

2. Zoning By-law Amendment – 1946 Scott Street

Modification du *Règlement* de zonage – 1946, rue Scott

Committee recommendations, as amended

That Council approve:

- 1. an amendment to Zoning By-law 2008-250 for 1946 Scott Street to allow for the redesign of a previously approved nine-storey apartment building, as detailed in Document 2, as amended by the following:**
 - a. that the following changes be made to 1. b) in Document 2:**
 - i. delete the second provision (hyphen);**
 - ii. third provision: delete “or 90 m, whichever is the lesser” and replace “storey below” with “sixth storey” to read “at and above the ninth storey, the building must be setback an additional 2 m from the rear wall of the sixth storey”;**
 - iii. fourth provision: delete “or 84 m, whichever is the lesser” to read “at and above the seventh storey, a building must be setback a minimum of 400 mm from the front wall of the principal building”;**
 - iv. fifth provision: delete “or 90 m, whichever is the lesser” and replace “storey below” with “sixth storey” to read “at and above the ninth storey, the building must be setback 2 m from the front wall of the sixth storey”;**
 - v. seventh provision: replace “2.45 m” by “2.3 m” to read “minimum soft landscaped area abutting the rear lot line: 2.3 m”;**
 - vi. ninth provision: replace “2.45 m” by “2.3 m” to read “minimum soft landscaped buffer of a parking lot abutting the rear lot line: 2.3 m”;**

- vii. twelfth provision: replace “double traffic lane” by “two-direction controlled single traffic lane” to read “minimum width of a two-direction controlled single traffic lane driveway providing access to a parking lot or parking garage: 3 m”;
 - viii. add the provision: “minimum width of an aisle providing access to parking spaces in a parking lot or parking garage: 5.5m.”
2. that pursuant to the *Planning Act*, subsection 34(17), no further notice be given.

Recommandations du Comité, telles que modifiées

Que le Conseil approuve :

1. une modification du *Règlement de zonage 2008-250* visant le 1946, rue Scott afin que l'on puisse modifier la conception de l'immeuble résidentiel de neuf étages déjà approuvé, comme l'indique le document 2, dans sa version modifiée par ce qui suit :
 - a. que les modifications suivantes soient apportées à la section 1. b) du document 2 :
 - i. supprimer la deuxième disposition (trait d'union);
 - ii. troisième disposition – Supprimer « or 90 m, whichever is the lesser » (ou 90 m, le moindre des deux) et remplacer « storey below » (étage inférieur) par « sixth storey » (sixième étage), de sorte que la phrase se lise comme suit : « at and above the ninth storey, the building must be setback an additional 2 m from the rear wall of the sixth storey » (à partir du neuvième étage, l'immeuble doit être en retrait de 2 mètres supplémentaires par rapport au mur arrière du sixième étage);
 - iii. quatrième disposition – Supprimer « or 84 m, whichever is the lesser » (ou 84 m, le moindre des deux), de sorte que la phrase se lise comme suit : « at and above the seventh storey, a building must be setback a minimum of 400 mm

from the front wall of the principal building » (à partir du septième étage, l'immeuble doit être en retrait d'au moins 400 mm par rapport au mur avant de l'immeuble principal);

- iv. cinquième disposition – Supprimer « or 90 m, whichever is the lesser » (ou 90 m, le moindre des deux) et remplacer « storey below » (étage inférieur) par « sixth storey » (sixième étage), de sorte que la phrase se lise comme suit : « at and above the ninth storey, the building must be setback 2 m from the front wall of the sixth storey » (à partir du neuvième étage, l'immeuble doit être en retrait de 2 m par rapport au mur avant du sixième étage);
- v. septième disposition – Remplacer « 2.45 m » (2,45 m) par « 2.3 m » (2,3 m), de sorte que la phrase se lise comme suit : « minimum soft landscaped area abutting the rear lot line: 2.3 m » (espace paysagé minimal [aménagement de finition] adjacent à la ligne de lot arrière : 2,3 m);
- vi. neuvième disposition – Remplacer « 2.45 m » (2,45 m) par « 2.3 m » (2,3 m), de sorte que la phrase se lise comme suit : « minimum soft landscaped buffer of a parking lot abutting the rear lot line: 2.3 m » (zone tampon paysagée minimale [aménagement de finition] dans un parc de stationnement adjacent à la ligne de lot arrière : 2,3 m »;
- vii. douzième disposition – Remplacer « double traffic lane » (voie double) par « two-direction controlled single traffic lane » (voie unique protégée à double sens), de sorte que la phrase se lise comme suit : « minimum width of a two-direction controlled single traffic lane driveway providing access to a parking lot or parking garage: 3 m » (largeur minimale d'une entrée de cour consistant en une voie unique protégée à double sens donnant accès à un parc ou garage de stationnement : 3 m);
- viii. ajouter la disposition « minimum width of an aisle providing access to parking spaces in a parking lot or

**parking garage: 5.5 m. » (largeur minimale d'une allée
donnant accès à des places de stationnement d'un parc
ou garage de stationnement : 5,5 m).**

- 2. 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 April 24, 2020 (ACS2020-PIE-PS-0026)

Rapport du Directeur, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 24 avril 2020 (ACS2020-PIE-PS-0026)

2. Extract of draft Minutes, Planning Committee, May 14, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 14 mai 2020

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
14 May 2020 / 14 mai 2020**

**and Council
et au Conseil
27 May 2020 / 27 mai 2020**

**Submitted on 24 April 2020
Soumis le 24 avril 2020**

**Submitted by
Soumis par:
Douglas James,
Acting Director / Directeur par intérim
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: ACS2020-PIE-PS-0026

SUBJECT: Zoning By-law Amendment – 1946 Scott Street

OBJET: Modification du *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 allow for the redesign of a previously approved 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 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 May 27, 2020", 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 du *Règlement de zonage 2008-250* visant le 1946, rue Scott afin que l'on puisse modifier la conception de l'immeuble résidentiel de neuf étages déjà approuvé, comme l'indique 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, 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 27 mai 2020 », 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

Planning staff recommend Council approve an amendment to Zoning By-law 2008-250 for 1946 Scott Street to allow for the redesign of a previously approved nine-storey apartment building.

The owner wishes to revise the building design by changing the building footprint and stepbacks, which necessitates reliefs from the 2018 zoning amendment.

Specifically, the owner is seeking relief from providing a front building stepback at the seventh storey, two rear stepbacks at the fifth and seventh storey, and above grade landscaped planters and terraces incorporated into the building. The owner is now proposing to provide articulation between the sixth and seventh storey at the back of the

building and a two metre setback at and above the ninth storey. Articulation between the sixth and seventh storey is also proposed at the front of the building. The rear yard setback is being increased to allow for an at-grade landscaped buffer along the rear lot line, which will allow trees to be planted.

Staff is satisfied that the proposed changes will improve the transition with the immediately abutting properties.

Applicable Policy

The property is designated Traditional Mainstreet in the Official Plan. It is located in the Richmond Road / Westboro Secondary Plan area, more specifically 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, Secondary Plan 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.

Public consultation

The main concerns expressed through circulation related to overdevelopment, loss of aesthetic and greenery, and parking overflow into the local streets.

RÉSUMÉ

Le personnel de la planification recommande au Conseil d'approuver une modification du Règlement de zonage (no 2008-250) visant le 1946, rue Scott afin d'autoriser que l'on redessine l'immeuble d'appartements de neuf étages antérieurement approuvé.

Le propriétaire souhaite modifier l'empreinte et les retraits, changements qui nécessitent une exemption à la modification de zonage adoptée en 2018.

Plus précisément, il souhaite se voir exonéré de l'obligation d'inclure un retrait avant au 7e étage, un retrait arrière aux 5e et 7e étages et des jardinières et terrasses surélevées et intégrées au bâtiment, proposant plutôt une articulation à l'arrière entre le 6e et le 7e étage et un retrait de deux mètres au 9e étage et au-delà. Une articulation est aussi proposée à l'avant entre le 6e et le 7e étage. De plus, le retrait de cour arrière serait augmenté, ce qui permettrait l'aménagement d'une zone tampon paysagée au niveau du sol le long de la ligne de lot arrière, où l'on propose aussi l'ajout d'arbres.

Le personnel est d'avis que les changements proposés amélioreront la transition avec les propriétés contiguës.

Politique applicable

La propriété est visée par la désignation de rue principale traditionnelle du Plan officiel. S'inscrivant dans le Plan secondaire du secteur du chemin Richmond à Westboro, elle se trouve dans le secteur 7 illustré à l'annexe A (rue Scott et environs de la station Westboro du Transitway). Si cette désignation favorise l'évolution de la rue Scott en un milieu polyvalent conjuguant lieux de travail et espaces de vie et cible essentiellement une hauteur de quatre à six étages, la politique 1.3.3 du Plan secondaire autorise des hauteurs de bâtiment supérieures. Cette politique encourage le réaménagement et l'aménagement intercalaire sur les rues principales traditionnelles que sont le chemin Richmond et la rue Scott afin d'optimiser l'utilisation du sol grâce à une hauteur de construction et une densité accrues.

Consultation publique

Les principales réserves exprimées concernent l'aménagement excessif, la perte d'esthétisme et d'espaces verts ainsi que le manque de places de stationnement.

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

RLA Architecture

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 subject 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 subject site is currently zoned Traditional Mainstreet, Exception 2446, Maximum Height 30 (TM[2446]H(30)), which permits a range of commercial and residential uses.

Highlights of the applicant's proposal to amend the zone provisions are as follows:

- 1) a minimum 0.4 metre front wall stepback at and above the seventh storey, rather than the required 2.5 metre stepback at and above the seventh storey;
- 2) a minimum 2 metre front wall stepback at and above the ninth storey, where none is currently required;
- 3) a 0.4 metre rear wall stepback at and above the seventh storey, rather than the required 1.5 metre at and above the 5th storey;
- 4) a 2 metre rear wall stepback at and above the ninth storey, rather than the required 0.5 metre stepback at and above seventh storey;
- 5) a total landscaped area of 122 square metres, all at grade, of which 87 square metres is soft landscaping, rather than providing the required minimum total landscape area of 130 square metres, of which 90 square metres must be soft landscaping provided in 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.

Brief history of proposal

On February 28, 2018, Council approved a zoning By-law amendment to 1946 Scott Street, as part of report [ACS2018-PIE-PS-0003](#), which changed the zoning designation to Traditional Mainstreet, Exception 2446, Maximum Height 30 metres (TM[2446]H(30)). The exception essentially imposed a front building stepback at the seventh storey, two

rear stepbacks at the fifth and seventh storey, and above grade landscaped planters and terraces incorporated into the building. It also contained reliefs from provisions such as the 45-degree angular plane for Traditional Mainstreets, and the minimum residential parking requirements.

The owner now wishes to revise the building design by changing the building footprint, stepbacks, which necessitates reliefs from the 2018 zoning amendment. Specifically, the owner is seeking relief from providing a front building stepback at the seventh storey, two rear stepbacks at the fifth and seventh storey, and above grade landscaped planters and terraces incorporated into the building.

The owner is proposing to provide articulation between the sixth and seventh storey at the back and a two metre stepback at and above the ninth storey. Articulation between the sixth and seventh storey is also proposed at the front. The rear yard setback is being increased to allow for an at-grade landscaped buffer along the rear lot line where trees are now being proposed.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

The main concerns expressed through circulation related to overdevelopment, loss of aesthetic and greenery, and parking overflow into the local streets.

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.

Section 4.11 states that compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. It also states that complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community.

Policy 10 of Section 4.11 states that where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.

Policy 12 of Section 4.11 states that transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development.

Policy 13 of Section 4.11 states that building height and massing transitions will be accomplished through a variety of means, including:

- a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);
- c. Building setbacks and step-backs.

Other applicable policies and guidelines

Secondary Plan

The subject 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, Secondary Plan 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 street wall 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 a formal review meeting held on December 6, 2019.

The panel's recommendations were:

Summary

- The Panel is disappointed to see some of the unique and sophisticated modern elements of the previous scheme removed from the revised design and suggests studying ways to bring back some contemporary aspects from the previous design.
 - The Panel recommends step backs after the sixth floor of the front façade, and from the sixth or seventh floor at the rear.
- The Panel offers recommendations on how to enhance the overall architectural expression of the building particularly with respect to the at grade expression, materiality, canopy and mechanical penthouse.

East Elevation

- Despite not being a corner lot, the Panel is of the opinion that the building should be designed to address the corner as the likelihood of development to the east is unlikely.
 - Revisions are required to the east elevation, including wrapping the corner balconies around to the side.

Base Expression

- The Panel has concerns about the design of the base as the building does not appear to be sufficiently grounded.
 - Study material selection to improve the ground floor.

- The Panel has concerns about the residential units at grade and suggests that commercial units would be more appropriate on the ground floor.

Materiality

- The Panel recommends exploring materiality and colour palette options that differentiate this building from other similar projects nearby. Dark brick is already common for contemporary buildings along Scott Street.
- The Panel suggests lowering the dark element to the sixth floor in order to maintain a podium relationship to the other contemporary buildings on Scott Street.
- The Panel suggests lightening the dark expression of the penthouse and applying a different treatment to the floors above the sixth floor.
- The Panel suggests introducing some playfulness through lighter colours and staggering on the front façade in order to break up the stacking.

Canopy and Mechanical Penthouse

- The Panel suggests that the canopy should be redesigned to read like a trellis or a bris soleil on both the front and rear façades. Introduce a higher degree of materiality as this element looks white and plastic in the renderings.
- It is the opinion of the Panel that the mechanical penthouse is too dark, and a lighter expression is needed.

Changes resulting from UDRP feedback

The proposed design was modified to highlight a six-storey podium. The dark gray brick was extended to the ground floor to better connect the building with the base. The use of light material on the top will lighten the look of the building and reduce the massing effect. The east façade has been improved by applying interchanging windows. The canopy has been delegated and corner windows were introduced, which opens the corner of the building.

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 76 metres

high 24-storey mixed-use development at 1960 Scott Street and a 68.5-metre high 23-storey apartment development at 1950 Scott Street were approved respectively in 2018 and 2019. 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.

Massing

The property is currently zoned Traditional Mainstreet, Exception 2446, Maximum Height 30 (TM[2446]H(30)), 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.

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

Although only one building stepback instead of two is now being proposed at the back, and given that the rear setback is being increased, which will allow for an at-grade landscaped buffer along the rear lot line, Staff is satisfied that the revised design will remain as sensitive as the previous one. Furthermore, the proposed 2.5-metre wide landscaped buffer will allow sufficient room for a row of mature trees while increasing the chances of survival of the existing mature oak tree. It should also be mentioned that material for the first six storeys will be brick all the way around, while the upper storeys will be finished with horizontal concrete panels, which will make the building look shorter, hence reducing the massing impact.

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, proposed rear setback, landscaped buffer, and building materials, will satisfy these policies.

Urban Design Review Panel

The proposed design was modified to highlight a six-storey podium. The dark gray brick was extended to the ground floor to better connect the building with the base. The use of light material on the top will lighten the look of the building and reduce the massing effect. The east façade has been improved by applying interchanging windows. The canopy has been delegated and corner windows were introduced, which opens the corner of the building.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement of 2014 and 2020.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Leiper is aware of the application.

LEGAL IMPLICATIONS

In the event that the recommendations are adopted, and the matter is appealed to the Local Planning Appeal Tribunal, it is expected that a two-day hearing will result that could be accommodated within staff resources. Should the application be refused, reasons must be provided. In the event of an appeal against a refusal, it would be necessary to retain an external planner.

RISK MANAGEMENT IMPLICATIONS

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

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the approval of the zoning amendment. In the event the zoning amendment is refused and appealed, an external planner would be retained. This 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:

- **Economic Growth and Diversification:** Encourage economic growth and diversification by supporting business investment and expansion, talent attraction and retention, showcasing the city's bilingual and multicultural character, and branding Ottawa as a place to be.
- **Thriving Communities:** Promote safety, culture, social and physical well-being for our residents.

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, Program Manager, Tax Billing and Control, Finance Services Department' (Mail Code: 26-76) of City Council's decision.

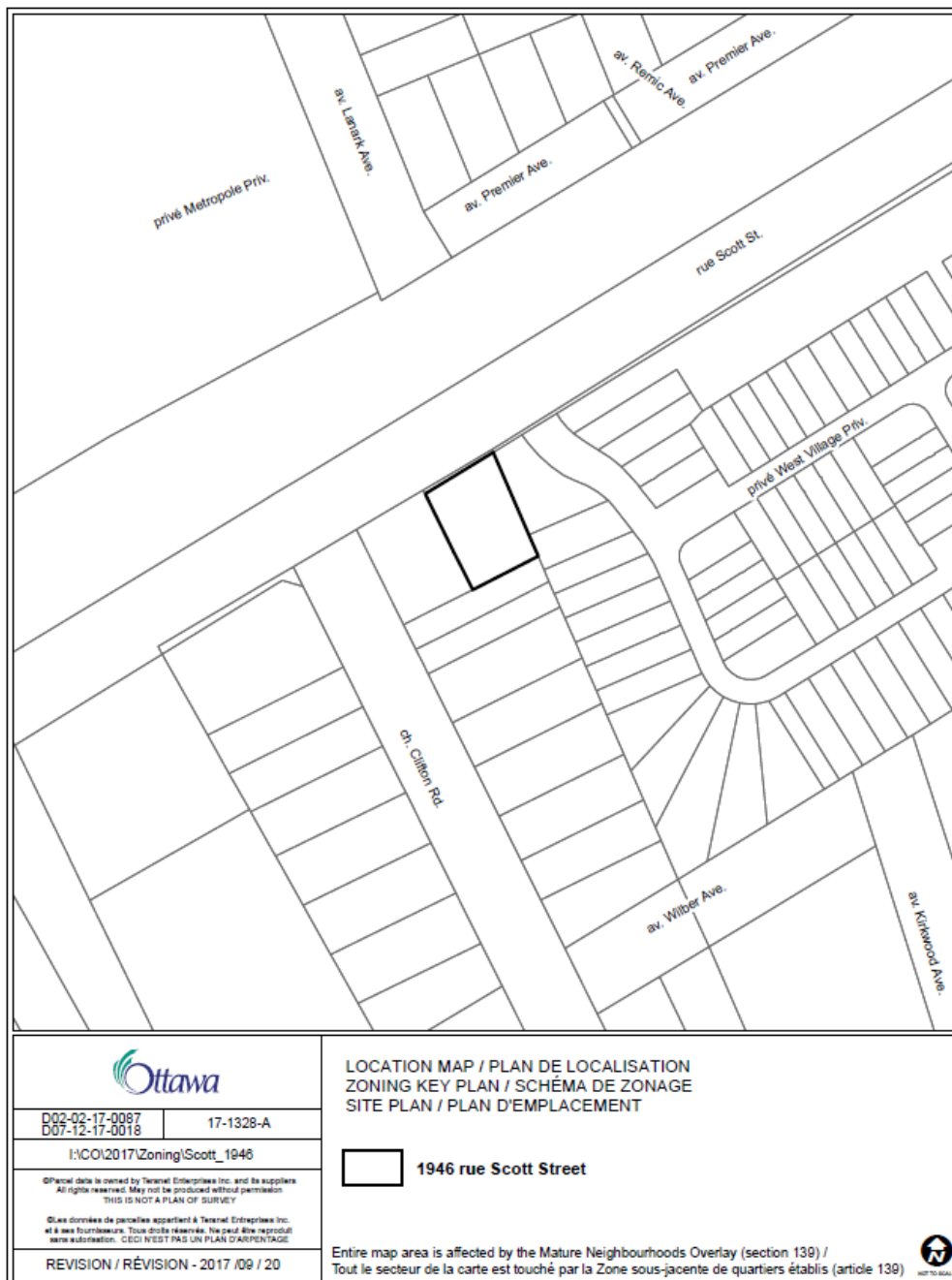
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department 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 No. 2008-250 for 1946 Scott Street:

1. Revise Exception 2446 of Section 239 – Urban Exceptions as follows:

a) Delete in Column V, Provisions, the text:

- at and above the fifth storey or 16.25 metres, whichever is the lesser, a building must be setback a minimum of 1.5 metres more than the provided rear yard setback, and at above the seventh storey or 26.25 metres, whichever is the lesser, the building must be setback an additional 0.5 metres from the fifth storey setback and the provided rear yard setback;
- at and above the seventh storey, or 26.25 metres, whichever is the lesser, of the front wall of the principal building, a building must be setback a minimum average depth of 2.5 metres;
- minimum landscaped area abutting a residential zone: 0 metres;
- minimum landscaped buffer of a parking lot not abutting a street: 0 metres;
- minimum landscaping required: 130 metres squared;
- 90 metres squared 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;

b) Add in Column V, provisions similar in effect to the following:

- minimum rear yard setback: eight metres
- at and above the sixth storey or 8.4 metres, whichever is the lesser, a building must be setback a minimum of 400 millimetres more than the required rear yard setback,
- at and above the ninth storey or 9.0 metres, whichever is the lesser, the building must be setback an additional 2 metres from the rear wall of the storey below;

- at and above the seventh storey or 84 metres, whichever is the lesser, a building must be setback a minimum of 400 millimetres from the front wall of the principal building;
- at and above the ninth storey or 90 metres, whichever is the lesser, the building must be setback two metres from the front wall of the storey below;
- minimum soft landscaped area abutting the east side lot line within the rear yard: 1.2 metres;
- minimum soft landscaped area abutting the rear lot line: 2.45 metres;
- minimum soft landscaped buffer of a parking lot abutting the east lot line: 1.2 metres;
- minimum soft landscaped buffer of a parking lot abutting the rear lot line: 2.45 metres;
- minimum landscaped area required: 122 metres squared;
- 87 metres squared of the minimum landscaped area must be provided as soft landscaping;
- minimum width of a double traffic lane driveway providing access to a parking lot or parking garage: three metres;
- an office, limited to 112 metres squared, is permitted at grade within six metres of a front wall

Document 3 – Consultation Details

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

The main concerns expressed through circulation related to overdevelopment, loss of aesthetic and greenery, and parking overflow into the local streets.

Public Comments and Responses

Building setbacks

This proposal represents overdevelopment. The proposed decreases to setbacks and the removal of the landscaped terrace and planters will exacerbate this situation and remove aesthetic values.

Response

The removal of one setback will allow for a smaller building footprint, which will allow for an at-grade landscaped buffer along the rear lot line, therefore improving the situation for the immediately abutting low density residential uses. The materiality of the building was changed to brick for the first six storeys and horizontal concrete panels for the upper storeys, which will make the building look shorter, hence reducing the massing impact.

Parking

The proposed number of vehicle parking spaces is inadequate to meet the needs of proposed number of units and their visitors, regardless of how much bicycles are used. Scott Street is already overloaded, among other things, by commuters who use Westboro Transit Station, which does not have a Park-and-Ride Lot.

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.

Greenery

Greenspace is particularly important to balance the infill and intensification happening all over Westboro. There is no rationale provided to reduce the total landscaped area.

Response

The rear setback will be increased to allow for an at-grade landscaped buffer along the rear lot line. The applicant has agreed to widen the buffer to 2.5-metre to allow for more room for the proposed mature trees and the existing mature oak tree.