



## 1806 Scott Street

Planning Rationale Addendum  
Zoning By-law Amendment + Site Plan Control  
September 5, 2023



Prepared for 2851944 Ontario Inc

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# 1.0 Introduction

Fotenn Planning + Design ('Fotenn') previously prepared a Planning Rationale, dated January 27, 2023, to support a Zoning By-law Amendment and a Site Plan Control application for the lands known as 1806 Scott Street in the City of Ottawa (the 'subject property').

This report is an addendum to that Rationale and is intended to summarize the changes to the development since the original submission and to address outstanding comments from the review of the application. This Addendum should be read in conjunction with the original January 2023 Planning Rationale. All opinions and findings of the original report remain valid, except as otherwise described below.

## 1.1 Summary of the Application

In January 2023, Fotenn, on behalf of 2851944 Ontario Inc ("the client"), submitted a Zoning By-law Amendment and a Site Plan Control application (file no. D02-02-23-0007 and D07-12-23-0006) to redevelop the subject property with a four (4) storey low-rise apartment building. The Zoning By-law Amendment application sought to rezone the entirety of the subject property to "Residential Fourth Density, Subzone UD, Exception XXXX, Schedule YYY (R4UD[XXXX] SYYY)" to permit the proposed development, including to permit the use of Apartment Dwelling, Low Rise.

## 1.2 Changes to the Proposed Design

The proposed development has been revised in response to staff and public feedback. Major changes include:

### Responding to concerns regarding privacy and overlook for the existing residential dwelling to the south.

A key takeaway from both staff comments and the public consultation were concerns related to privacy, and two (2) changes to the proposed development have been made to mitigate these concerns:

- / Increasing the rear yard setback from 7.5 to 9.23 metres to improve privacy of the adjacent existing residential dwelling to the south and mitigate the potential for overlook;
- / Replacement of the cedar hedge along the south property line with Pyramidal English Oak trees, which will provide increased privacy and screening between the proposed development and the existing residential dwelling to the south;



Figure 1: An example of a Pyramidal English Oak, with conditions in the summer (left) and winter (right).

### Ground floor entrances.

The ground floor entrances were redesigned to locate the front door to face Scott Street and the garbage room door facing the interior side yard to the west.

### Relocation of the outdoor bicycle parking rack.

For improved safety and improved streetscape, the outdoor bicycle parking rack has been relocated to the rear yard.

### Relocation of the parking spaces.

Two (2) parking spaces are now proposed to remain in the same location as present, on Rockhurst Road slightly south of the intersection of Scott Street. The original application had these two spots further to the south in an area that is currently grass. As with Submission 1, the parking spaces on Scott Street are proposed to be removed. The parking configuration is confirmed as early as 2002 using aerial photography from GeoOttawa and appears to have been established some time between 1965 and 2002, as no curb cuts are visible in aerial photography from 1965, but parking is visible in 2002 aerial photography, shown below in Figure 2 and Figure 3. This demonstrates a long-standing, pre-existing condition related to front and corner yard parking on the subject site.



Figure 2: Aerial photography of the subject site dated 1965, retrieved from GeoOttawa

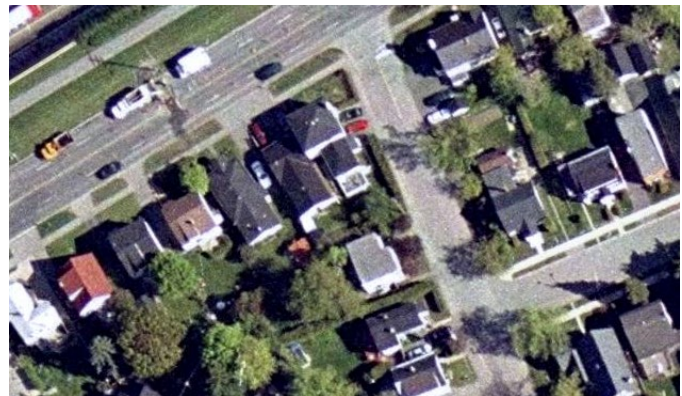


Figure 3: Aerial photography of the subject site dated 2002, retrieved from GeoOttawa

In summary, two (2) parking spaces are proposed to be retained, whereas previously, the site accommodated six (6) parking spaces. Based on both resident and staff comments, we believe that this is a reasonable compromise that both reduces the total amount of hardscaping; increases the amount of soft landscaping, tree, shrub, and other plantings; focuses parking along one side of the property; and reduces the curb cut on Scott Street to be reinstated with a curb, while also providing some parking to reduce parking overflow in the neighbourhood.

A Streetscape Character Analysis (SCA) has been prepared and is provided under separate cover. Whereas the SCA determined that the dominant characteristic of the neighbourhood is single-width driveways; however, there are examples of double-width driveways throughout the neighbourhood. This proposal does not include any driveways; instead, a private approach of 5.2 metres is proposed, which would accommodate two parking spaces. This represents a narrowing from the existing private approach that measures approximately 8 metres along Rockhurst Road.



Figure 4: 1798 Scott Street, viewed from Rockhurst Road looking east Figure 5: 53 Gould Street, viewed from Rockhurst Road, looking southeast

Two corner sites, 1798 Scott Street and 53 Gould Street, provide a reference for two different parking typologies that would have the same visual impact on the street as what is being proposed:

- / 1798 Scott Street demonstrates the precedence of double-width parking spaces without a driveway. These parking spaces, similar to the parking spaces proposed to be retained at the subject site, are accessed from the corner side yard. These parking spaces predate 2018 and are therefore considered to be legal non-conforming.<sup>1</sup>
- / 53 Gould Street has a garage facing the corner side yard, with a double-width driveway that could park two (2) vehicles; the total parking capacity for the site is therefore four (4) vehicles.

The parking space context of 1798 Scott Street and 53 Gould Street demonstrate that, despite the overall neighbourhood character, there are examples of non-conforming driveways and parking areas. These further reinforce the proposed retention of two (2) parking spaces, as both properties are located across the street from the subject site. It is also worth consideration that the neighbourhood as a whole is anticipated to change and evolve, either due to the changing context of Scott Street as a Mainstreet Corridor or due to the adjacent Evolving Neighbourhood Overlay. The proposed design balances community concerns with the long-term vision of the neighbourhood as it continues to evolve and change.

#### **Building material adjustments.**

In response to feedback from the public, the building design has been adjusted to introduce additional colours to the ground floor, including a charcoal horizontal accent siding, shown below in Figure 7 and Figure 8. The charcoal siding emphasizes the ground floor and provides a transition in materials to add visual interest and break up the massing of the building.

<sup>1</sup> By-law 2018-155 amended Zoning By-law 2008-250 prohibiting parking abutting a street in residential zones.



Figure 6: Proposed building design from Submission 1, looking west toward Rockhurst Rd



Figure 7: Proposed building design for Submission 2, looking south toward Scott St

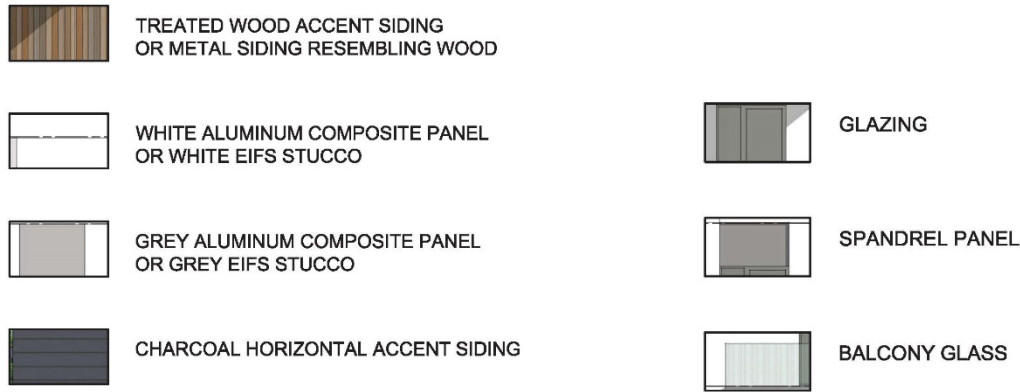


Figure 8: Proposed building materials for Submission 2

The revisions to the design maintain the building’s playful expression. Interest continues to be generated through a rhythm of fenestration and solid wood panels, which are juxtaposed with both the white and charcoal colour against the colour and texture of the wood.

**Provision of the interior yard area.**

Whereas the previous design oriented the building toward Rockhurst Avenue, the revised design defines the front toward Scott Street. The re-orientation of the building eliminates the requirement for the interior yard.

## 2.0 Policy and Regulatory Framework

### 2.1 City of Ottawa Zoning By-law (2008-250)

#### 2.1.1 Zone Provisions and Analysis

Table 1, below, provides a summary of the proposed zoning, Residential Fourth Density, Subzone UD (R4UD) as detailed in Zoning By-law 2008-250. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗). This has been updated based on the revised submission.

Table 1: Zoning Evaluation

R4UD Zoning	Requirement	Provided	Compliance?
<b>Minimum Lot Width (m)</b>	15 m	22.86 m	✓
<b>Minimum Lot Area (m<sup>2</sup>)</b>	450 m <sup>2</sup>	629.87 m <sup>2</sup>	✓
<b>Minimum Front Yard Setback (m)</b> Scott St s. 144(1)(d), Table 162A	Min. front yard setback per R4UD: 4.5 m*	3 m	✗
<b>Minimum Corner Side Yard Setback (m)</b> Rockhurst Rd s. 144(1)(d), Table 162A	Min. corner side yard setback per R4UD: 4.5 m*	5 m	✓
<b>Minimum Rear Yard Setback (m)</b> Table 144A	30% of lot depth: 9.23 m	9.23 m	✓
<b>Minimum Rear Yard Area m<sup>2</sup> s. 144(3)(a)</b>	25% of the lot area: 157.5 m <sup>2</sup>	177.5 m <sup>2</sup>	✓
<b>Minimum Interior Side Yard Setback (m)</b> s. 144(2) b) (i) Table 162A	1.5 m	1.6 m	✓
<b>Maximum Building Height (m)</b> Table 162A	14.5 m 4 storeys	14.5 m 4 storeys	✓
<b>Landscaped Area</b> s. 161(8)	30% of the lot area must be provided as landscaped area	45% of the lot area is landscaped area	✓
<b>Rear Yard Soft Landscaping</b> s. 161(15)(a)	Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, patios, and permitted driveways, parking aisles and parking spaces, must be softly landscaped.	Rear yard is softly landscaped	✓



R4UD Zoning	Requirement	Provided	Compliance?
<b>Minimum Percentage of Rear Yard Soft Landscaping</b> s. 161(15)(b)	At least 50% of the rear yard	55% of the rear yard	✓
	Must comprise at least one aggregated rectangular area of at least 25m <sup>2</sup> and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting.	39.9 m <sup>2</sup> rectangular area of sod	✓
<b>Yard Soft Landscaping</b> s. 161(15)(c)	Any part of any yard other than the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, permitted driveways and parking exclusion fixtures per (e) must be softly landscaped.	Applicable yard areas are softly landscaped	✓
<b>Front Yard Soft Landscaping</b> Table 161	40% soft landscaped area (Scott Street)	A minimum of 48.5% of the front yard is softly landscaped	✓
<b>Two-bedroom dwelling units</b> s. 161(16)(b)	At least 25% of dwelling units must have at least two bedrooms: 4 units	4 units	✓
<b>Fixtures to prevent parking</b> s. 161(15)(c)	Front yard and corner side yard must be equipped with solid, permanent fixtures sufficient to prevent motor vehicle parking	Trees proposed adjacent to parking spaces on Rockhurst Rd and near curb cut on Scott St to prevent parking	✓
<b>Location of principal entrance</b> s. 161(15)(f)	<ul style="list-style-type: none"> <li>/ At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street</li> <li>/ In the case of a corner lot, the principal entrance may be located on front or corner façade</li> </ul>	Principal entrance is on the front façade (Scott St)	✓
<b>Minimum fenestration</b> s. 161(15)(g)	Front facade (Scott St) must comprise at least 25% windows	26.8% 65.12 m <sup>2</sup> out of 243.08 m <sup>2</sup>	✓
	Corner side facade (Rockhurst Rd) must comprise at least 15% windows	23.9% 69.74 m <sup>2</sup> out of 291.35 m <sup>2</sup>	✓
<b>Recessed Front façade</b> s. 161(15)(h) and (j)	<ul style="list-style-type: none"> <li>/ At least 20% of the area of the front facade (Scott) must be</li> </ul>	A balcony is provided for every unit facing the public	✓

R4UD Zoning	Requirement	Provided	Compliance?
	recessed an additional 0.6 metres from the front setback line, or / One balcony or porch for every unit that faces a public street at or above the first storey	street above the first storey (balcony provided on levels 2 to 4)	
	Each balcony or porch must have a horizontal area of at least 2 m <sup>2</sup>	Balconies have a minimum area of 2 m <sup>2</sup>	✓
<b>Permitted projections into required yards: balcony</b> Table 65, s. 6(b)	Maximum balcony projection into required yard (above the first storey): 2 metres	Southern balconies project 1 metre into the required rear and front yard	✓
	No closer than 1 metre from any lot line	All balconies are a minimum of 1 metre from any lot line	✓

\* Per s. 144(1)(d), regardless of the setbacks of adjacent properties the minimum front and/or corner side yard setback need not exceed the minimum required in the Residential subzone in which the lot is located, and in no case may be less than 1.5 m or more than 4.5 m.

Table 2, below, summarizes the applicable parking, aisle and driveway provisions from Zoning By-law 2008-250 that are applicable to the project. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 2: Parking, Aisle and Driveway Provisions

R4UD Zoning	Requirement	Provided	Compliance?
<b>Parking Requirements</b> Area X on Schedule 1A	0.5 spaces/unit, less the first 12 units (resident): 2 required 0.1 spaces/unit, less first 12 units (visitor): 0 required Total parking required = 2 spaces	2 provided	✓
<b>Vehicle Parking Space Dimensions</b> s. 106(1)	Must be 2.6 m x 5.2 m	2.6 x 5.2 m	✓
<b>Bicycle Parking</b> Table 111A	0.5 per dwelling unit: 8 required	16 provided	✓
<b>Bicycle Parking Space Dimensions</b> Table 111B, s. 111(11)	Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces) Stacked: minimum width: 0.37 m	Horizontal 0.6 x 1.8 m	✓
<b>Bicycle parking access aisle width</b> s. 111(9)	1.5 m	1.5 m	✓
<b>Parking location</b> s. 109(3)(a)(iii)	No parking space may be established and no person may park a motor vehicle: in the extension	Parking provided in extension of	✗

R4UD Zoning	Requirement	Provided	Compliance?
	of a required and provided corner side yard into a rear yard	corner side yard into a rear yard	

### 2.1.2 Mature Neighbourhoods Overlay

A Streetscape Character Analysis (SCA) has been prepared and is provided under separate cover. Based on the SCA, the dominant neighbourhood pattern was determined to be the following:

- / Table 1: Garages, Carports, and Parking:
  - No garage or carport is attached to the front façade or corner façade of the dwelling
- / Table 2: Driveway Character Groups and Legal Front Yard Parking:
  - Individual/ Share Driveways
  - A single-width driveway or shared driveway
- / Table 3: Principal Entranceway Character Group
  - Principal Entranceway is located on the front façade of the dwelling unit and faces the street

While the two (2) parking spaces proposed do not adhere to the dominant neighbourhood pattern, they are an existing condition that is visually consistent with adjacent parking patterns.

### 2.1.3 Corner Sight Triangle

Pursuant to Section 57, corner sight triangles must be maintained at the intersection of Scott Street where it intersects with Rockhurst Road. Per comments received from Transportation department staff, a 5-metre x 5-metre corner site triangle is required and provided. This is shown on the site plan.

## 2.2 Private Approach By-law (2003-447)

Per section 11(1), a private approach shall have a minimum width of 2.4 metres and a maximum width of 9.0 metres. The proposed private approach of 5.2 metres complies with the requirement and further, narrows the existing private approach. Section 11(2) indicates that despite subsection (1), in the Mature Neighbourhoods, the minimum and maximum width of a private approach provided by the Zoning By-law shall govern. However, the Zoning By-law for the proposed site's subzone and SCA do not specify the minimum or maximum widths of private approaches.

Per section 12, the proposed development will remove a redundant private approach on Scott Street and per section 14, the curb shall be reinstated.

Private Approach By-law	Requirement	Provided	Compliance?
<b>Widths</b> s. 11(1)	Minimum width: 2.4 m Maximum width: 9.0 m	5.2 m	✓
<b>Private approaches for public and institutional purposes, commercial and industrial properties and multiple residential dwellings</b> s. 25(1)(a)(ii)	Maximum number of private approaches: one (1) two-way private approach or two (2) one-way private approaches;	One two (2) way private approach	✓

<b>Private Approach By-law</b>	<b>Requirement</b>	<b>Provided</b>	<b>Compliance?</b>
<b>Maximum width of a two-way private approach</b> s. 25(1)(c)	No private approach intended for two-way vehicular traffic shall exceed 9 metres in width at the street line, and at the curb line or roadway edge.	5.2 m	✓
<b>Private approaches determined per s. 139(10)</b> s. 25(1)(f)	In the Mature Neighbourhoods the maximum widths of a private approach shall be determined in accordance with Section 139(10) of the Zoning By-law.	s. 139(10) does not exist; further, s. 139 only provides direction for driveways; no driveways are proposed	✓
<b>Proximity of private approach to intersecting street line</b> s. 25(1)(o)	No person shall construct a private approach within an intersection or on the corner radius of an intersection or within 1.5 metres of the point of tangency of such radius or so that the distance between the nearest limit of a private approach and the intersecting street line or its extension is less than 6 metres.	Private approach is over 6 metres from the intersection of Scott Street	✓
<b>Proximity of private approach to property line</b> s. 25(1)(p)	No person shall construct a private approach within 3 metres of any property line measured at the highway line and at the curb or the edge of the roadway	Private approach is more than 3 metres from north and south property lines	✓

**The proposed development complies with the Private Approach By-law.**

## 3.0

# Proposed Zoning By-law Amendment

The zoning by-law amendment is proposed to firstly, amend the zoning of the subject site to “Residential Fourth Density, Subzone UD, Exception XXXX, Schedule YYY (R4UD[XXXX] SYYY)” from the current Residential First Density, Subzone MM (R1MM). The change will permit the construction of a low-rise, apartment building which aligns with the Official Plans goals of increased density along Mainstreet Corridors on appropriately sized sites. Secondly the amendment is seeking site-specific exceptions that will provide the necessary relief from provisions of the proposed new zone as detailed below:

### Reduced Front Yard Setback

A front yard setback of 4.5 metres is required, whereas 3 metres is provided. The reduced front yard setback allows for an efficient building footprint, making up for lost buildable area on the corner side yard due to the required setback to the overhead hydro line. Although the R4UD subzone requires a 4.5-metre setback based on the current building placement on the adjacent properties, the zoning in the neighbouring, R1MM zone permits a 3-metre setback. The reduced front yard setback is consistent with the planned mainstreet character and therefore will not appear out of place as development evolves over time. A 3-metre setback will enforce a connection to the public realm as a shallow front yard will provide animation to Scott Street. With a wide right of way there is the ability for a planting area between the proposed low-rise apartment building and the property line, where three (3) street trees are proposed.

### Parking Location

In the R4 zone, no parking space may be established, and no person may park a motor vehicle in the extension of a required and provided corner side yard into a rear yard. Two (2) parking spaces are proposed in the corner side yard; therefore, relief is required. These parking spaces are proposed in the same location as where parking is currently provided via a private approach accessed from Rockhurst Road.

In total, there are presently six (6) parking spaces split between the two (2) frontages. The parking spaces on Scott Street are proposed to be removed, while two (2) of the three (3) parking spaces on the Rockhurst Road frontage are proposed to be retained. Retention of two (2) parking spaces preserves flexibility to provide parking to future tenants while also reducing the total amount of hardscaping and parking. Although not all the parking spaces are proposed to be eliminated, retention of two (2) improves the existing condition and addresses community concerns related to parking.

## 4.0 Conclusion

Considering the comments received from the City's circulation of the from the Zoning By-law Amendment and Site Plan Control applications for a low-rise, apartment building the property located at 1806 Scott Street, it is still Fotenn's professional opinion that these applications represent good land use planning and are in the public interest.

Having assessed the resubmission package against the applicable planning framework, the revised proposed remains appropriate for the site for the following reasons:

- / The proposed development conforms to the City of Ottawa Official Plan policies by proposing an intensification of the subject property within the urban boundary and within in an area identified to accommodate growth;
- / The proposed development will add to the diversity of housing types and built form; and
- / The proposed development generally complies with the R4UD subzone and relief requested aligns with the intent of the zone and aligns with the broader OP policies directing land use planning for the area.

Should you have additional questions or require clarification on any of the information provided herein, please do not hesitate to contact the undersigned.

Sincerely,



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