

2. ZONING BY-LAW AMENDMENT – 1946 SCOTT STREET
MODIFICATION AU RÈGLEMENT DE ZONAGE – 1946, RUE SCOTT

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve an amendment to Zoning By-law 2008-250 for 1946 Scott Street to permit a nine-storey apartment building, as detailed in Document 2 and amended by the following:

- a. that the zoning be amended to permit three of the parking spaces on the property to have a minimum depth of 4.6m;
- b. that statement 2. in Document 2 be replaced with:

“2. Add a new exception, [XXXX], to Section 239 – Urban Exceptions with provisions similar in effect to the following:...”;
and
- c. that there be no further notice pursuant to Sub-Section 34 (17) of the *Planning Act*.

RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant le 1946, rue Scott, afin de permettre la construction d'un immeuble d'appartements de neuf étages, comme l'expose en détail le document 2, et tel que modifiée par ce qui suit :

- a. que le *Règlement de zonage* soit modifié pour autoriser trois places de stationnement d'au moins 4,6 mètres de longueur sur la propriété;
- b. que le deuxième énoncé du document 2 soit remplacé par :

« 2. Ajouter une nouvelle exception, [XXXX], à l'article 239 – Exceptions urbaines, dont les dispositions ont un effet analogue à celles qui suivent : ... »; et

- c. qu'en vertu du paragraphe 34(17) de la Loi sur l'aménagement du territoire, qu'aucun nouvel avis ne soit donné.

DOCUMENTATION/DOCUMENTATION

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated February 13, 2018 (ACS2018-PIE-PS-0003)

Rapport de la directrice, Service de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 13 février 2018 (ACS2018-PIE-PS-0003)

2. Extract of draft Minutes, Planning Committee, 27 February 2018

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 27 février 2018

3. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of 28 March 2018, in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council meeting of 28 February 2018".

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 28 mars 2018 du Conseil, dans le rapport intitulé « *Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73* », à la réunion du Conseil municipal prévue le 28 février 2018».

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
27 February 2018 / 27 février 2018**

**and Council
et au Conseil
28 March 2018 / 28 mars 2018**

**Submitted on 13 February 2018
Soumis le 13 février 2018**

**Submitted by
Soumis par:**

**Lee Ann Snedden, ,
Director / Directrice**

Planning Services / Services de la planification

**Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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Ward: KITCHISSIPPI (15)

File Number: ACS2018-PIE-PS-0003

SUBJECT: Zoning By-law Amendment – 1946 Scott Street

OBJET: Modification au Règlement de zonage – 1946, rue Scott

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1946 Scott Street to permit a nine-storey apartment building, as detailed in Document 2.**
- 2. That Planning 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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 28 March 2018" 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 l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant le 1946, rue Scott, afin de permettre la construction d'un immeuble d'appartements de neuf étages, comme l'expose en détail le document 2.**
- 2. Que le Comité de l'urbanisme donne son approbation à ce 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 de l'avocat général 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 du projet de loi 73 », à la réunion du Conseil municipal prévue le 28 mars 2018, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

EXECUTIVE SUMMARY

The site is located on the south side of Scott Street between Clifton Road and West Village Private in the Westboro neighbourhood, approximately 230 metres east of the Westboro Transitway station. It is approximately 642 square metres in size and is currently vacant.

The subject site is zoned Residential Fifth Density with a maximum height of 18 metres, which permits a range of residential uses from detached to mid-to-high-rise apartment dwellings.

The owner initially proposed to develop a 12-storey, 56-unit apartment building with surface parking at the rear. As the community and staff expressed concerns with regards to the proposed height, massing and parking reduction, the owner agreed to reduce the height to nine storeys, which resulted in the number of units being reduced to 49. Architectural features were also introduced to reduce the mass of the building.

In addition to a height increase, the owner wishes to obtain relief from several performance standards such as minimum setbacks and minimum parking. The department is recommending that the new zoning be Traditional Mainstreet, to correspond to the Official Plan designation pertaining to the site.

RÉSUMÉ

L'emplacement se trouve du côté sud de la rue Scott, entre le chemin Clifton et la voie privée West Village, dans le quartier Westboro, à environ 230 mètres à l'est de la station de Transitway Westboro. Il couvre une superficie d'environ 642 mètres carrés et est actuellement vacant.

Le zonage de l'emplacement est Zone résidentielle de densité 5, assorti d'une limite de hauteur fixée à 18 mètres. Cette désignation permet toute une gamme d'utilisations résidentielles, allant des habitations isolées aux immeubles d'appartements de hauteur moyenne à élevée.

Le propriétaire proposait au départ de construire un immeuble d'appartements de 12 étages et contenant 56 unités d'habitation, à l'arrière duquel il souhaite aménager une aire de stationnement de surface. Les résidents et les membres du personnel de la Ville ayant exprimé des préoccupations au sujet de la hauteur, de la volumétrie et de la réduction du nombre de places de stationnement proposés pour ce projet, le propriétaire a accepté de réduire à neuf étages la hauteur de l'immeuble, et donc de réduire le nombre d'unités d'habitation à 49. Des éléments architecturaux ont également ajoutés afin de réduire la volumétrie de l'immeuble.

Outre l'augmentation de la hauteur autorisée, le propriétaire souhaite être dispensé de plusieurs normes de rendement, notamment en matière de retraits minimaux et de nombre minimal de places de stationnement. La Direction générale recommande

d'attribuer à l'emplacement une désignation de Zone de rue principale traditionnelle, afin qu'elle corresponde à celle prévue dans le Plan officiel pour cet endroit.

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

1946 Scott Street

Owner

2490936 Ontario Inc.

Applicant

Dan Nixon

Architect

Project1 Studio Incorporated

Description of site and surroundings

The site is located on the south side of Scott Street between Clifton Road and West Village Private in the Westboro neighbourhood. The site is bounded by Scott Street and the future Light Rail Transit (LRT) line to the north, a utility substation to the west, a private landscaping strip to the east, and low-rise residential uses to the south and southeast. The site is approximately 642 square metres in size, with 22 metres of frontage along Scott Street. Currently, the property is vacant having been previously used for surface parking and storage.

Summary of requested Zoning By-law amendment proposal

The site is currently zoned Residential Fifth Density, Subzone B, Exception 1195, Maximum Height 18 metres (R5B[1195]H[18]), which permits a range of residential uses from detached to mid-to-high-rise apartment dwellings, so as to provide multiple housing options.

The applicant has submitted a minor zoning by-law amendment to seek relief from several performance standards. The department is recommending that the new zoning be Traditional Mainstreet, to correspond to the Official Plan designation pertaining to the site. With respect to the Traditional Mainstreet zoning, the applicant is requesting relief from the following performance standards:

- 1) a reduction of the minimum interior side yard setback from 1.2 metres to 0.9 metres;
- 2) allow a landscaped terrace to project from the principal building a maximum of 3.4 metres into the required rear yard setback;
- 3) reduction in the minimum 2.0 metres setback from the front lot line above the fourth storey or 15 metres, whichever is the lesser;
- 4) allow a building to project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line;
- 5) the maximum building height of 18 metres, increasing the height to 30 metres;
- 6) a reduction in the number of required parking spaces for residential units, from 19 spaces to nine spaces;
- 7) a reduction in the minimum parking space width from 2.6 to 2.4 for four parking spaces;
- 8) a reduction in the minimum required drive aisle width from 6.7 metres to 6.0 metres;
- 9) a reduction in the minimum landscaped area abutting a residential zone from 1 metre to 0 metres;

- 10) a reduction in the minimum landscaped buffer of a parking lot from 1.5 metre to 0 metres;
- 11) allow for a 112 square metres office use at grade within 6 metres of the front wall.

Brief history of proposal

The owner initially proposed to develop a 12-storey, 56-unit apartment building, with an additional one-storey lounge on the roof. Surface parking was to be provided in the rear of the site, with access provided from Scott Street via a driveway on the west side of the building. A total of 13 parking spaces were proposed, with nine spaces being allocated for residents and four being allocated for visitors. In addition to surface parking, 32 bicycle parking spaces were to be provided, 10 in the front yard for visitors, and 22 in the basement of the building for residents.

As the community and staff expressed concerns with regards to the proposed height, massing, and parking reduction, the owner agreed to reduce the height to nine storeys and the units were subsequently reduced from 56 to 49 units. This in turn reduced the parking requirement to 22. To further break up the massing and mitigate the impacts on low-rise residential uses, the applicant will also introduce stepbacks and landscaped planters on the south façade, as well as architectural treatments, such as lighter materials to the upper floors.

DISCUSSION

Public consultation

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 public consultation was held on August 30, 2017 at the Van Lang Field House (29 Van Lang Private) where Councilor Leiper, his staff, City Planning staff and about 30 residents attended.

The main concerns expressed at the public consultation and through circulation related to the height and mass of the proposed building in close proximity to low-density residential, and the parking overflow into the local streets that would result from the proposed parking reduction.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designations

The property is designated Traditional Mainstreet on Schedule B (Urban Policy) of the Official Plan. The designation is intended to create compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. Development on Traditional Mainstreets is also intended to fulfill and take advantage of their multi-modal transportation corridor function. A broad range of uses are permitted on Traditional Mainstreets, including residential uses. Uses may be mixed in individual buildings or occur side-by-side in separate buildings.

Redevelopment and infill are encouraged on Traditional Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. While the Plan supports building heights up to six storeys on Traditional Mainstreets, greater building heights may be considered in accordance with policies in Section 4.11.

Other applicable policies and guidelines

Secondary Plan

The property is located in the Richmond Road / Westboro Secondary Plan area. It is more specifically located in Sector 7 of Schedule A (Scott Street and the Westboro Transitway Station Area). While this designation encourages the evolution of Scott Street to a mixed-use live/work environment and designates the site for development generally in the range of four to six storeys, Policy 1.3.3 allows for greater building heights.

This Policy states that redevelopment and infill are encouraged on Richmond Road and Scott Street Traditional Mainstreets in order to optimize the use of land through increased building height and density. This Policy establishes circumstances where building heights over the specified maximum will be considered. These are:

- Specific building heights are established in the zoning by-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved study; or
- The proposed building height conforms with prevailing building heights or provides a transition between existing buildings; or

- The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station; or
- The development incorporates facilities, services or matters as set out in Section 5.2.1 of the Official Plan with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets; or
- Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate.

Urban Design Guidelines for Development along Traditional Mainstreets

The following urban design guidelines apply to the proposed development:

- Aligns a streetwall building with the existing built form to create a visually continuous streetscape.
- Proposes a quality building that is rich in architectural detail.
- Ensures sufficient light and privacy for residential properties to the rear by ensuring that the proposal is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.
- Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at grade.
- Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.
- Locate surface parking in the rear yard.
- Provide a reduced number of parking spaces to minimize surface parking and encourage transit use.

Urban Design Guidelines for Transit-Oriented Development

The following design guidelines for transit-oriented development apply to the proposed development:

- Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- Contributes to a range of housing types within the community.
- Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit.
- Locates a high-density residential use close to the transit station.
- Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities by stepping down building heights and densities from the transit station.
- Creates a highly visible building through distinctive design features that can be easily identified and located.
- The proposed building should be set back a distance from the front property line that is intended to define the street edge and provide space for landscaping.
- Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
- Proposes a reduced number of parking spaces to minimize surface parking and encourage transit use.
- Locates parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building.
- May provide preferential parking spaces for car sharing.

Urban Design Review Panel

The property is within a Design Priority Area. The applicant presented their proposal to the Urban Design Review Panel (UDRP) at an informal pre-consultation meeting held on September 7, 2017.

The panel's recommendations were:

General Comments

- The Panel recognizes the challenge of developing an 'island site' with visibly on all facades. The applicant is commended for their commitment to achieving a landmark building, on a very important 'east to west' transitional site. Minimizing the impact of the development on the nearby low-rise residential area is seen by the Panel as the key challenge of this project, and the south façade will need softening. Improvements to the south façade could include the introduction of Juliette balconies, or punched frames for balconies, as well as through several landscaping enhancements on the site, which respond better to the larger context. The panel also believes the project should to take advantage of the adjacent landscaped parkette. Greater separation to the east could allow larger unprotected openings both at grade as well as above.

Materiality and Site Positioning

- In order to solve the Building Code related issue preventing glazing on the east façade, and to create space for outdoor seating, the Panel recommends the applicant negotiate with one of their neighbours, such as the hydro-electric utility to the west, in order to achieve a reduced 1.5 metre setback on the west side, thereby permitting a three metre setback on the east side.
- Consider cantilevering the building over part of the driveway on the west side, in order to maintain the proposed density while increasing the eastern setback.
- Twisting the orientation from the seventh floor and above is appreciated by the Panel as a creative solution, however it is recommended that the glazing from the front façade be wrapped around to the east side in order to lighten the appearance of the upper floors and take better advantage of the downtown views.

Landscaping and Ground Floor

- The ground floor has the appearance of being squat relative to the rest of the building. The Panel suggests looking at ways to increase the prominence of the entrance, perhaps by treating the first couple of floors as a plinth, or increasing the height of the ground floor.
- In order to extend both the existing greenery spanning Scott Street to the east, and the wooded area within the triangular parcel adjacent to the site, the Panel recommends making a stronger connection with the landscape of the park by

planting large trees, capable of growing 40 feet, in front of the ground floor units. This type of landscaping will require extensive soil depth and suitable conditions but will result in sensible continuity of this existing natural asset.

- The Panel feels strongly that a rear landscaped platform above the parking area could provide significant amenity for the building residents, and ameliorate impacts of this development on existing low-rise residential areas to the south.

The proposed development was modified to implement the following panel recommendations:

- Additional glazing on the east façade.
- Addition of a rear landscaped terrace above the parking area.
- Softening the south façade with the additional of a landscaped planters at the fifth and seventh floors.

The following panel recommendations were not introduced into the proposal:

- Greater separation on the east side by achieving a reduced setback on the west side.
- Increase the prominence of the entrance by treating the first couple of floors as a plinth or increasing the height of the ground floor.

Response

- The setback on the east side was not reduced as it abuts a natural landscaped area.
- Recommendation by staff in the height of the building will allow the latitude to achieve this goal of a higher ground floor.

Planning rationale

The immediate context of the property consists of low-rise residential to the south and southeast, a utility building to the west, and an undersized irregular shaped naturally landscaped lot owned by the abutting condominium ownership to the east. A recently approved 76 metres high (24-storey) mixed-use development for the property located at 1960 Scott Street will be approximately 90 metres west from the subject site. The north

side of Scott Street features a multi-use pathway and the Transitway corridor. To the north, beyond these corridors, are residential uses ranging from low-rise to high-rise.

Increased height

The property is currently zoned Residential Fifth Density, where mid-rise apartment dwellings are permitted. The property is also designated Traditional Mainstreet under the Official Plan, which designation also supports mid-rise buildings, as does the proposed Traditional Mainstreet zoning.

The proposed mid-rise built form is also in keeping with the Urban Design Guidelines for Transit-Oriented Development as it creates transition in scale between the upcoming high-rise development next to the transit station and the adjacent lower-intensity community. It is also consistent with the guidelines in that it will provide a transit-supportive land use within a 600-metre walking distance of a rapid transit station.

With regards to the immediately abutting existing low-rise built form, while these existing buildings will be located 9 metres away from the proposed building, a sensitive approach was taken for the rear façade to further mitigate impacts of the proposal. As such, the initial 12-storey proposal, which featured a straight wall for the south façade, was reduced to a nine-storey built-form, featuring two stepbacks (1.5 metres to be provided at the fifth floor and 0.5 metres at the seventh floor). These stepbacks aid in breaking up the massing of the building, as do the landscaped terrace on the second storey above the rear parking lot, the landscaped planters on the fifth and seventh floors, and a lighter and paler material for floors seven to nine. These measures, along with additional glazing on the east façade, will help mitigate concerns with massing.

Policy 3.6.3 relating to Mainstreets and Policy 4.11 relating to Urban Design and Compatibility, state that building heights greater than six storeys may be considered on lands designated Traditional Mainstreet, provided they are located within 600 metres of a rapid transit station, and an effective transition in built form is accomplished through means such as incremental changes in building height, exterior treatment and architectural design.

The proposed development, with its location approximately 230 metres from the Westboro Transit Station, its stepbacks, landscape treatments and building materials satisfies these policies.

Reduced setbacks

The 2-metre setback above the fourth storey in the front yard, is intended to help create a podium for a building. To follow the design characteristics of other developments on this portion of Scott Street, which is to have a higher podium (sixth storey), the applicant is proposing an architectural step back at this level. Above the sixth floor, the applicant will have a setback measuring 4.8 metres to the east, 2.8 metres mid-point and 1.2 metres to the west. This architectural characteristic creates a twist to the building and performs a similar function intended by the Zoning By-law.

With regards to the proposed easterly 0.9 metre interior side yard setback, staff does not object as the immediately abutting property to the east is a naturally vegetated landscaped lot that is irregular shaped and unlikely to develop. The closest low-rise residential use to the southeast will be offset rather than aligned with the development, the proposed elevated landscaped terrace will contribute to soften the built form presence between the abutting rear yards and through the Site Plan Control Approval process, opaque fence will be provided along the property line.

As the abutting property to the west is occupied by a utility building, staff can support the proposed 1.5 metre westerly side yard setback.

45 degree angular plane

With regards to the relief from the 45 degree angular plane projecting upwards towards the front lot line, this performance standard is intended to reduce the impact on adjacent residential uses. Staff are satisfied that this intent will be met by measures such as the two setbacks, the landscaped planters at the second, fifth and seventh level and the use of lighter materials for the upper floors. In addition, the applicant will be providing a rear yard setback of 7.5 metres, which corresponds to the requirement of the Zoning By-law.

Reduced parking lot landscaped buffer

In order to compensate for the lack of at grade landscaping along the edge of the parking lot, the proposed landscaped terraces and planters will be required as part of the zoning amendment, along with street trees to be provided through the Site Plan Control approval process. The total landscaped area to be provided, including the second and seventh storey terraces, fifth and seventh floor, and roof-top planters, will

equal 130 square metres, which if at ground level would represent 22 per cent of the lot area.

Projection into the minimum rear yard

Staff can support the projection of the elevated landscaped terrace into the minimum rear yard setback as it will contribute to soften the built form presence between the abutting rear yards and will still provide ample separation to the surrounding uses.

Reduced parking

The subject property is located within 600 metres of the Westboro rapid transit station and the upcoming LRT Station scheduled to open in 2023. A multi-use pathway also runs parallel and north of Scott Street. Given the close proximity of other modes of transportation, the reduction in required parking through the elimination of three floors, the provision of additional bicycle parking, which exceeds the required minimum to provide for one space per unit, and the minimum number of visitor parking being complied with, staff has no concerns with the proposed reduction in residential parking from 19 to nine spaces. The applicant is also providing the required four visitor parking spaces.

Parking space and driving aisle width reduction

Staff has no concerns with the proposed parking space and driving aisle width reductions as 2.4 metres and 6 metres are considered to be functional dimensions and should not detrimentally impact the on site parking.

Office use

Staff can support an office use at grade in this instance as the property is located at the far easterly part of this emerging Traditional Mainstreet. Attracting people to this portion of the mainstreet may be a challenge and the office allows the opportunity, along with other commercial uses, to increase the visibility and usability of the commercial space of the site. To maintain the zoning direction for retail type uses on the site, the department is recommending that the office be limited to 112 square metres. Over time, should the Traditional Mainstreet grow, this space could be combined or converted for other retail/restaurant commercial uses.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Leiper's provided the following comments:

“There has been significant consultation between residents, the City and applicant with respect to this controversial proposal. Initially, the building was proposed at 12 storeys. Today, after work by City staff, the proposal is for nine – a significant improvement. The applicant has had a lengthy conversation with residents of the Westboro Village community to propose mitigations for potential parking pressures, and with immediately adjacent neighbors about the potential for a looming effect stemming from the project’s height. I have seen important efforts made to green the building, and expect to see those measures implemented as a condition of site plan approval. This is a challenging lot to develop appropriately given its proximity both to low-rise residential areas as well as nearby to the new Westboro LRT stop, and by the small size of the lot. I am encouraged that efforts have been made to find a compromise height, and await final feedback from residents as this approaches its Planning Committee date.”

LEGAL IMPLICATIONS

Should the report be adopted and the resulting amendment appealed to the Ontario Municipal Board/Local Planning Appeals Tribunal, it is anticipated that a three day hearing will result. It is expected that such hearing could be conducted within staff resources. In the event the application is refused, reasons must be provided. Should a refusal be appealed to the Board/Tribunal, an external planner would need to be retained.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendation in this report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

Potential financial implications are within the above Legal implications. In the event that an external planner is retained, the expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

No accessibility barriers are anticipated. Proper accessibility will be ensured through Site Plan Control Approval and Building Code review.

ENVIRONMENTAL IMPLICATIONS

Environmental implications will be assessed through the Site Plan Control Approval process.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

Healthy and Caring Communities

- HC1 - Advance equity and inclusion for the City's diverse population
- HC3 - Create new and affordable housing options

Economic Prosperity

- EP3 Support growth of local economy

APPLICATION PROCESS TIMELINE STATUS

This application was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of recommended zoning

Document 3 Consultation Details

CONCLUSION

Staff is of the opinion that the proposed development will contribute to ensure a full range and choice of housing types in the community while limiting the impact on the immediately abutting properties.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

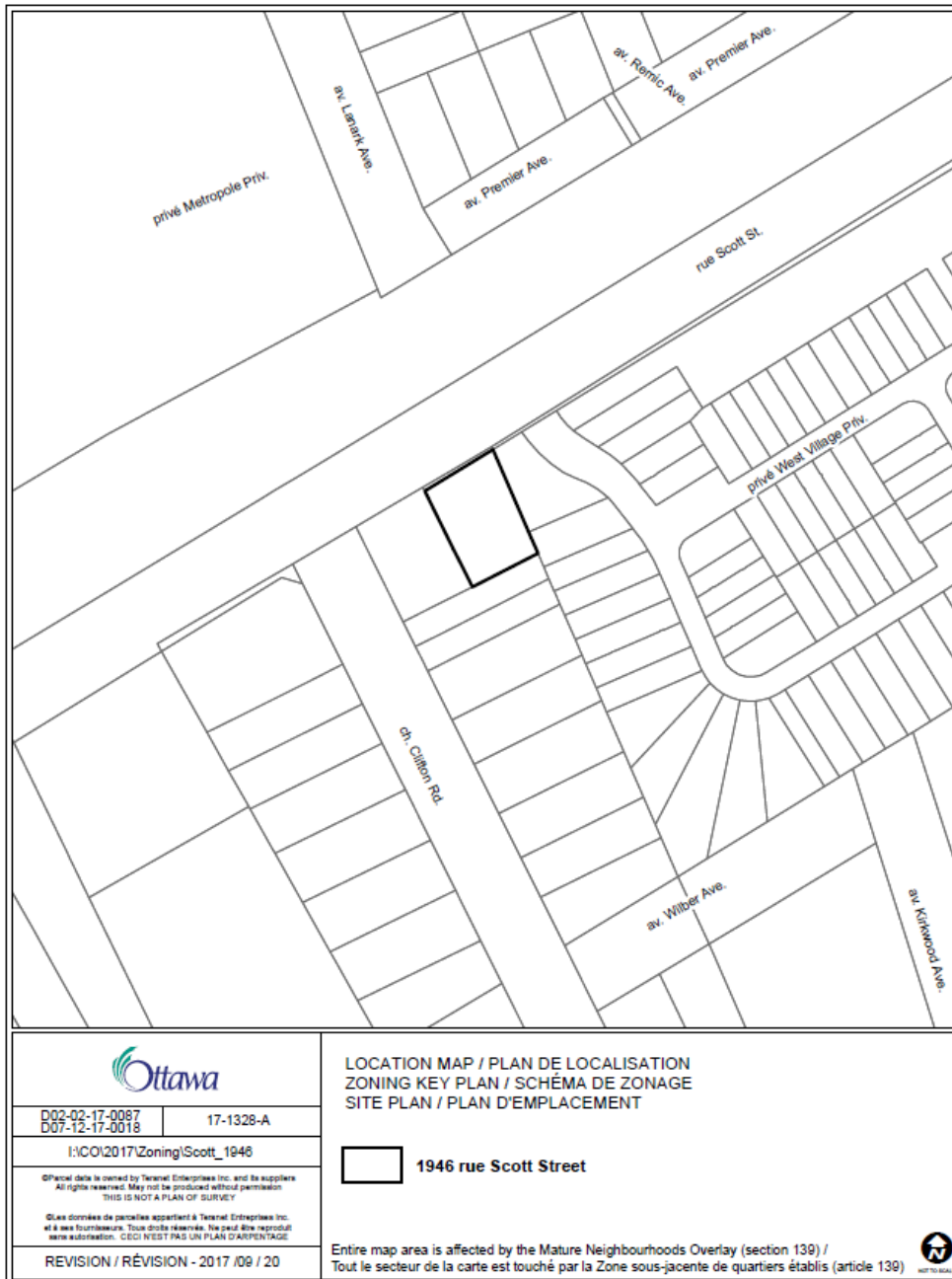
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

This map shows the property, which is located on the south side of Scott Street, just west of West Village Private.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 1946 Scott Street:

1. To rezone the lands shown in Document 1 from R5B[1195] H(18) to TM[xxxx] H(30).
2. Add a new exception, R4T[XXXX], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) Add to Column V, Provisions, the text:
 - “- minimum interior side yard setback: 0.9 m;
 - maximum projection for a landscaped terrace into the required rear yard setback: 3.4 m;
 - minimum setback from the front lot line above the fourth storey or 15 metres whichever is the lesser: 0 m;
 - Table 197 (3)(g)(ii)(3) provisions does not apply;
 - at and above the fifth storey or 16.25 m, whichever is the lesser, a building must be setback a minimum of 1.5 m more than the provided rear yard setback, and at above the seventh storey or 26.25 m, whichever is the lesser, the building must be setback an additional 0.5 m from the fifth storey setback and the provided rear yard setback;
 - at and above the seventh storey, or 26.25 m, whichever is the lesser, of the front wall of the principal building, a building must be setback a minimum average depth of 2.5 m;
 - maximum building height: 30 m;
 - minimum parking rate: 0.2 per dwelling unit;
 - minimum parking space width of 2.4 m for a maximum of four (4) parking spaces, which may be located abutting or near a wall, column or other similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space;
 - minimum bicycle parking rate: 1.0 per dwelling unit;

- minimum driving aisle width: 6 m;
- minimum landscaped area abutting a residential zone: 0m;
- minimum landscaped buffer of a parking lot not abutting a street: 0m;
- minimum landscaping required: 130 m²;
- 90 m² of the minimum required landscaping must be provided as follows:
 - Exterior planters located above grade on the second, fifth, and seventh storeys of the rear façade, on the seventh storey of the front façade and on the roof terrace count toward the minimum landscaping requirement;
- an office, limited to 112 m², is permitted at grade within 6 m of a front wall.”

Document 3 – Consultation Details

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 public consultation was held on August 30, 2017 at the Van Lang Field House (29 Van Lang Private) where Councilor Leiper, his staff, City Planning staff, and about 30 residents attended.

The main concerns expressed at the public consultation and through circulation related to the height and mass of the proposed building in close proximity to low-density residential, and the parking overflow into the local streets that would result from the proposed parking reduction.

Public Comments and Responses

Building height

The proposed building is too massive. The previous Owner was refused a minor variance on January 10, 2010 to consider permitting a reduced lot width and area, and reduced setbacks to allow for the construction of a new six-storey apartment building.

Response

While the department did not object to the six-storey proposal considered by the Committee of Adjustment, it is the department's position that the current proposal is appropriate for the property and satisfies the relevant policies of the Official Plan.

Parking

The proposed parking reduction is too significant and will result in parking overflow into the local streets.

Response

There will be no reduction in the number of visitor parking. Due to the close proximity to transit, multiple bus routes, and the multi-use pathway, this development provides the opportunity for occupants who do not own a vehicle to reside at this location.