DEPARTMENTAL RECOMMENDATIONS

That Planning and Environment Committee recommend that Council:

1. Approve Ottawa Official Plan Amendment No. 9, as modified on the Approval Page (attached as Annex A);

2. Reject the referral request for 185-187 Louisa Street on the basis that it is not made in good faith and is frivolous, vexatious and only for the purpose of delay, for the reasons stated herein.
PURPOSE

The purpose of Amendment No. 9, as submitted, was to replace the “Special Study Area” designation for the Preston-Champagne area, as currently designated in the Ottawa Official Plan, 1991 with “Residential Area”, “Neighbourhood Linear Commercial Area”, “Secondary Employment Centre”, “Major Leisure Area”, and “Traditional Industrial Area” land use designations.

BACKGROUND

Ottawa Council adopted local Official Plan Amendment No. 9 on 03 Aug 94 and submitted the Amendment to the Region for approval on 09 Aug 94. On 14 March 95 City staff contacted the Regional Planning and Property Department with a verbal request (followed by a written request on 4 Dec 95 with details on the proposed modifications) for the Region to consider including technical modifications to Amendment No. 9; these proposed modifications would add the designation “Greenway-Linkage” on both sides of the CPR line extending up to the Ottawa River, and make three text changes to Section 2.0 Details of the Amendment and Section 6.2 Vision of the Ottawa Official Plan, 1991. Since the proposed Schedule modification affected lands outside the Preston-Champagne area covered by Amendment No. 9, both a legal opinion as to the Region’s jurisdiction to make such an amendment, and proof of adequate public notice/meeting was required. Regional Legal advised that it was beyond the authority of the Region to modify site specific local official plan amendments to include lands outside the original boundary of the lands affected by said amendment. Regional staff further advised the City that one referral request had been received from the solicitor for Mr. Dominic Trapini who is the owner of 185 and 187 Louisa Street (one additional referral request was not filed with the Region).

COMMENTS FROM CIRCULATED AGENCIES

As a result of the Region’s circulation/review approval procedures, several modifications are proposed to Amendment No. 9. These proposed modifications are detailed below:

The National Capital Commission

The NCC advises that it supports in principle the recreational pathway along the CPR rail lines. The area is being analyzed by two Commission studies; the Urban Corridors Study and the Integrated Recreational Pathway Study. The CPR rail line has been identified as a potential link in the recreational pathway network. However, other potential uses, such as the commuter train link or transit link will also have to be taken into account.

With respect to the Government Services Canada Lands, Public Works and Government Services Canada (PWGSC) should be consulted regarding their future plans for the property located between Somerset Street and Gladstone Avenue and south of Carling Avenue. Any proposals to change the official plan designation or zoning, (density and height) of any federal lands must be approved by the Commission.

Departmental Response
Regional staff support the concept of a recreational pathway network link along the CPR rail line, but advise the City that the proposed link is not identified on Schedule F to the Regional Official Plan as a Major Bicycle Corridor, and that the implementation of Section 6.4 policy m) will remain the responsibility of the City of Ottawa.

With respect to the NCC comment on the Government Services Canada Lands, the advice of the Commission with respect to the need for consultation with the landowner's plans for development of their property is noted. The Planning Act makes provision for public/landowner consultation, and all landowners have the right to object to any official plan/zoning change that, in their opinion, adversely affects their interests. Should those plans not accord with the proposed policies of the City, either now or in the future, mechanisms are available to request amendments to these planning documents. However, the point to remember is that the City's policy for these lands, as outlined in Section 6.4 p), cannot be implemented without the willing co-operation of the Federal Government as landowner.

Based on the above, no modifications to Official Plan Amendment No. 9 are proposed by staff.

**Ministry of Transportation of Ontario**

The MTO has requested that:

i) Provincial Hwy 417 be identified as such in all the schedules, and

ii) the following new clause, titled “Hwy 417” be added to the amendment:

“The Queensway is Provincial Hwy 417. No direct access will be permitted to this road. In addition to all the applicable municipal requirements, all development adjacent to Hwy 417 is also subject to the requirements and permits of the Ministry of Transportation.”

**Departmental Response**


Schedules L and M identify Provincial Hwy 417 as “Queensway”, and it is almost universally known by Ottawa-Carleton residents as the major Provincial Highway in Ottawa. Furthermore, other schedules to the Ottawa Official Plan, 1991 identify the Queensway as “Queensway” and not as “Provincial Hwy 417”. No useful purpose would be served in modifying these two schedules.

Schedule “A” to Amendment No. 9 is merely a location plan, and Provincial Hwy 417 is identified as “Queensway”. As such, no modification is proposed.
Schedule “B” to Amendment No. 9 does not identify the Queensway as either “Queensway” or Provincial Hwy 417. One of the modifications requested by the City is to replace Schedule “B” with a new Schedule “B”; the new Schedule “B” will label the Queensway as “Queensway- Prov. Hwy 417” (See Proposed Modification No. 11).

With respect to the MTO's request to add a new clause to Amendment No. 9, it is proposed to Modify Amendment No. 9 as follows:

**Proposed Modification No. 4**

**Part B - THE AMENDMENT, Section 2.0 Details of the Amendment**, is hereby Modified by adding a new clause to proposed Section **6.0 PRESTON-CHAMPAGNE**, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, immediately following the clause entitled “TRANSPORTATION CORRIDOR” of Subsection **6.2 Vision** on page 7, as follows:

“PROVINCIAL HWY 417  The Queensway is Provincial Hwy 417. No direct access will be permitted to this road. In addition to all other approval requirements, all development applications adjacent to Provincial Hwy 417 are subject to the requirements and permits of the Ontario Ministry of Transportation.”

**City of Ottawa**

The City of Ottawa has requested a number of technical modifications to Amendment No. 9, as detailed below.

**Proposed Modification No. 1**

**PART B - THE AMENDMENT, Section 2.0 Details of the Amendment**, clause i) is hereby Modified by:

i) adding a comma after “Major Leisure Area” in the third line and inserting the word “Linkage” immediately thereafter, and

ii) inserting the words ‘and “Linkage”’ immediately followed by a comma before the phrase “the lands generally bounded by...” in the fifth line, so that the sentence reads “Commercial Area”, and “Linkage”, the lands generally bounded by Somerset Street on the...”.
Proposed Modification No. 2

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.2 Vision, Subsection IMAGE, paragraph 2 of said new Section 6.0

PRESTON-CHAMPAGNE is hereby Modified by adding the following sentence:

“The Greenway System-Linkage designation along the CPR corridor will be recognized.”

Proposed Modification No. 3

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules "L" and "M" to the Ottawa Official Plan, 1991, Section 6.2 Vision, Subsection ENHANCED OPEN/SPACE LINKAGES, paragraph 2 on page 7 is hereby Modified by inserting the following sentence after the first sentence:

“This Linkage which is part of the Greenway System will be reinstated on Schedule “A” - Land Use to the Ottawa Official Plan.”

A modification to the existing Schedule “B” is required in order to add the “Greenway System-Linkage” to both sides of the CPR line. This “Linkage” designation change is limited to the original boundaries of Amendment No. 9 and do not extend to the Ottawa River. In addition, Regional staff have added labels to the Queensway to address the concerns of the Ministry of Transportation of Ontario. Proposed Modification No. 11 replaces the old Schedule “B” with the new Schedule “B”.

Proposed Modification No. 11

Schedule “B” of Amendment No. 9 is deleted in its entirety and replaced by a new Schedule “B”.

Departmental Response

Regional staff concur with proposed technical modifications 1, 2, 3 and 11 above and have incorporated them into the Approval Page.

Regional Environment and Transportation Department (Transportation Issues)

The Regional Environment and Transportation Department advises that OC Transpo has express concerns that the proposed streetscaping on Preston Street may affect the bus stops/shelters on the street. The Department has requested a modification to Amendment No. 9 to address this concern. It is proposed to modify Amendment No. 9 as follows:

Proposed Modification No. 5
PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section **6.0 PRESTON-CHAMPAGNE**, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section **6.4 Policies**, policy i) on page 9 is hereby Modified by:

a) deleting the word “and” and the comma at the end of clause v)

b) at the end of clause vi), deleting the period and adding the word “and” and a comma

c) adding a new clause vii) to read as follows:

“vii) Shall ensure that public transportation facilities, including bus stops/shelters, etc. are integrated into streetscape improvement plans to the satisfaction of OC Transpo.”

Section 6.4, policy q), proposes to enhance the streetscape along Carling Avenue between Champagne Street and Rochester Street by encouraging “generous landscaping in the median and adjacent private lands”. The Regional Environment and Transportation Department advises that median landscaping will not be permitted if driver's sight lines are obstructed. It is the Department's experience that landscaping in the median does not survive because of road maintenance operations in the winter. Therefore, RMOC will not be responsible for installation and maintenance of any median landscaping. It is therefore proposed to modify Amendment No. 9 as follows:

**Proposed Modification No. 6**

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section **6.0 PRESTON-CHAMPAGNE**, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section **6.4 Policies**, policy q) on page 13 is hereby Modified by adding a new sentence to the end of the policy to read as follows:

“City Council recognizes that any median landscaping on Carling Avenue is subject to the approval of the Regional Municipality of Ottawa-Carleton, in accordance with the Region's Greening Guidelines For Regional Roads in Urban Areas.”

With respect to Section 6.4 policy r), which deals with the CPR transportation corridor, the Region is not able to agree to policies which intend to determine the location and maximum dimension of the corridor until such time as an environmental assessment has been completed. It is therefore proposed to modify Amendment No. 9 as follows:

**Proposed Modification No. 7**

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section **6.0 PRESTON-CHAMPAGNE**, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section **6.4 Policies**, policy r) on page 13 is hereby Modified by adding a new sentence to read as follows:
“The City recognizes that this corridor widening policy is subject to the findings of the Environmental Assessment approval process which still has to be undertaken by the Region.”

Section 6.4 policy t) limits traffic impact study requirements to two specific sites; Regional Environment and Transportation Department advises that traffic impact studies are required for all sites when the scale of the development/redevelopment proposal will likely result in a significant impact on the Regional Road Network. This is, in most cases, a result of increased traffic volume, diverted traffic or a question of access/egress.

In addition, the Regional Environment and Transportation Department advises that a station of the proposed commuter rail system is possible at Carling Avenue, and rezoning of the Campbell Steel site is not appropriate at this time.

It is therefore proposed to modify policy t) as follows:

**Proposed Modification No. 8**

**PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies, policy t) on page 13 is hereby Modified by deleting it in its entirety and replacing it with the following:**

“t) City Council shall require, as part of the development approval process, that traffic impact studies, including traffic demand management, be undertaken for the following sites:

i) Government Services Canada (between Somerset Street and Gladstone Avenue);

ii) Government Services Canada (south of Carling Avenue).

Additional traffic impact studies for other sites may be required by either the City and/or the Regional Municipality of Ottawa-Carleton when the scale of the development/redevelopment will likely result in a significant impact on local roads and/or the Regional Road Network.

Site Plan Control approval stage of development. Prior to adopting or approving any development control applications for this site, the likelihood of the lands being required for a commuter rail station will be explored with all appropriate Federal, Provincial and Regional authorities, including the CPR.”

All residential development on/adjacent to existing Regional Roads and transportation corridors is subject to the Regional noise attenuation guidelines. It is therefore proposed to modify Amendment No. 9 as follows:

**Proposed Modification No. 9**
PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies is hereby Modified by adding a new policy z) to read as follows:

“NOISE   z) City Council shall, as part of the development approval process, have regard to the Noise Attenuation Guidelines of the Regional Municipality of Ottawa-Carleton for all new residential development adjacent to Regional Roads and Provincial Hwy 417.”

Regional Environment and Transportation Department (Servicing Issues)

The Regional Environment and Transportation Department advises that the land use proposed by Amendment No. 9 could result in substantial net increase in water flows which the Regional system is currently incapable of handling. The City of Ottawa or the development proponent will be required to identify and pay for the removal of an appropriate amount of combined flow to offset the impact of the proposed development flows. It is therefore proposed to modify Amendment No. 9 to add a new policy to Section 6.4, as follows:

Proposed Modification No. 10

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies is hereby Modified by adding a new policy aa) to read as follows:

“aa) Prior to the approval of any development approvals (i.e. Subdivision/Condominium Plans, Part-lot Control By-laws, Site Plans, Zoning By-law Amendments, Consents, Group Building Projects, etc.) the City shall ascertain if there is sufficient capacity in the City and Regional sewer/stormsewer/water supply systems; if there is insufficient capacity to service the development, the City and/or the owner will be required to provide and fund the improvements required by the appropriate authority, to the satisfaction of that authority.”
REFERRAL REQUEST

The Regional Municipality of Ottawa-Carleton received a referral request on 31 Aug 94 from the solicitor of Mr. Dominic Trapini, who owns 185 and 187 Louisa Street in the Amendment area. Both the City of Ottawa and the Regional Planning and Property Department (See Annex C) have attempted to contact Mr. Trapini through his solicitor and by direct mail to his mailing address. The City has been advised by the owner's solicitor that she was unable to contact her client to try and resolve the issues which resulted in the referral request. The City has requested the Regional Municipality to dismiss Mr. Trapini's referral request (See Annex C). Regional staff concur with the City's request, and note that should Mr. Trapini wish to pursue his objections further he could apply for an Amendment to the Ottawa Official Plan, 1991.

CONSULTATION

Public Notice of Amendment No. 9 was published in the Ottawa Citizen and Le Droit on 22 May 94 and 29 May 94. Public Meetings were held on 31 May 94 and 7 June 94 by the City of Ottawa Planning Committee. One referral request was received by the Regional Clerk, as noted previously.

FINANCIAL IMPACT

As noted in the specific modifications, either the City of Ottawa or the proponent of a development application will be responsible for the costs of up-grading existing services to permit development to proceed in the area affected by Amendment No. 9.

CONCLUSION

The Regional Planning and Property Department is satisfied that, with the Modifications as proposed above, Amendment No. 9 conforms to the Regional Official Plan and should be approved. The City of Ottawa Planning, Economic Development and Housing Department concurs with the proposed modifications.

Approved by
N. Tunnaciffe, MCIP, RPP
Planning and Property Commissioner

RH/
I hereby certify that Official Plan Amendment No 9 to the Ottawa Planning Area, which was adopted by the Council of the City of Ottawa on 3 Aug 94, was approved by the Council of the Regional Municipality of Ottawa-Carleton on 1,996 under Section 21 of the Planning Act, 1990, except:

A The following which were modified under Section 17 (9) of the Planning Act, 1990:

MODIFICATION NO. 1

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause i) is hereby Modified by:

i) adding a comma after “Major Leisure Area” in the third line and inserting the word “Linkage” immediately thereafter, and

ii) inserting the words ‘ and “Linkage” ’ immediately followed by a comma before the phrase “, the lands generally bounded by...” in the fifth line, so that the sentence reads “Commercial Area”, and “Linkage”, the lands generally bounded by Somerset Street on the”.

MODIFICATION NO. 2

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.2 Vision, Subsection IMAGE, paragraph 2 of said new Section 6.0 PRESTON-CHAMPAGNE is hereby Modified by adding the following sentence:

“The Greenway System-Linkage designation along the CPR corridor will be recognized.”

MODIFICATION NO. 3

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.2 Vision, Subsection ENHANCED OPEN/SPACE LINKAGES, paragraph 2 on page 7 is hereby Modified by inserting the following sentence after the first sentence:
“This Linkage which is part of the Greenway System will be reinstated on Schedule “A” - Land Use to the Ottawa Official Plan.”

MODIFICATION NO. 4

Part B - THE AMENDMENT, Section 2.0 Details of the Amendment, is hereby Modified by adding a new clause to proposed Section 6.0 PRESTON-CHAMPAGNE including Schedules “L” and “M” to the Ottawa Official Plan, 1991, immediately following the clause entitled “TRANSPORTATION CORRIDOR” of Subsection 6.2 Vision on page 7, as follows:

“PROVINCIAL HWY 417 The Queensway is Provincial Hwy 417. No direct access will be permitted to this road. In addition to all other approval requirements, all development applications adjacent to Provincial Hwy 417 are subject to the requirements and permits of the Ontario Ministry of Transportation.”

MODIFICATION NO. 5

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies, policy i) on page 9 is hereby Modified by:

a) deleting the word “and” and the comma at the end of clause v)

b) at the end of clause vi), deleting the period and adding the word “and” and a comma

c) adding a new clause vii) to read as follows:

“vii) Shall ensure that public transportation facilities, including bus stops/shelters, etc. are integrated into streetscape improvement plans to the satisfaction of OC Transpo.”

MODIFICATION NO. 6

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies, policy q) on page 13 is hereby Modified by adding a new sentence to the end of the policy to read as follows:

“City Council recognizes that any median landscaping on Carling Avenue is subject to the approval of the Regional Municipality of Ottawa-Carleton, in accordance with the Region’s Greening Guidelines For Regional Roads in Urban Areas.”
MODIFICATION NO. 7

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies, policy r) on page 13 is hereby Modified by adding a new sentence to read as follows:

“The City recognizes that this corridor widening policy is subject to the findings of the Environmental Assessment approval process which still has to be undertaken by the Region.”

MODIFICATION NO. 8

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies, policy t) on page 13 is hereby Modified by deleting it in its entirety and replacing it with the following:

“t) City Council shall require, as part of the development approval process, that traffic impact studies, including traffic demand management, be undertaken for the following sites:

i) Government Services Canada (between Somerset Street and Gladstone Avenue);

ii) Government Services Canada (south of Carling Avenue).

Additional traffic impact studies for other sites may be required by either the City and/or the Regional Municipality of Ottawa-Carleton when the scale of the development/redevelopment will likely result in a significant impact on local roads and/or the Regional Road Network.

For the Campbell Steel site, an access/egress impact study will be required at the Site Plan Control approval stage of development. Prior to adopting or approving any development control applications for this site, the likelihood of the lands being required for a commuter rail station will be explored with all appropriate Federal, Provincial and Regional authorities, including the CPR.”

MODIFICATION NO. 9

PART B - THE AMENDMENT, Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies is hereby Modified by adding a new policy z) to read as follows:

“NOISE z) City Council shall, as part of the development approval process, have regard to the Noise Attenuation Guidelines of the Regional Municipality of
Ottawa-Carleton for all new residential development adjacent to Regional Roads and Provincial Hwy 417.”

MODIFICATION NO. 10

PART B - THE AMENDMENT. Section 2.0 Details of the Amendment, clause ii) which adds a new Section 6.0 PRESTON-CHAMPAGNE, including Schedules “L” and “M” to the Ottawa Official Plan, 1991, Section 6.4 Policies is hereby Modified by adding a new policy aa) to read as follows:

“aa) Prior to the approval of any development approvals (i.e. Subdivision/Condominium Plans, Part-lot Control By-laws, Site Plans, Zoning By-law Amendments, Consents, Group Building Projects, etc.) the City shall ascertain if there is sufficient capacity in the City and Regional sewer/stormsewer/water supply systems; if there is insufficient capacity to service the development, the City and/or the owner will be required to provide and fund the improvements required by the appropriate authority, to the satisfaction of that authority.”

MODIFICATION NO. 11

Schedule “B” of Amendment No. 9 is deleted in its entirety and replaced by a new Schedule “B”.

Dated this day of ,1996.

______________________________
Clerk, Regional Municipality of Ottawa-Carleton
ANNEX B

EXCERPTS FROM OTTAWA OFFICIAL PLAN AMENDMENT NO. 9

ANNEX C

REFERRAL REQUEST
ANNEX B

EXCERPTS FROM OTTAWA OFFICIAL PLAN AMENDMENT NO. 9

PART B - THE AMENDMENT

1.0 The Introductory Statement

All of this part of the document entitled "Part B - The Amendment", consisting of the following text, including the Preston-Champagne Secondary Policy Plan, and the attached maps entitled Schedules "A", "B" constitute Amendment No. 9 of the City of Ottawa Official Plan.

2.0 Details of the Amendment

The City of Ottawa Official Plan, is hereby amended as follows:

1) Schedule "A" - Land Use is revised to redesignate from "Special Study Area" to "Residential Area", "Neighbourhood Linear Commercial Area", "Secondary Employment Centre", "Major Leisure Area" and "Traditional Industrial Area" and from "Residential Area" to "Neighbourhood Linear Commercial Area", the lands generally bounded by Somerset Street on the north, Rochester Street on the east, Carling Avenue on the south and Breezehill Avenue on the west, as shown more specifically on Schedule "B" attached hereto; and,

ii) Volume II - Secondary Policy Plans/Site Specific Policies is revised to add Section 6.0 Preston-Champagne, including Schedules "L" and "M" to the City of Ottawa Official Plan, as follows:

6.0 PRESTON-CHAMPAGNE

6.1 Introduction

PRESTON-CHAMPAGNE SECONDARY POLICY PLAN

This Chapter contains a Secondary Policy Plan for the Preston-Champagne area which provides a more detailed area - based policy direction for a number of land use areas within Preston-Champagne. These areas are designated on Schedule "L" - Preston-Champagne Land Use. Reference must be made to both the Primary Plan in Volume I and the Secondary Policy Plan for complete guidance on specific sites in Preston-Champagne.

6.2 Vision

IMAGE

In the future, the Preston-Champagne area will continue to be a diverse inner city neighbourhood, containing a mix of residential, office, retail, and light industrial employment uses. The attractiveness of the area for redevelopment will be reinforced by its central location and accessibility to existing and future transitway stations and the Queensway.

A defining characteristic of Preston-Champagne is its division into separate quadrants by major existing and
future transportation corridors (the Queensway and the CPR corridor). Major redevelopment, resulting in new employment and housing opportunities, sensitively scaled to provide a transition to existing lower profile residential areas, will occur in the older industrial lands along these transportation corridors, including Carling Avenue and Somerset Street. Existing residential areas will be protected by directing neighbourhood commercial uses to Preston Street (and Somerset Street) thereby enhancing its role as the main shopping, restaurant, cultural and community focus of the neighbourhood.

**SOUTHWEST QUADRANT**

In the southwest quadrant (south of the Queensway and west of the CPR corridor), a Secondary Employment Centre with a mix of medium and high profile employment uses will develop, focusing on both sides of Carling Avenue. The Centre will include existing office buildings (e.g., Sir John Carling Building) and new development which will infill vacant lands and replace older industrial uses. The northwest edge of this area will be redeveloped with low profile residential uses to provide a transition to the existing low profile residential areas to the north and west.

**SOUTHEAST QUADRANT**

In the southeast quadrant (south of the Queensway and east of the CPR corridor) medium and high profile employment uses will continue to develop along Carling Avenue and immediately south of the Queensway and east of Preston Street. A transition to low and medium profile residential uses and neighbourhood commercial uses on Preston Street will occur from these higher profile employment uses. In the residential areas, new, incompatible non-residential uses will be prohibited to encourage protection of the existing housing stock and infill residential development.
In the northeast quadrant (north of the Queensway and east of the CPR corridor) the low profile residential areas will be maintained. The Government Services Canada warehouse site along the east side of the CPR rail corridor provides an exciting opportunity for community building infill development, with a mix of residential and employment uses and new pedestrian and cycle linkages to the Greenway system along the CPR corridor. This site will include low and medium profile residential infill, with a transition to medium profile employment uses towards Somerset Street and the future City Centre Secondary Employment Centre complex on the north side of Somerset Street. Also, Plouffe Park will be expanded, through the provisions of the Parklands By-law, and improved as a locally-oriented open space facility. As commercial activity becomes more focused on Preston and Somerset Streets, Rochester Street will retain a more residential character with some at-grade, locally-oriented commercial uses.

In the northwest quadrant, (north of the Queensway and west of the CPR corridor), the existing light industrial character will be maintained and its compatibility with the adjacent residential community will be enhanced by the addition of design guidelines. Low profile light industrial uses will be compatible in height with existing low profile residential areas to the west.

Preston Street will be the unique pedestrian-oriented community focus for the Preston-Champagne area, providing street level retail, ethnic restaurants, cultural facilities and residential uses. Low to medium profile mixed use buildings with upper floor residential and ground floor commercial will be encouraged to provide a vibrant, secure 24 hour community that provides a full range of neighbourhood services. Streetscape enhancement, continuity of facade treatments, and local business promotions will help strengthen the ethnic identity and role of Preston Street as the "Main Street" of the Preston-Champagne neighbourhood.
Along with the expansion of Plouffe Park, the Adult High School playing field will be maintained, and community access and views into the facility will be enhanced to provide a green oasis along Preston Street. In the southwest quadrant, Ev Tremblay Park will be expanded through the provisions of the Parklands By-law should the Humane Society decide to vacate their building.

A major feature of the Greenway system within Preston-Champagne is the linkage along the CPR corridor from Dow’s Lake to Somerset Street. Pedestrian and cycle linkages will be improved by the provision of a new extension of the existing pathway which will run north of the Queensway along the CPR corridor to link with proposed and existing paths to the Ottawa River. East-west pedestrian linkages across the CPR corridor will also be enhanced.

In the event that the CPR rail corridor becomes a multi-modal transportation corridor, (possible options include an arterial roadway, transitway, passenger rail, subject to future transportation and environmental assessment studies) the impact on and barriers between adjacent residential neighbourhoods will be minimized by:

a) appropriate screening and buffering;

b) protection of the existing recreational pathway and the creation of new pathway links; and,

c) protection of the existing vegetative communities in the Greenway - Linkage.

6.3 Objectives

a) To protect and enhance existing residential areas and promote sensitive employment and residential infill development of older industrial sites.

b) To enhance and promote Preston Street as a pedestrian-oriented shopping and ethnic restaurant street which provides a community and cultural focus for the area.

c) To ensure that the development of a Transportation Corridor along the CPR rail corridor has a minimal impact on adjacent residential communities, maintains the Greenway - Linkage designation and provides for pedestrian/cycle movement.
6.4 Policies

Policies (a) to (m) refer to the land use areas on Schedule "L".

RESIDENTIAL AREAS
a) City Council shall impose maximum height limits in all residential areas. Neighbourhood serving uses which serve neighbourhood needs shall be subject to Zoning By-law restrictions on their location and the provisions of Policy 3.6.2d) of the Primary Plan. Non-residential uses, other than those included in existing use clauses of the Zoning By-law, shall be subject to the provisions of Policy 3.6.2e) of the Primary Plan.

RESIDENTIAL LOW PROFILE
b) City Council shall permit predominately residential low profile uses within this area in order to preserve its residential character. Where appropriate, accessory home craft uses, subject to the existing provisions of the Zoning By-law, may also be permitted.

RESIDENTIAL MEDIUM PROFILE
c) City Council shall permit predominately residential medium profile uses within this area which may be subject to redevelopment in the future, in keeping with Chapter 3 of the Primary Plan.

RESIDENTIAL (EMPLOYMENT) LOW PROFILE
d) City Council shall permit low profile residential uses on Rochester Street, along with ground floor, locally-oriented commercial uses in residential buildings.

RESIDENTIAL (EMPLOYMENT) MEDIUM PROFILE
e) City Council shall permit medium profile residential uses within this redevelopment area. Limited ground floor office and retail uses north of Beech Street will also be permitted, but the predominant use shall be residential.

EMPLOYMENT INDUSTRIAL LOW PROFILE
f) City Council shall permit low profile, light industrial uses within this area. The application of design guidelines contained in Section 11.0 of Volume III: Appendices as part of the development approval process and the restriction of incompatible uses will help minimize the impact on the residential area to the west.

EMPLOYMENT OFFICES MEDIUM AND HIGH PROFILE
g) City Council shall permit medium and high profile office uses in this area. The employment blocks east of Preston Street and south of the Queensway are in association with the Booth Street Secondary Employment Centre. For uses along Carling Avenue, reference should be made to the design guidelines in Section 11.0 of Volume III: Appendices.
h) City Council shall permit the westerly extension from Rochester Street of the Somerset Heights Main Street Commercial/Residential concept along Somerset Street to provide a link to Preston Street and the Wellington-Somerset commercial area.

i) City Council shall promote Preston Street as the community and cultural focus and the main shopping street of the Preston-Champagne area. City Council shall therefore:

i) Require continuous, pedestrian-oriented uses at grade;

ii) Encourage residential or other appropriate uses above the street level;

iii) Encourage uses which are vibrant and/or promote an ethnic theme and evening activity, such as specialty stores, restaurants, and entertainment uses;

iv) Promote a Main Street theme through streetscape enhancement and co-ordinated facade improvements in co-operation with Preston Street business and community interests;

v) Require low to medium profile, human scale, mixed use buildings in keeping with a Main Street theme as outlined in the design guidelines contained in Section 11.0 of Volume III: Appendices; and

vi) Consider Preston Street as a priority area for B.I.A. and City funded streetscape improvement and include it in any future Facade Improvement Program.

j) City Council shall recognize the existing adult high school and social housing complex within this area. City Council shall promote the opening up of and community access to the Adult High School playing field along Preston Street through discussions with the Ottawa Board of Education;
OPEN SPACE/COMMUNITY FACILITY

k) City Council shall promote the retention, improvement and expansion of existing open space/community facilities. In fulfilment of this policy, City Council shall promote:

i) The expansion, through the provisions of the Parklands By-law, of Plouffe Park and Ev Tremblay Park for locally-oriented recreational facilities as the affected lands become available through redevelopment; and

ii) The retention of Plant Bath.

PARKING (NCC LOT)

l) City Council shall recognize this area as a National Capital Commission parking lot for Dow’s Lake facilities.

GREENWAY/LINKAGES

m) City Council shall preserve a continuous Greenway system along the CPR corridor, and shall promote the extension of the existing recreational pathway from south of the Queensway to Somerset Street, thereby providing a continuous link from Dow’s Lake to the Ottawa River. Opportunities to enhance this system and linkages to it shall be considered as part of the redevelopment of adjacent private lands. The Government Services Canada lands between Somerset Street and Gladstone Avenue and south of Carling Avenue are key links in the Greenway System. City Council shall also explore opportunities to develop new pedestrian bridges across the CPR corridor to facilitate east-west movement across this physical barrier.

URBAN DESIGN CONCEPT

n) City Council shall support the concepts for improved pedestrian/green space linkages, focal points at entry nodes (Somerset Street and Carling Avenue), streetscape renewal and expansion of park space, as shown on Figure 1 - Preston-Champagne Urban Design Concept in Section 11.0 of Volume III: Appendices.
City Council shall recognize a Secondary Employment Centre focused on Carling/Champagne Avenue. In conformity with Policy 4.3.2 of the Primary Plan, the Centre is in a highly accessible location with all day, high frequency public transit along Carling Avenue, and at a possible future intersection with a transitway and station. The boundaries of the Centre are defined in Volume III: Appendices. Council shall have regard to the following when considering development proposals in the Centre:

i) A mix of office and ancillary retail and service uses is encouraged. Residential uses, within and adjacent to the Centre, are important to provide an appropriate transition to and integration with the existing residential community to the north and west. This integration is also to be realized by a transition in development from higher to lower profile buildings moving northward from Carling Avenue;

ii) Landscaped open space is to be used to provide screening and buffering between different types of uses and to enhance the pedestrian environment;

iii) Pedestrian links are to be provided between uses, and to adjacent residential areas, transit stops and Dow's Lake;

iv) Sun/shadow drawings, are to be provided, where appropriate, to ensure there is minimal conflict between buildings and the adjacent residential area;

v) For predominately office oriented developments, surface parking lots shall only be permitted in the initial phase of a project. A limited number of surface parking spaces may be permitted where it is deemed necessary for the orderly functioning of the site. As subsequent phases are developed, parking shall either be provided underground or in a parking structure; and,
vi) The vacant Government Services Canada lands, located south of Carling Avenue in front of the Sir John Carling Building, are part of the Secondary Employment Centre, relating to the Sir John Carling Building and the employment uses along Carling Avenue. Medium profile buildings are intended to respect the view lines to and from Dow's Lake and the Sir John Carling Building. Residential uses shall also be permitted, reflecting this site's prominent location close to Dow's Lake. Also, with the site's close relationship to the Carling Avenue enhanced treatment area (see Policy 6.4(o), any redevelopment should be considered in reference to the design guidelines for Carling Avenue contained in Section 11.0 of Volume III: Appendices. City Council shall also require that a storm water management plan be undertaken as part of the development approval process to ensure there is sufficient sewer capacity available at the time of redevelopment.

p) City Council shall promote the future redevelopment of The Government Services Canada lands as a major opportunity for infill redevelopment. These lands shall contain a mix of uses composed of neighbourhood linear commercial type uses along Somerset Street, a medium profile office employment area to the immediate south of the Somerset Street frontage, an expansion of Plouffe Park, and the remainder of the site as medium profile residential, with a transition to low profile residential adjacent to the existing low profile residential area along Oak, Larch, Laurel and Balsam Streets. Vehicular access to the site is to be gained from Gladstone Avenue on the south and Somerset Street on the north. Pedestrian and bicycle access will also be gained from the streets to the east. Appropriate zoning for these lands, including a sun/shadow study to determine the proper building heights and their location relative to the abutting neighbourhood, will be addressed as part of the development approval process.
q) City Council shall encourage enhanced treatment along Carling Avenue between Champagne Street and Rochester Street to provide an attractive and lively entrance to the Preston-Champagne area, as part of the development approval process and in consultation with the Regional Municipality of Ottawa-Carleton. Enhanced treatment can be achieved through generous landscaping in the median and adjacent private lands, prestigious buildings, parking located predominately underground or in screened structures, upper floor setbacks and pedestrian oriented walkways along the street and between buildings, as per the design guidelines contained in Section 11.0 of Volume III: Appendices.

r) City Council shall ensure that residential areas are appropriately screened and buffered from any development of the CPR corridor as a multi-modal transportation corridor. Proposals for new residential development shall be in accordance with Policies 6.15.2f), g) and h) of the Primary Plan, including the requirement for a noise impact study. Any required widening of the transportation corridor north of the Queensway will be obtained from the Government Services Canada lands at the time of redevelopment in order to protect the existing residential neighbourhood to the west of the CPR corridor. South of the Queensway, development of the corridor should occur within the existing right-of-way in order to protect the existing residential community immediately to the east of the CPR corridor.

s) City Council shall request of the Regional Municipality of Ottawa-Carleton that the proposed Regional road (Champagne Arterial) be removed from the RMOC Official Plan and that the Champagne corridor be maintained as a public transit route.

t) City Council shall require, as part of the development approval process, that traffic impact studies, including traffic demand management, be undertaken for the following sites:

i) Government Services Canada (between Somerset Street and Gladstone Avenue);

ii) Government Services Canada (south of Carling Avenue).

For the Campbell Steel site, an access/egress impact study will be required at the Site Plan Control approval stage.
PARKING

u) City Council shall, where appropriate, negotiate for public parking as part of major Site Plan agreements undertaken in the area. Cash-in-lieu of parking will only be considered for small-scale conversions and new developments.

INFRASTRUCTURE

v) City Council shall be satisfied that capacity is available in the sewer system prior to granting applications for Site Plan Control approval, in accordance with Policy 8.2.2 of the Primary Plan.

PEDESTRIAN LINKS TO TRANSIT

w) City Council shall encourage, where appropriate, development adjacent to Carling Avenue, Preston Street and Somerset Street to provide safe, sheltered pedestrian links to points of transit service. One means of achieving this could be reduced on-site parking requirements in accordance with Policy 7.8.2 of the Primary Plan.

POTENTIALLY CONTAMINATED SITES

x) City Council shall require that the sites identified on Schedule "M" as potentially contaminated sites shall, as part of the development approval process, undergo the Municipal Environmental Evaluation Process in accordance with Policy 6.18.2 of the Primary Plan.

ESCARPMENT

y) City Council shall, as part of the development approval process, protect the existing escarpment, running just to the east of the fault line shown on Schedule "M", from further erosion.

MODIFICATION

NO. 9
UNDER SECTION 17 (9) OF THE PLANNING ACT.
Schedule L - Preston-Champagne Land Use
Annexe L - Plan d'utilisation du sol du Preston-Champagne

- Residential, Low Profile
- Residential, Medium Profile
- Residential, (Employment) Low Profile
- Employment, Low Profile, Industrial
- Employment, Medium Profile, Offices
- Employment, High Profile, Offices
- Commercial, Residential
- Main Street Corridor
- Institutional, Community
- Greenway, Linkages
- Future Study

JUNE 28, 1994
28 JUIN, 1994
Schedule M - Preston–Champagne
Geotechnical & Hazard Evaluation

Annexe M - Évaluation géotechnique et cote de danger du Preston–Champagne

J.D. Paterson Site Number
Low-Risk Hazard Rating
Low/Medium Risk Hazard Rating
Medium Hazard Rating
Medium/High Hazard Rating
Intera-Group III Site (Low Priority)
Intera-Group I Site (High Priority)
Intera-Former Landfill Site
Former & Existing Railway
Area of Potential Bedrock Outcropping
Area of Bedrock Outcropping

Approximate Location of Fault Line between Ottawa & Eastview Formation

The location and street address of the identified sites are listed in the Appendix (Volume 3).

JUNE 28, 1994
28 JUIN, 1994

Score: 1/2000 (km³)

Métres 200 100 0 200
Métres 400

Legend:
- Road
- Rail
- Water
- Buildings
- Other

39
49
22
21
3.0 Implementation and Interpretation

Implementation and Interpretation of this Amendment shall be made having regard to information contained in all the chapters of the City of Ottawa Official Plan.
Amendment 9
Annex B

From: "Residential Area"
To: "Neighbourhood Linear Commercial Area"

D’un: "Secteur Résidentiel"
a un: "Rue commerçante de quartier"

LAND USE / UTILISATION DU SOL

- Secondary Employment Centre / Centre d’emploi secondaire
- Neighbourhood Linear Commercial Area / Rue commerçante de quartier
- Traditional Industrial Area / Secteur industriel traditionnel
- Residential Area / Secteur résidentiel
- Major Leisure Area / Grande aire de loisirs

Date: December 1993
Date: décembre 1993
Amendment 9
Annexe "B"

Schedule "B"
Annexe "B"

From: "Special Study Area*"
To: "Residential Area/Secondary Employment Centre/Neighbourhood Linear Commercial Area/Traditional Industrial Area/Major Leisure Area*"
D'un: "Secteur Étude Spécial"
a un: "Secteur Résidentiel/Centre d'emploi secondaire/Rue commerçante de quartier/Secteur industriel traditionnel/Grande aire de loisirs*"

From: "Residential Area*"
To: "Neighbourhood Linear Commercial Area"
D'un: "Secteur Résidentiel"
a un: "Rue commerçante de quartier"
ANNEX C

REFERRAL REQUEST

SOLOWAY, WRIGHT, VICTOR
BARRISTERS AND SOLICITORS / AVOCATS

99, RUE METCALFE STREET
OTTAWA, CANADA
K1P 6L7

TELEPHONE: (613) 236-0111
1-800-463-6032
FAX: (613) 238-8507
1-800-565-2934

FILE/DOSSIER NO:

Chair and Members of Regional Council
Regional Municipality of Ottawa-Carleton
111 Lisgar Street
Ottawa, Ontario
K2P 2L7

August 31, 1994

Dear Sirs:

Re: Request to Refer to the Ontario Municipal Board
Part of Official Plan Amendment No. 9 to the City of Ottawa Official Plan

We are solicitors acting on behalf of Mr. Dominic Trapani who is the owner of the property municipally known as 185 and 187 Louisa Street. The property is currently zoned M2X (1.0) (3). At the present time there are two dwellings on the property but the balance of the site is used as a parking lot to provide the required parking for commercially zoned property at 300 Preston Street. This use is permitted because of the industrial zone and our clients purchased the land with the intent that it would ultimately be fully used for non-residential purposes.

The proposed Official Plan Amendment No. 9 designates the land for low profile residential development and it is anticipated that on the basis of this Official Plan Amendment the City will be rezoning the property to residential purposes.

Louisa Street is a small dead-end street and over the years industrial and commercial uses have taken place in many of the properties. Our clients object to a designation which would be inconsistent with the industrial zoning which has applied to the land for many years and to the uses thereon.

Pursuant to Section 17 (11) of the Planning Act we have therefore been requested on behalf of our client to request the Referral to the Ontario Municipal Board of that part of the Official Plan Amendment No. 9 relating to property municipally known as 185-187 Louisa Street.

Yours truly,

Janet E. Bradley
JEB:bc
January 30, 1996.

Mr. Dominic Trapini  
1973 Kingsdale Avenue  
Gloucester, Ontario  
K1T 1E3  

Dear Mr. Trapini:

Re: Official Plan Amendment No. 9 - 185-187 Louisa Street

Please be advised that the legal firm of Soloway, Wright, and Victor filed a request on August 31, 1994 on your behalf that Official Plan Amendment No. 9 to the City of Ottawa Official Plan be referred to the Ontario Municipal Board as it relates to 185-187 Louisa Street. Recently the legal firm has been unsuccessful in attempting to contact you with regard to whether you wish to pursue the referral request.

Consequently, the purpose of this letter is to determine whether you still wish to pursue your referral request for 185-187 Louisa Street. If we do not receive any reply from you on this matter by February 19, 1996 we will advise the Regional Municipality of Ottawa-Carleton that the referral request should be dismissed.

If you require further information or have any questions, please contact Mr. Bob Spicer at 244-5300, ext. 3858. Thank you for your co-operation in this matter.

Sincerely,

John L. Moser
Director
Planning Branch

RS:rs

cc: Mr. Roger Hunter
Plans Administration Division
Planning and Property Department
Regional Municipality of Ottawa-Carleton
February 22, 1996.

Mr. Roger Hunter  
Plans Administration Division  
Planning and Property Department  
Regional Municipality of Ottawa-Carleton  
111 Lisgar Street  
Ottawa, Ontario  
K2P 2L7

Dear Mr. Hunter:

Re:  Official Plan Amendment No. 9

Official Plan Amendment No. 9 has one outstanding appeal by Mr. Dominic Trapini, as it concerns 185-187 Louisa Street. A letter to Mr Trapini, dated January 30, 1996, of which you received a copy, gave him until February 19, 1996 to indicate whether he wished to still pursue his appeal. As no response has been received from Mr. Trapini, the City of Ottawa would now request that his appeal to refer the amendment to the Ontario Municipal Board be dismissed.

If you require further information or have any questions, please contact Mr. Bob Spicer at 244-5300, ext. 3858. Thank you for your co-operation in this matter.

Yours truly,

P. J. Marin  
Manager, West Division  
Planning Branch  
RS:rs

cc:  Councillor E. Arnold  
Somerset Ward

Ms. Janet E. Bradley  
Soloway, Wright, Victor  
99 Metcalfe Street  
Ottawa, Ontario  
K1P 6L7
Attached is a copy of two letters dated January 30, 1996 and February 22, 1996 from the City of Ottawa requesting the Region to dismiss the referral request of your client with respect to Ottawa's Official Plan Amendment No. 9.

If I do not hear from you by March 6, 1996 the Regional Planning and Property Department will assume that your client has abandoned his referral request and will recommend that Regional Council not refer Amendment No. 9 to the Ontario Municipal Board.