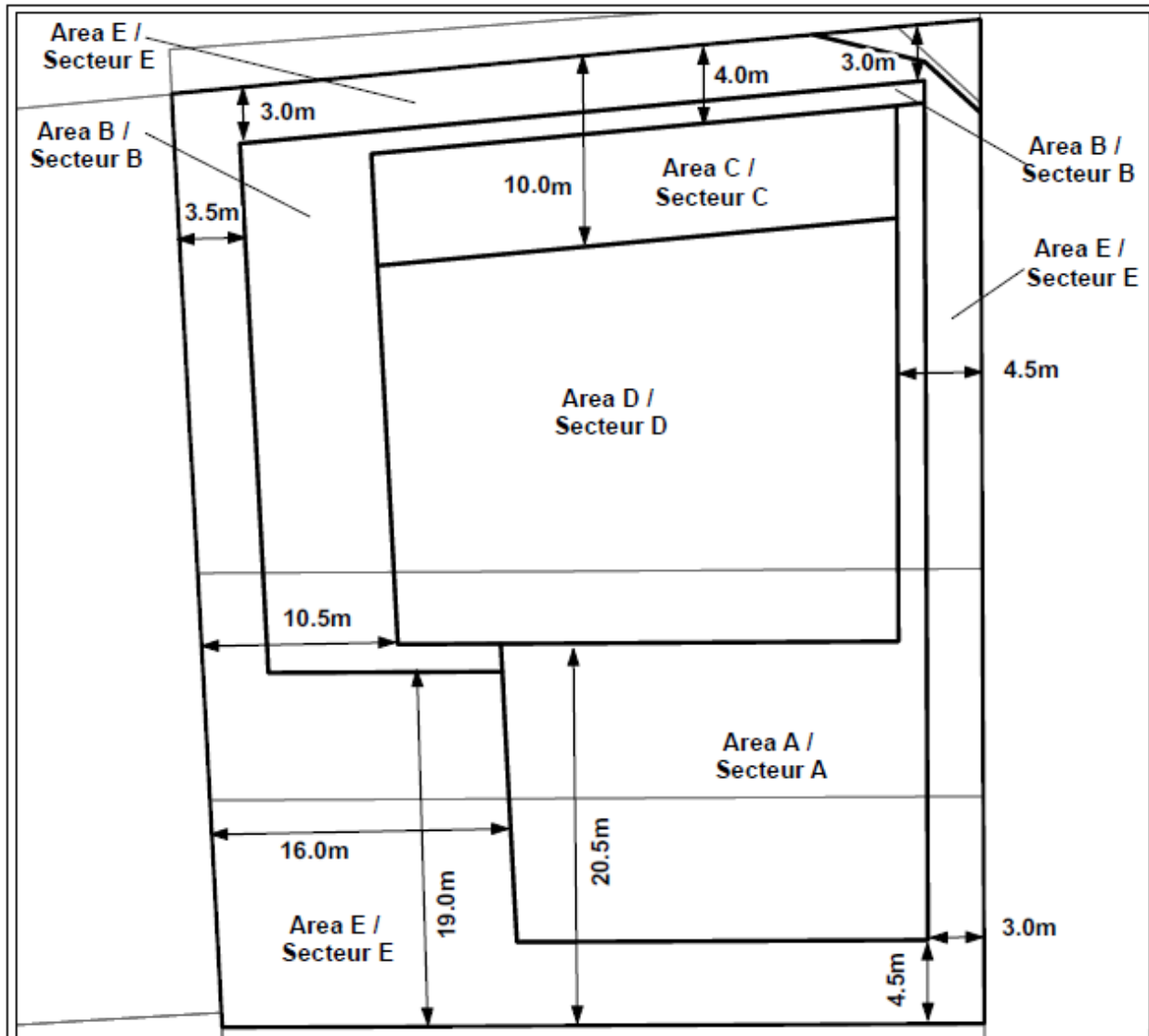
Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1950 Scott Street, and 312 and 314 Clifton Road:

- 1) To rezone the lands as shown in Document 1.
- 2) Amend Part 17 – Schedules, by replacing Schedule 400 with the revised Schedule 400 as shown in Document 3.
- 3) Amend exception 2581 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) In Column II, Applicable Zones revise the text to “TM[2581] S400”
 - b) In Column V, Provisions, replace the text with the following:
 - Table 197(c) does not apply.
 - Minimum required yard setbacks, building setbacks, and maximum permitted building heights are as per Schedule 400.
 - Despite Table 103 (a) and (b), the maximum number of parking spaces permitted is 1.15 per dwelling unit (combined total of resident and visitor parking).
 - Maximum building heights of S400 do not apply to permitted projections under Section 65.
 - Despite Table 111A(a)(b)(c), the minimum number of bicycle spaces required is 1.0 per dwelling unit or rooming unit.
 - The following provisions dealing with Section 37 authorization apply:
 1. Pursuant to Section 37 of the *Planning Act*, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section 16 of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in 2. below of this by-law.

2. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of *the Planning Act* securing the provision of the facilities, services or matters set out in Section 16 of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.
3. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the *Planning Act*, then once such agreement has been executed and registered, such conditional provisions shall continue.

Document 3 – Proposed Zoning Schedule



MAXIMUM PERMITTED BUILDING HEIGHT / LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE		
Area /Secteur A : 15.0m	Area /Secteur D : 69.0m	Minimum required setbacks/ Retraits minimaux requis ↔
Area /Secteur B : 21.5m	Area /Secteur E: No buildings permitted/ Aucun bâtiment permis	Minimum required setbacks/ Retraits minimaux requis ↔
Area /Secteur C : 67.5m		Minimum required stepbacks/ Reculs minimaux requis ↗

D02-02-24-0054 25-0257-X

I:\CO\2025\Zoning\Scott_1950

©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.

©Les données de parcelles appartiennent à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE.

**This is Schedule 400 to Zoning By-law No. 2008-250
Annexe 400 au Règlement de zonage n° 2008-250**

This is Attachment ___ to By-law Number _____, passed _____, 2025
Pièce jointe n° ___ du Règlement municipal n° _____, adopté le _____, 2025

Document 4 – 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. A virtual open house was also hosted by the Ward Councillor on November 19, 2024.

Public Comments and Responses

Comments in Support

The additional height request is considered minor, with some comments suggesting the building could have gone taller. The rear yard setback reduction is viewed as reasonable, given the context to the south. The design of the building is well-received, fitting in with both Scott Street and Clifton. The street setback is expected to allow for a good amount of landscaping.

Staff response:

For the reasons outlined in the staff report, the Zoning By-law Amendment is recommended for approval.

Parking/Traffic

Reduction in parking is opposed. Limiting parking may negatively alter the area's demographics, catering primarily to single residents. Concerns are raised about the potential increase in street parking pressures if on-site parking is limited. Adequate space for deliveries and service vehicles is considered necessary. The traffic analysis is viewed as outdated, and more recent data is requested to better represent current conditions. Increased left turns from Clifton Avenue to Scott Street are expected to create traffic issues. Accessing the parking garage via Clifton Street is described as problematic, particularly for garbage collection. A car-sharing space is suggested as a potential solution. Exclusive reliance on the LRT is seen as unrealistic.

Staff Response

Bill 185 recently introduced amendments to the *Planning Act* which had the effect of no longer permitting municipalities to impose minimum parking rates surrounding existing or planned higher order transit station or stop, such as the Scott Street Corridor and Westboro O-Train Station. While a parking reduction down to zero parking spaces was initially requested, the intent was always to provide underground parking. 88 parking spaces are currently being proposed, 25 of which are reserved for visitors. Since it's

initial submission, the proposal has been revised to include a loading area along Clifton Road. Transportation engineers utilize the most current data available; however, the most recent data is not always the most reliable for analysis. For example, data from 2020-2023 may be skewed due to the impacts of the global pandemic. After multiple revisions to the Transportation Impact Analysis (TIA), transportation staff have reviewed the findings and are confident in the study's conclusions. The location of the parking and loading entrances along Clifton Road, away from Scott Street, has been determined to be most desirable.

Density

An increase in the number of units is concerning. The prevalence of small units is seen as a factor that will attract primarily young, single residents, altering the area's demographic balance. A greater mix of unit sizes is preferred to encourage families and a more diverse age group.

Staff Response

The Official Plan requires minimum of 5 per cent of a building's units to be large household dwellings, which are defined as three-bedroom units, or equivalent floor area. 5 per cent of the proposed units are two-bedroom plus den units, which fit this description. 24 per cent of the units in the building will have two bedrooms, with the remainder consisting of a range of studio, one-bedroom, and one-bedroom plus den units.

CBC/S37

Concerns are raised about the reduction of the CBC (Community Benefits Charge), with a strong preference for funds to be allocated toward making the area more walkable, welcoming, and relaxing. The transition from Section 37 to a CBC agreement is viewed as having potential impacts on the neighborhood.

Staff Response

While the details of the original Section 37 contributions have been altered, the proposed contributions including \$450,000.00 towards affordable housing and the construction of a refrigerated rink at Lion's Park is comparable.

Built Form/Design

Wind tunneling along Scott Street is currently considered excessive, making walking conditions difficult. A reduction in lot size is expected to worsen this issue. The rooftop mechanical system should be shielded from view. A 22-storey height is seen as excessive and expected to create significant shadowing. The proposed reduced setbacks do not align with the official plan and would limit space for rain gardens and tree planting, reducing water absorption and natural light. The introduction of another high-rise in a residential neighborhood raises concerns about privacy, overlooking, and community cohesion. A lower building height of nine to ten-storeys is preferred.

Staff Response

A Wind Analysis has been reviewed within the context of the Site Plan Control application in order to incorporate any necessary mitigation measures ensuring pedestrian level wind conditions are comfortable. All rooftop mechanical systems will be internalized within the mechanical penthouse. The proposed setbacks are consistent with the current site-specific zoning provisions for the podium element. The tower is otherwise setback over 10 metres and 20 metres from the interior side and rear lot lines respectively.

Infrastructure

Existing infrastructure may not be sufficient to accommodate a new high-rise tower.

Staff Response

Engineering Staff have reviewed the proposal to ensure that servicing capacities for the area are suitable for the proposed development.

Environmental

Concerns are raised about energy consumption, the urban heat island effect, and noise pollution from construction. Doubts exist about whether the three proposed trees will have adequate soil volume to reach full maturity, particularly with an underground garage beneath them. More vegetation is suggested to improve what is perceived as a stark and uninviting landscape.

Staff Response

While the Scott Street maintains a hardscaped public realm treatment appropriate for this type of urban environment, the Clifton Road façade and rear yard include many planting areas where trees and shrubs will be planted.

Community Organization Comments

The overall project is well-designed and addresses many common concerns for developments of this type. However, the Westboro Community Association (WCA) cannot fully support it due to unresolved issues related to traffic and overflow street parking, which are among the most frequent concerns raised by residents. The provided Transportation Impact Assessment (TIA) is considered poorly conducted, relying on outdated or misleading data, particularly in assessing traffic conditions on Clifton Avenue and nearby streets. The analysis lacks accurate, up-to-date traffic counts for key intersections, including Scott Street and Island Park Drive, which is critical given the heavy cut-through traffic from Quebec. The failure to properly assess Clifton Avenue's existing traffic capacity and illegal turn rates raises concerns about the development's impact, particularly during peak hours. Without reliable data, residents and city staff cannot accurately gauge the project's transportation effects or determine whether additional restrictions or traffic-calming measures should be implemented using Community Benefit Charges.

While the project is transit-oriented, merely reducing parking spaces is not enough to promote sustainable transportation. The TIA overlooks opportunities to enhance active transportation and transit use, missing a chance to integrate stronger transit-supportive features. For instance, the project could include dedicated car-sharing spaces in the adjacent 1960 Scott property, where outdoor parking is available, and offer incentives such as subsidized car-sharing memberships. The report also fails to acknowledge that the neighborhood is a well-connected 15-minute community with strong cycling and transit infrastructure, making it a prime location for progressive transportation strategies. By going beyond minimum by-law requirements, this development could transition from a good project to a great one, maximizing the benefits of its proximity to transit and fostering a truly multimodal community.

Staff Response:

Bill 185 recently introduced amendments to the *Planning Act* which had the effect of no longer permitting municipalities to impose minimum parking rates surrounding existing or planned higher order transit station or stop, such as the Scott Street Corridor and Westboro O-Train Station. While no parking spaces are required to be provided, 88

parking spaces are being proposed within this development, 25 of which are reserved for visitors. Transportation engineers utilize the most current data available; however, the most recent data is not always the most reliable for analysis. For example, data from 2020-2023 may be skewed due to the impacts of the global pandemic. After multiple revisions to the Transportation Impact Analysis (TIA) including adjustments and revisions at the request of staff, transportation staff have reviewed the findings and are confident in the study's conclusions.

Document 5 – Terms of Section 37 Agreement

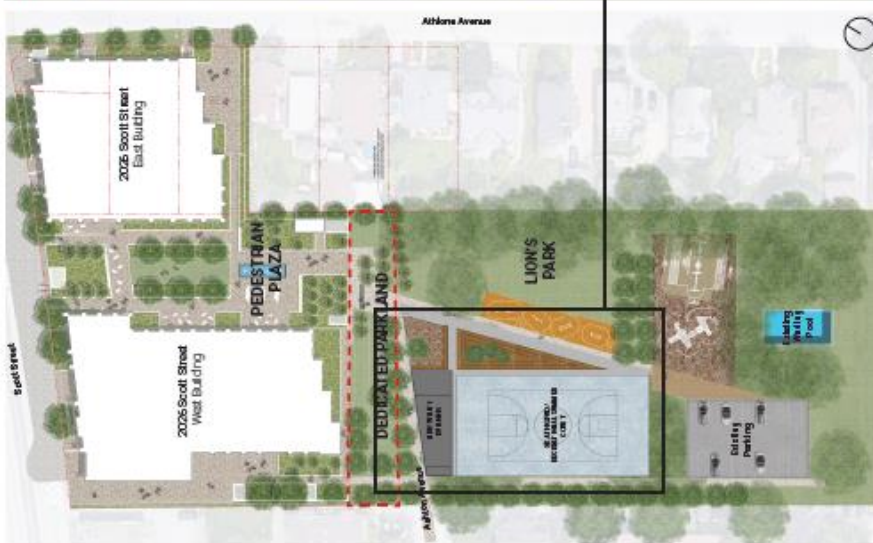
1. The City shall require that the owner of the lands at 1950 Scott Street and 312, 314 Clifton Road enter into an agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Development and Building Services Department, to secure the public benefits noted below, and which will comprise a combination of public benefits including monies that would be paid to the City to be used for defined capital projects with the total value of the benefits to be secured being up to \$1,550,000.00 to the City. The specific benefits to be secured and provided are:
 - a. An indexed contribution of \$450,000.00 toward a Ward 15 Specific account for local area affordable housing initiatives.
 - b. The non-monetary public benefits to be provided as a contribution are:
 - i. The design and construction of a refrigerated ice-skating rink and utility building at Lion's Park, generally in accordance with the concept plan shown in Document 6, with all costs being borne by the property owner(s). Construction timing of the rink and utility building shall be coordinated with the completion of the first phase of development at 314 and 318 Athlone Avenue, 2006, 2020, and 2026 Scott Street, via conditions from Site Plan approval.
 - ii. In the event that the Owner(s) of the development lands are unable to design and construct the aforementioned refrigerated ice-skating rink and utility building prior to the completion of the first phase of development at 314 and 318 Athlone Avenue, 2006, 2020, and 2026 Scott Street, an indexed monetary contribution in the amount of \$1,100,000 shall apply.
2. For clarity, amounts in this agreement will be indexed in accordance with the Statistics Canada Construction Price Index for Ottawa that applies to the type of community benefit being secured, calculated from the date of agreement.
3. Notwithstanding the foregoing, the Owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the Owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.
4. The payment of Section 37 funds shall be provided prior to the issuance of the first building permit for the proposed development.

Document 6 – Conceptual Outdoor Ice Rink and Utility Building at Lion’s Park

LION'S PARK PRELIMINARY CONCEPT



The proposed preliminary concept for Lion's Park includes the development of a recreational pad to be utilized as an outdoor skating rink in the winter months, and a basketball court with alternate uses such as a market space, a hopscotch zone, skate board park, etc. in the summer months. This recreational pad will be bordered by a tiered seating area for users to put on their skates and for spectators to view the various activities taking place within the park. Additionally, a small building will conceal mechanical equipment relating to the skating rink and provide a facility for ancillary uses. The proposed concept maintains the existing parking lot, outdoor pool, and ample green space. The formal design of the preliminary concept aims to draw users into Lion's Park from the LRT station, and through the Scott Street development. Pathways proposed from the existing parking lot and Ashton Avenue are oriented to further establish a connection between the existing neighbourhood and Lion's Park.



2026 SCOTT STREET



Document 7 – Renderings of 1950 Scott Street and 312, 314 Clifton Road Proposal





