

Planning and Economic Development Committee
Comité de l'urbanisme et de l'expansion économique

Agenda 15
Ordre du jour 15

Tuesday, September 12, 2000 - 9:15 a.m.
Le mardi 12 septembre 2000 - 9 h 15

Victoria Hall, First Level
Bytown Pavilion, City Hall

Salle Victoria, niveau 1
Pavillon Bytown, hôtel de ville



City of
Ville d' **Ottawa**

**Confirmation of Minutes
Ratification des procès-verbaux**

Minutes 14 (August 29, 2000)

Procès-verbal 14 (Le 29 août 2000)

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Councillor/Conseiller Shawn Little, Vice-Chairperson/Vice-président

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

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Ref.: CC2Z2000192 **City wide**

LZF

August 25, 2000

ACS2000-PW-PLN-0105
(File: OZP2000/011)

Department of Urban Planning and Public
Works

Ward/Quartier
OT10 - Alta Vista-Canterbury

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

1. Zoning - 1496 Triole Street Zonage - 1496, rue Triole

Recommendation

That the application to amend the Zoning By-law 1998, as it applies to 1496 Triole Street, from IL SCH. 77 to an IL SCH. 77 exception zone to allow a single detached and duplex dwelling, be REFUSED.



August 28, 2000 (12:58p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DJ:dj

Contact: Doug James 244-5300 ext. 1-3856



August 28, 2000 (2:48p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A



August 28, 2000 (12:25p)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Background Information

The subject property is located on the northwest corner of Triole Street and Shore Street and is currently zoned IL SCH. 77, which is a light industrial zoning. Presently located on the property is an automobile sales establishment as well as a duplex and a detached dwelling. In 1993 and again in 1996 City Council approved a temporary rezoning to allow residential uses on the subject property. Each of these temporary rezonings was for a period of three years. These temporary rezonings have lapsed and the owner now wishes to rezone the property permanently to allow a single detached and a duplex dwelling. The Department previously recommended refusal of the temporary rezoning.

Official Plan Policies

The Official Plan designates the subject property as “Traditional Industrial Area”. Policy 4.5.2. states that areas with this designation should be occupied with appropriate uses including, manufacturing warehouse and distribution uses, communications establishment, utility installation and construction related uses. Non-industrial uses are to be limited on lands with this designation in order to ensure their industrial viability. It is the Department’s position that granting the requested rezoning to allow residential uses would not satisfy the fundamental long-term policy directive of the Official Plan, but would contribute to the proliferation of residential uses, thereby moving the property away from conformity with the Zoning By-law and the Official Plan.

Compatibility With Surrounding Area

The area in which the subject property is located was once residential. This is evidenced by the style of some old buildings, and the fact that there are still some legal nonconforming residential dwellings. The area, however, over time, has changed from its previous residential form to that of an industrial area. The subject site is occupied by an automotive dealership. Other uses in the immediate area consist of two automotive body shops, an automotive repair garage as well as industrial offices and a wholesale business. With the conversion of this area to industrial, and the characteristics associated with these types of uses (e.g. outdoor storage, noise, fumes), the suitability of residential uses diminishes. It is the Department’s position that given the industrial character of the area, allowing residential uses is not appropriate.

Consultation

Three responses in opposition were received from the posting of the on-site sign. Concerns were expressed about the appropriateness of residential uses in an industrial area.

Disposition

Department of Corporate Services, Statutory Services Branch, to notify the owners Camille and Talla Chamoun,(7064 Notre Dame Street, Orleans, K1C 1H9); the Department of Finance, Manager of Assessment, c/o Vic Melski; and the Region of Ottawa-Carleton, Plans Administration Division of Council's decision.

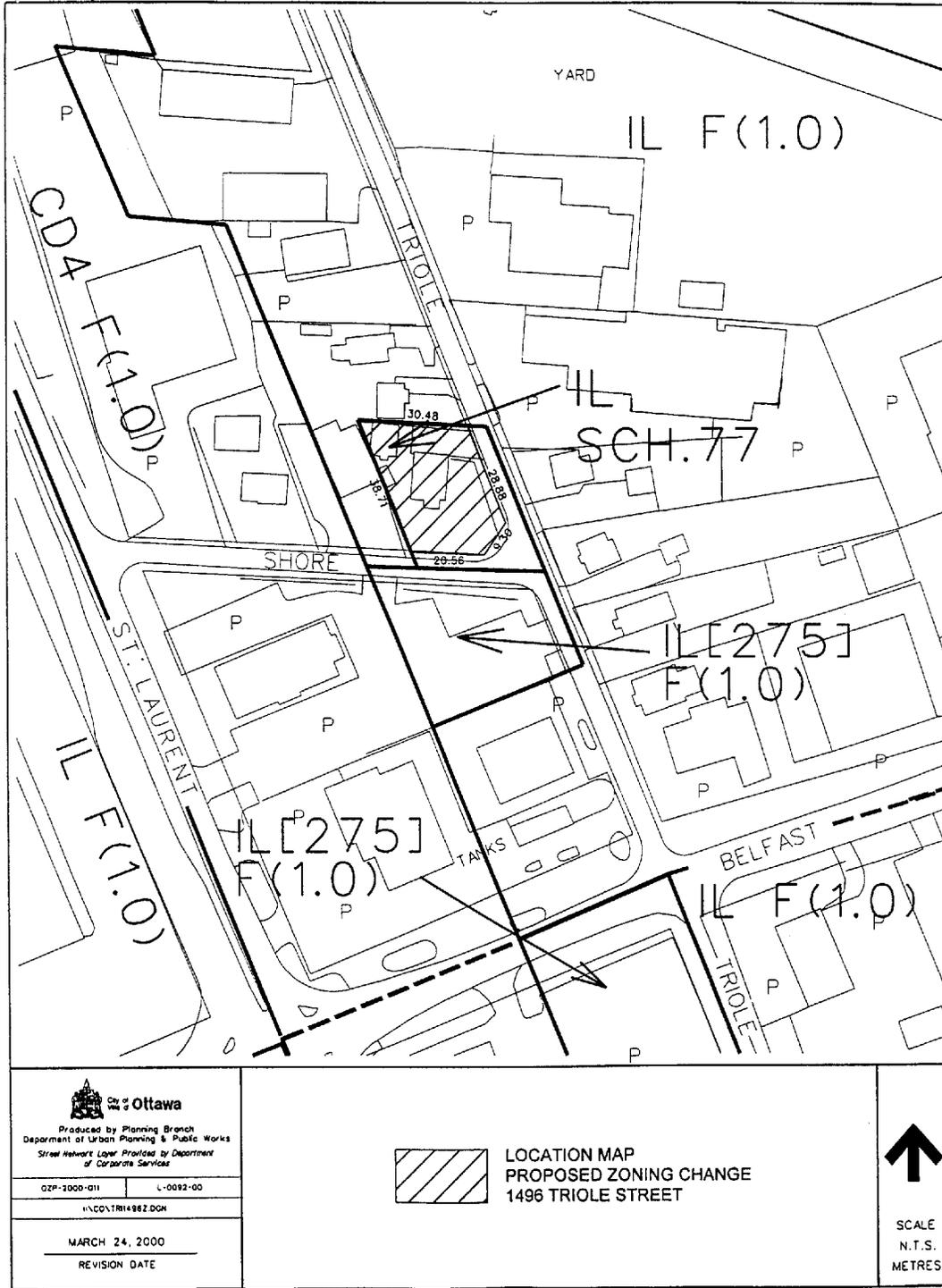
List of Supporting Documentation

- | | |
|------------|---|
| Document 1 | Location Map |
| Document 2 | Municipal Environmental Evaluation Process (MEEP) checklist (on file with City Clerk) |
| Document 3 | Consultation Details |

Part II - Supporting Documentation

Location Map

Document 1



NOTIFICATION AND CONSULTATION PROCESS

Notification and Consultation procedures were carried out in accordance with the Early Notification Procedures P&D\PPP\N&C#1 approved by City Council for Zoning Amendments.

In accordance with the notification policies approved by City Council, a sign was posted on the property and a circulation was sent to concerned community groups. Three responses in opposition to the proposed rezoning were received as a result of the posting of the on-site sign. No responses were received as a result of the circulation to concerned community groups.

A summary of the concerns against the proposal are presented below.

Concerns From the Posting of the On-Site Sign

1. This will devalue my property.
2. The residents will complain about the noise from the surrounding residential uses.
3. This area is zoned commercial and industrial, residential is not appropriate.

APPLICATION PROCESS TIMELINE STATUS

This application was received on March 22, 2000 and was subject to a project management timeline and early notification, as recommended by the "A Better Way Task Force Report". Early notification was undertaken by staff. A process chart establishing critical milestones was prepared and circulated as part of the technical and early notification process. This application is proceeding to Planning and Development Committee in accordance with the timelines established in the Better Way Task Force.

Councillor's Comments

Councillor Allan Higdon is aware of this proposal.

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August 30, 2000

ACS2000-PW-PLN-0106
(File: OZP2000-012)

Department of Urban Planning and Public
Works

Ward/Quartier
OT4 - Rideau

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

2. Zoning - 1124 St. Laurent Boulevard Zonage - 1124, boulevard St. Laurent

Recommendations

1. That the application to amend Zoning By-law, 1998 to change the zoning from L2B[313] to CG2[170] to permit general commercial uses and a parking lot, be APPROVED.
2. That the CD2 F(0.5) zone be amended to a CD2 F (0.5) [766] to permit a driveway, be APPROVED.



August 31, 2000 (7:27a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



August 31, 2000 (8:36a)

Approved by
John S. Burke
Chief Administrative Officer

PML:pml

Contact: Patrick Legault, 244-5300, Extension 3857

Financial Comment

N/A



August 30, 2000 (3:36p)

for Marian Simulik
A/City Treasurer

BH:ari

Executive Report

Reasons Behind Recommendations

Background

The property which is the subject of the rezoning application is located at the northwest corner of St. Laurent Boulevard and Coventry Road. The lands form part of an Ontario Hydro corridor which runs in an easterly direction into the City of Gloucester and west towards a hydro substation and Presland Park. The site is paved and is leased to the St. Laurent Shopping Centre for surface parking. The property is bounded on the east by lands zoned CD2 F(0.5), which front St. Laurent Boulevard, and form an extension of the hydro corridor. These lands are also used for surface parking. To the south is a CG[400]F(1.0) zone which is also used for surface parking. To the west is an L2B[757] zone which forms the westerly extension of the hydro corridor. To the north is a I1 zone, which is a school property. In general terms, with the exception of a one storey restaurant, the site forms the northern part of a large surface parking lot, associated with the St. Laurent Shopping Centre to the south. This parking lot is physically separated from the shopping centre by Coventry Road. Parking within the hydro corridor is partially used by the shopping centre, however, the shopping centre has approximately 150 parking spaces over their current requirement.

Official Plan

The subject property is designated Linkage as part of the Greenway System on Schedule A - Land Use, of the City's Official Plan. Chapter 6.0 of the Official Plan, Section 6.2 identifies guidelines to govern development in the Greenway, which speak to among other things, minimizing loss or degradation of the urban forest, minimizing the amount of hard surface, naturalizing or reinforcing existing vegetation on lands surrounding development and sensitivity to design. Further, Section 6.7 outlines the uses which are ancillary and complementary to the leisure use/activity within the linkage, and that these uses are permitted provided they are clearly secondary and supportive of the primary leisure resource. It should be noted that the location of various land uses within Schedule A of the Official Plan is in part guided by Section 1.6.4, which suggests mapping is somewhat conceptual, and that there is some discretion upon identifying where the Linkage would be located.

The site is also identified as a Major Utility Right-of-Way on Schedule C - Transportation System and Utilities. Chapter 8.0 of the Official Plan, Section 8.7 states the primary use of a Major Utility Right-of-Way is for utilities. Secondary land uses may be considered, subject to the underlying designation on Schedule A and its associated policies.

Rationale

As outlined above, the subject property is used as a parking lot for the adjacent shopping centre and is by-and-large entirely covered in asphalt. The Linkage designation outlined

above is generally identified as being located north of the shopping centre. This Linkage designation, which is construed as following the hydro corridor, terminates approximately 100 metres west of St. Laurent Boulevard and abuts a District Linear Commercial designation and a CD2 F(0.5) zone which front St. Laurent Boulevard. The extension of the hydro corridor east to St. Laurent Boulevard, through the District Linear Commercial designation and a CD2 F(0.5) zone, lies mid-block between Coventry Road and Cyrville Road in Gloucester. After crossing St. Laurent Boulevard eastward, the hydro corridor, within a relatively short distance, crosses Cyrville and Ogilvie Roads, which including St. Laurent Boulevard, are all major Regional arterial roads, at mid-block locations.

As part of the review of the subject zoning application, and upon detailed review of the intent of the Linkage designation, staff is of the opinion that the hydro corridor in this location is not the appropriate place for the linkage. The potential development of a linkage within the hydro corridor in this location would be difficult and unsafe. There would be no means to secure or implement policy objectives of a Linkage designation with the current use of the site as an asphalt parking lot. In other words, the status quo would likely see the asphalt parking lot remain. As part of a commercial zoning designation, approximately 20% of the site area would be landscaped area associated with development, any of which would be an improvement over the current use. Further, an attempt to provide for a Linkage through the hydro corridor in this location would result in the linkage dead-ending at the District Linear Commercial designation outlined above. There is no practical legal means to guarantee that the linkage could be extended east through private property to St. Laurent Boulevard. However, even if it were possible to extend the linkage east to St. Laurent Boulevard, and the linkage incorporated a walkway/bike path, an unsafe situation would result with the linkage being located mid-block between Coventry and Cyrville Roads, rather than at a lighted controlled intersection. As outlined above, with the hydro corridor crossing two more Regional Roads at mid-block locations a short distance east, it is unsafe and impractical to consider the hydro corridor in this location as a viable Linkage.

It is staff's opinion that the linkage would be better accommodated and more practically located along the north side of the Coventry Road right-of-way. Unlike the subject site, to the west the Linkage designation and hydro corridor follow a somewhat more green path, which may, in the future, achieve the objectives of the Linkage policies of the Official Plan. Where these abutting lands meet the subject site at Coventry Road, which has a 90 degree angled curve east towards St. Laurent Boulevard, the extension of the Linkage east along the north side of the Coventry Road right-of-way, would be a logical and safe means to continue the linkage eastward. The linkage would be directed along a future sidewalk to a lighted controlled intersection. Similarly, beyond the Coventry Road and St. Laurent Boulevard intersection, a safer, more natural and practical linkage could be resumed further east. The owners have agreed to contribute to the enhancement of the greenway linkage along the north side of Coventry Road, by providing for the planting of additional trees. It is staff's view that the enhancement of the boulevard and the potential future provision of a sidewalk will better provide and maintain the provision of a greenway linkage.

With respect to the site being identified as a Major Utility Right-of-Way, it is staff's view that the current at-grade use of the property is secondary to the utility corridor, and that the proposed uses will also be secondary and will not prejudice the main use. The proposed rezoning to permit general commercial uses would be in keeping with the surrounding commercial uses in the area. The establishment of commercial uses would provide for a street presence along the north side of Coventry Road, complimentary to the shopping centre use to the south. The addition of driveway as an additional permitted use within the abutting CD2 F(0.5) will permit vehicular access through this zone to the proposed CG2[170] zone all of which is owned by the applicant.

Economic Impact Statement

There is no potential economic impact resulting from this rezoning.

Environmental Impact

The applicants have prepared a Municipal Environmental Evaluation Report (MEER), which indicates the rezoning will have no adverse environmental impact. The subsequent development in the corridor will enhance the existing environment through new planting, with emphasis on the west side of the subject lands, and includes the retention of the north/south cycle link between Coventry Road and Hardy Avenue, and the future provision of a sidewalk along the north side of Coventry Road. In addition, upon the future reconstruction of Coventry Road a cycle right-of-way will be included as part of the road design.

Consultation

There were three responses to the public notification all in opposition to the application. The concerns expressed relate to: the requirement of a secondary study, loss of leisure linkage subzone, allow for broadest commercial zoning, loss of greenspace, increase in traffic, noise pollution and decreased safety.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner Ontario Hydro Service Company, 300-7676 Woodbine Avenue, Markham, Ontario L3R 2N2), the agent (FoTenn Consultants Inc., 297 Sunnyside Avenue, Ottawa, K1S 0R9), the Corporate Services Branch, Revenue Section, Assessment Control Supervisor and the Region of Ottawa-Carleton, Plans Administration Division, of City Council's decision.

Office of the City Solicitor to forward implementing by-law to City Council.

Department of Urban Planning and Public Works to write and circulate implementing zoning by-law.

List of Supporting Documentation

- | | |
|------------|---|
| Document 1 | Explanatory Note |
| Document 2 | Location Map |
| Document 3 | Municipal Environmental Evaluation Report (on file with City Clerk) |
| Document 4 | Compatibility with Public Participation Policy/Input From Other
Departments or other Government Agencies |

Part II - Supporting Documentation

Document 1

THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW -2000

By-law number -2000 amends Zoning By-law, 1998, the City's Comprehensive Zoning By-law.

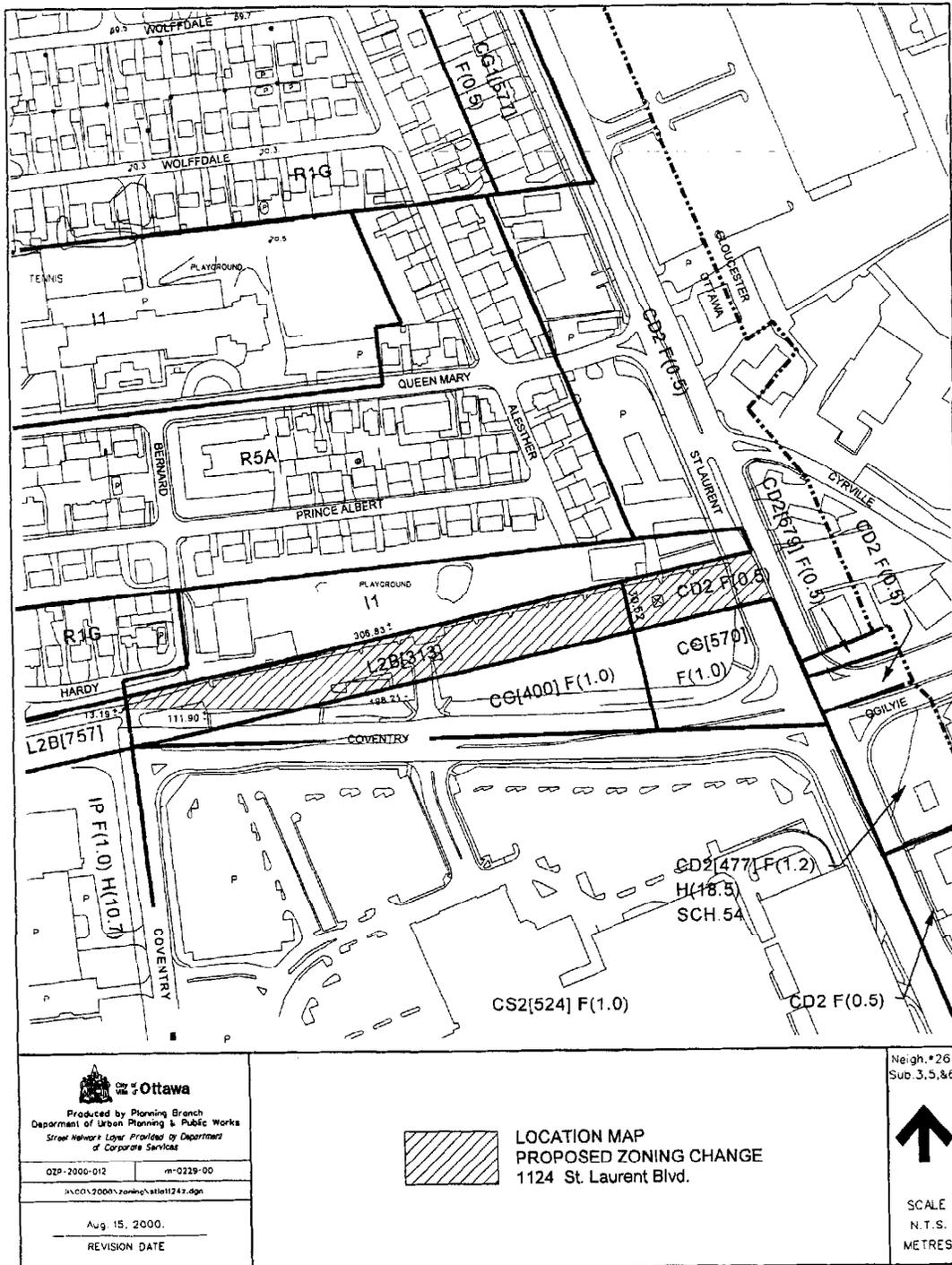
This amendment affects the zoning of the property located at the northwest corner of St. Laurent Boulevard and Coventry Road, north of the St. Laurent Shopping Centre and constitutes the hydro corridor lands. The property is currently used as a surface parking lot. The subject lands are shown on the attached location map.

Current Zoning

The current zoning of the subject property is L2B [313] and CD2 F(0.5). The L2B [313] is a leisure linkage zone which allows leisure uses, recreational uses and certain infrastructure uses on land designated as Linkage in the Official Plan. In addition the leisure linkage zone imposes regulations which ensure that the use of the lands designated as Linkage in the Official Plan does not interfere with the function of these lands as a component of the Greenway System. Botanical garden, park, recreational and athletic facility are permitted uses within the standard L2 zone with the suffix "B" permitting utility installation as an additional permitted use. Exception [313] permits parking lot, accessory use to a permitted use on land immediately abutting an L2B subzone and parking garage as additional permitted uses. The CD2 F(0.5) zone is a district linear commercial zone which permits a variety of automobile-oriented commercial uses, which generally attract large volumes of traffic.

Proposed Zoning

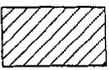
The proposed zoning would be a CG2 [170] zone and CD2 F (0.5) [766] zone. The CG zone is a general commercial zone permitting a variety of commercial uses. These uses, which include among other commercial uses such things as bank, office, restaurant, and retail store. The CG suffix "2" would prohibit most residential uses normally permitted with the standard CG zone. Exception [170] would permit parking lot and parking garage as additional permitted uses. The CD2 F(0.5) [766] zone would be amended to permit driveway as an additional permitted use, which would allow vehicular traffic to cross into the proposed CG2 [170] zone.



City of Ottawa
 Produced by Planning Branch
 Department of Urban Planning & Public Works
 Street Networks Layer Provided by Department
 of Corporate Services

Q2P-2000-012 m-0229-00
 IN:\CO\2000\zoning\site\1242.dgn

Aug 15, 2000.
 REVISION DATE



**LOCATION MAP
 PROPOSED ZONING CHANGE
 1124 St. Laurent Blvd.**

Neigh. #26
 Sub. 3.5, & 6

SCALE
 N.T.S.
 METRES

COMPATIBILITY WITH PUBLIC PARTICIPATION POLICY

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures carried out in accordance with Early Notification Procedure P&D/PPP/N&C #1 approved by City Council for Zoning Amendments.

SUMMARY OF PUBLIC INPUT

There were three responses to the public notification, which outlined the following concerns:

1. Loss of green space in favour of commercial uses.
2. Property adjacent to a children's playground and baseball diamond.
3. Potential of increased traffic, noise pollution and decreased safety.
4. Temporary leisure linkage subzone requires a secondary study be conducted, as mandated by the Official Plan, which would serve to establish the range and intensity of uses, and the actual boundary of the Greenway.
5. Proposed rezoning would abolish the leisure linkage subzone, and jeopardise the requirement for a secondary study.
6. Through piecemeal rezoning amendments, City Council is allowing the dismantling of the Greenway linkage potential of both parts of the this hydro corridor before a secondary study has been conducted.

Response

1. As outlined in the staff report, the subject lands comprise almost entirely of an asphalt parking lot, associated with the St. Laurent Shopping Centre. The potential establishment of commercial uses would provide some landscaped area as part of any site development.
2. The subject site is not adjacent to a children's playground and baseball diamond.
3. Since the site is already used as a commercial parking lot associated with the shopping centre, the uses permitted in the proposed zone are not anticipated to generate any more

traffic, noise or pollution than what currently exists and the anticipated addition of green space associated with development may in fact reduce these elements.

4. As part of resolving outstanding Ontario Municipal Board appeals to the City's Comprehensive Zoning By-law (By-law, 1998), of which the subject site was under appeal, City Council approved a rezoning of the hydro corridor lands from a temporary leisure linkage zone (L2B-tp11) to a linkage zone (L2B), on December 1, 1999. The report supporting the rezoning outlined that removing the temporary subzone would not be in conflict with the policies of the Official Plan, as the L2B subzone itself was created to accommodate utility corridors within the Linkage designation. It was reasoned that site-specific zoning amendment applications would constitute a study of the specific leisure linkage zone. Planning staff have had extensive discussions respecting this application, with both the Policy Division and Environmental Management Branches, prior to bringing the application forward.
5. While the leisure linkage subzone would be replaced with a commercial zoning designation, the intent and implementation of a greenway linkage can be maintained as outlined in the report.
6. With the approval of the rezoning amendment to remove the temporary leisure linkage designation on the subject property by City Council, the review of the subject application is deemed to constitute a study. Staff are of the opinion that the proposed rezoning will not prejudice the implementation of a greenway linkage in the future, should one be deemed desirable in this location.

APPLICATION PROCESS TIMELINE STATUS

The application which was submitted on March 24, 2000, was subject to a project management timeline, as recommended by the "A Better Way Task Force". Process charts which established critical milestones, were prepared and circulated as part of the technical circulation and early notification process. The applications were not processed within the established timeframe as a result of discussions between staff and the developer.

COUNCILLOR'S COMMENTS

Councillor Richard Cannings is aware of this application.

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September 1, 2000

ACS2000-PW-PLN-0104
(File: OSP2000/029)

Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique

Action/Exécution

3. Site Plan Control - 100 Elgin Street Plan d'emplacement - 100, rue Elgin

Recommendation

That the Site Plan Control Application (OSP2000/29) be **APPROVED** as shown on the following plan:

“Site Development Plan, Lord Elgin Hotel Expansion - 100 Elgin St. Ottawa, Gillin Engineering and Construction”, Drawing SD-01, prepared by David S. McRobie Architects Incorporated, dated May 16, 2000, revised to August 22, 2000 and dated as received by the City of Ottawa on August 24, 2000;

subject to the conditions contained in Document 1.



September 5, 2000 (7:44a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



September 5, 2000 (11:38a)

Approved by
John S. Burke
Chief Administrative Officer

REK:rek

Contact: Robert Konowal - 244-5300 ext. 1-3869

Financial Comment

Subject to Planning and Economic Development Committee approval, the required security will be retained by the City Treasurer until advised that all conditions have been met and the security is to be released.



September 1, 2000 (3:04p)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Background

The subject lands are located on the west side of Elgin Street between Slater Street and Laurier Avenue and are currently developed with a 300-room, fifteen-storey hotel (The Lord Elgin). Required parking for the existing building is provided off-site. Surface parking is provided for tour buses along the south side of the hotel.

This application for Site Plan Control shows eight-storey additions to the north and south sides of the existing hotel which will result in a net gain of 52 hotel rooms. The north side addition will contain a 225 square metre restaurant on the ground floor level and 225 square metres of meeting facilities on the second floor level. Hotel rooms will be located on floors three through eight. The south-side addition will provide a parking garage area for tour buses at ground level and hotel rooms on floors two through eight.

The recommendation of APPROVAL is based on the following points of consideration:

1. The site plan is consistent with site development policy of the Official Plan.

The proposed development fills in both the north and south sides of the site and brings development of the site in these areas up to the sidewalk. This will provide pedestrians with a better sense of enclosure on the south side of the site. A landscaped patio along the north side will be lost, however foundation planting will be provided along both the north and south building faces to soften the visual impact of the building. Additional trees will be planted at the south-east corner of the site matching existing planting at the north-east corner of the site.

The existing street treatment consisting of boulevard trees, decorative pavers and bollards has been reviewed by both the City and the National Capital Commission (NCC) and found to be generally satisfactory. The NCC has specified granite curbing, concrete pavers and iron fencing be provided that is consistent with existing Confederation Boulevard material. This property is located on Federal Lands and will require Federal Design Approval.

2. The Lord Elgin Hotel is a Category 3 building on the Heritage Reference List. The proposed elevations have been reviewed by the Department and our comments have been forwarded to the NCC for their consideration as this property fronts onto the Ceremonial Route and is therefore subject to a design review. The proposed expansion of hotel facilities is considered to be a sensitive and sympathetic addition to the existing building.

Economic Impact Statement

While the expansion will have limited fiscal impact on the City, the additional hotel rooms can be expected to have positive impacts on economic activity in the city.

Consultation

The Disabled Issues Advisory Committee provided comments on pedestrian access and parking, and suggested that the proponent make all new rooms accessible to the disabled community.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the Owner (Gillin Engineering and Construction, 1200-141 Laurier Avenue, Ottawa ON, K1P 5J3) and Agent (David S. McRobie Architects, 66 Queen Street, Ottawa, K1P 5C6) and all interested parties of Planning and Economic Development Committee's decision.

List of Supporting Documentation

- | | | |
|------------|---|--|
| Document 1 | - | Conditions, Actions and Information for Site Plan Control Approval |
| Document 2 | - | Location Plan |
| Document 3 | - | Site Plan |
| Document 4 | - | Municipal Environmental Evaluation Process Checklist (on file with City Clerk) |
| Document 5 | - | Consultation Details |

Part II - Supporting Documentation

Document 1

**CONDITIONS, ACTIONS AND INFORMATION
FOR SITE PLAN CONTROL APPROVAL****PART I - CONDITIONS TO BE SATISFIED WITHIN SIX MONTHS OF SITE
PLAN CONTROL APPROVAL****STANDARD CONDITIONS****STC 1.2.1 - Landscape Elements Estimate by Landscape Architect**

The Owner(s) must provide a detailed itemized estimate prepared by a Landscape Architect, of the value of all required landscaping, to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Robert Konowal, 244-5300, ext. 1-3869, Planning Branch)

STC 1.3 - Posting of Financial Securities for Landscape Elements

The Owner(s) must post Security in the amount of 100% of the value of the landscape elements as identified in the detailed itemized estimate, including estimates for new landscape elements on private and municipal and/or regional property, which shall be retained in the custody of the City Treasurer, (no security will be taken for existing municipal and regional road allowance trees because they are already protected by the Trees By-law (By-law Number 55-93, as amended) and the Road Cut By-law (By-law Number 31-91 as amended). For the purposes of this condition, Security means cash, certified cheque, or subject to the approval of the City Treasurer, bearer bonds of the Government of Canada (except Savings Bonds), Provincial bonds or provincial guaranteed bonds, or other municipal bonds provided that the interest coupons are attached to all bonds, or letters of credit, with an automatic renewal clause, issued by a chartered bank, credit unions and caisse populaires, trust companies or some other form of financial security (including Performance Bonds from institutions acceptable to the City Treasurer).

(Contact Robert Konowal, 244-5300, ext. 1-3869, Planning Branch)

**PART 2 - CONDITIONS TO BE INCLUDED IN THE REQUIRED SITE PLAN
CONTROL AGREEMENT**

N/A

PART 3 - CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT

SPECIFIC CONDITIONS

1. Approval of Private Sewer Systems, Lot Grading and Drainage Plan(s)

The Owner(s) must submit a plan(s) showing the private sewer systems and lot grading and drainage which indicates:

- a. the methods that surface water will be self-contained and directed to catch basins, storm sewers, swales and or ditches, and then conveyed to the public storm, combined sewer system or City ditches unless otherwise directed by the Commissioner of Urban Planning and Public Works;
- b. that all sanitary wastes shall be collected and conveyed to a public sanitary or combined sewer; and
- c. that all private storm and sanitary sewers required to service the subject site are completely separated from each other and conveyed to the public storm, sanitary or combined sewer, except in the designated Combined Sewer Area; to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Bruce Coombe, 244-5300, ext. 3461, Engineering Branch)

2. That prior to the issuance of a building permit, the Owner(s) must prepare a Waste Audit Summary for the construction project as required by Ontario Regulation 102/94 of the Environmental Protection Act and provide a copy to the Manager, Environmental Management Branch. (Contact Greg Montcalm, 244-5300, ext. 3883, Environmental Management Branch).

3. That prior to the issuance of a building permit, the Owner(s) must prepare a sediment and erosion control plan to the satisfaction of the Manager, Environmental Management Branch, appropriate to site conditions, prior to undertaking any site alterations (filling, grading, removal of vegetation, etc.) and during all phases of site preparation and construction in accordance with current Best Management Practices for Erosion and Sediment Control. (Contact Greg Montcalm, 244-5300, ext. 3883, Environmental Management Branch)

PART 4 - CONDITIONS TO BE SATISFIED PRIOR TO COMMENCEMENT OF AND DURING CONSTRUCTION/DEVELOPMENT

SPECIFIC CONDITIONS

1. That the Owner(s) must implement waste reduction as outlined in the Waste Audit Summary as submitted to the Manager, Environmental Management Branch. (Contact Greg Montcalm, 244-5300, ext. 3883, Environmental Management Branch)
2. That the Owner(s) must implement and monitor the approved erosion and sediment control plan during all phases of site preparation and construction to the satisfaction of the Manager, Environmental Management Branch. (Contact Greg Montcalm, 244-5300, ext. 3883, Environmental Management Branch)

STANDARD CONDITIONS

STC 4.3 - Approval of Work on Municipal Property or Easements

The Owner(s) must receive written approval from the Director of Engineering prior to any work commencing on City or Regional property or easements. A description of the proposed work along with twenty-four (24) copies of the plan illustrating the work must be submitted and will be circulated to all underground utilities for their comments, prior to any approval. (Contact Larry Lalonde, 244-5300, ext. 3820, Engineering Branch)

STC 4.4 - Approval for Construction Related to Private Approaches

The Owner(s) must receive written approval from the Commissioner of Urban Planning and Public Works for any construction related to a private approach within the road allowance. (Contact Ray Fournier, 244-5300, ext. 3811, Engineering Branch)

STC 4.5 - Notification of Construction or Alteration of Private Approach

The Owner(s) must notify the Commissioner of Urban Planning and Public Works in writing when the construction or alteration of any private approach servicing this development will commence. Lack of notification may result in the City requiring changes to the private approach at the expense of the Owner. (Contact Ray Fournier, 244-5300, ext. 3811, Engineering Branch)

STC 4.6 - Construction Materials on Public Road Allowances

The Owner(s) must ensure that:

- i) construction vehicles are to be loaded and driven in such a manner so that the contents will not fall, spill or be deposited on any road that has been given preliminary or final acceptance for use during construction;
- ii) all spills, dirt, mud, stone or other transported material from the road must be removed at the end of each day;

- iii) the road is cleaned immediately should this material pose a hazard to vehicles or pedestrians, and in the event of a dispute, the Commissioner of Urban Planning and Public Works will be the judge of what constitutes a hazard. In the event the material is not removed as required, it may be removed by the City at the expense of the Owner(s). (Contact John Honshorst, 244-5300, ext. 3763, Operations Branch)

STC 4.8 - Pumping of Liquids Into Sewers During Construction

The Owner(s) in accordance with the Sewer By-law (By-law Number 163-73, as amended), must obtain authorization from the Commissioner of Urban Planning and Public Works prior to the pumping of any liquid or liquid with sediment into sanitary, storm or combined sewers during construction. Failure to obtain authorization may result in the owner(s) having to bear the full cost of removing all sediment and debris downstream from the construction site.

(Contact Sewer Inspector, 798-8892, Operations Branch)

STC 4.9 - Inspection of Service Connections

The Owner(s) in accordance with the Sewer By-law (By-law Number 163-73, as amended), must contact the Department of Urban Planning and Public Works, Sewer Operations Inspections staff, to view the connection of deep services to municipal sewer lines. Compliance regarding service connections can only be determined if this inspection has been carried out.

(Contact: Sewer Inspector, 798-8892, Operations Branch)

STC 4.11 - Requirement for Grease Trap

The Owner(s), in accordance with the Sewer By-law (By-law Number 163-73, as amended), must install a grease trap on the internal sanitary plumbing system when a restaurant is established. (Contact: Neil Dillon, 244-5300, ext. 3507, Buildings Branch)

STC 4.15 - Reinstatement of Redundant Accesses

The Owner(s) must reinstate the sidewalk and curb at the redundant access and maintain a curb face equal to or better than the existing adjacent curbs with all costs borne by the Owner(s).

(Contact: Ray Fournier, 244-5300, ext. 3811, Engineering Branch)

STC 4.19 - Requirement for "As Built" Drawings of Private Sewer Systems, Lot Grading and Drainage

The Owner(s) must provide the Department of Urban Planning and Public Works with "As Built" drawings of all private sewer systems, lot grading and drainage, prior to the issuance of a final occupancy permit. (Contact: Bruce Coombe, 244-5300, ext. 3461, Engineering Branch)

PART 5 - FOR THE INFORMATION OF THE REGISTERED OWNER(S)

STI 1 - Additional Requirements

This approval only relates to Site Plan Control matters and the Owner(s) must still abide by all other municipal by-laws, statutes and regulations.

STI 4 - Changes to the Site Plan Control Approval

Changes to the Site Plan Control Approval may require a new approval according to the provisions of the Site Plan Control By-law.

STI 5 - Permit Required for Signs

This Site Plan Control Approval does not constitute approval of any sign. The Owner(s) must procure separate sign permits for all signs in accordance with the Signs By-law (By-law Number 311-90, as amended). Further, according to the Site Plan Control By-law, where proposed ground signs are not indicated on an approved plan(s), the Owner(s) must seek Site Plan Control Approval to reflect the intended sign(s) prior to the issuance of the required sign permits. (Contact Jim Denyer, 244-5300, ext. 3499, Planning Branch)

STI 7 - Maintenance of Municipal Boulevard

In accordance with the Use and Care of Streets By-law (By-law Number 165-73, as amended) the Owner(s) and or prospective owner(s) will be responsible for the maintenance of the municipal boulevard. (Contact: John Honshorst, 244-5300, ext. 3763, Operations Branch)

STI 8 - Prohibition of Storage of Snow on Road Allowance

No snow is to be deposited on the road allowance as per the By-law Regulating the Use and Care of Streets (By-law Number 165-73, as amended). (Contact: John Honshorst, 244-5300, ext. 3763, Operations Branch)

STI 11 - ROC Jurisdiction

Elgin Street, Slater Street and Laurier Avenue are under the jurisdiction of the Region of Ottawa-Carleton.

REGION OF OTTAWA-CARLETON

The following conditions are required to be included in a Regional Site Plan Agreement:

(Contact Millie Mason at 560-6025, Extension 1224)

TRANSPORTATION

Road Widenings

T5 In accordance with the Regional Official Plan, the owner shall convey to the Region, at no cost, an unencumbered 1.5 meter surface easement for

pedestrians along the complete Slater Street and Laurier Avenue frontages of the development. The owner shall provide a Reference Plan for registration, indicating the easements. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will be submitted to the Region for review prior to its deposit in the Registry Office.

Vehicular Access

T9 In accordance with the Regional Regulatory Code, the bus lay-by accesses on Laurier Avenue should be constructed having a depressed curb and continuous concrete sidewalk across the accesses.

General Transportation

T25 The owner is advised that prior to undertaking any utility work under Slater Street, Elgin Street and Laurier Avenue, a road cut permit must be obtained and that this will not be issued until the proposed utility work has been submitted to and reviewed by the Region.

ENVIRONMENT

Water

W2 The details for water servicing and metering shall be in accordance with the Regional Regulatory Code. The owner shall pay all related costs, including the cost of connecting, inspection, disinfecting and the supply and installation of water meters by Regional personnel.

W4 In accordance with the Regional Regulatory Code, all existing services that will be responsible for all applicable costs.

W5 In accordance with the Regional Regulatory Code, no driveway shall be located within 3.0 m of an existing fire hydrant. No objects, including vegetation, shall be placed or planted within a 3.0 m corridor between a fire hydrant and the curb nor a 1.5 m radius beside or behind a fire hydrant.

W9 The owner shall be required to co-ordinate the preparation of an overall utility distribution plan showing the location (shared or otherwise) and installation, timing and phasing of all required utilities (on-ground, below-ground) through liaison with the appropriate electrical, gas, water, sewer, telephone and cablevision authorities and including on-site drainage facilities and streetscaping - such location plan being to the satisfaction of all affected authorities.

Industrial Waste

- IW1 In accordance with the Regional Regulatory Code, the owner shall install and maintain in good repair in each connection a suitable manhole to allow observation and sampling of sewage and stormwater by the Region of Ottawa-Carleton. The manhole type and location shall be consistent with the requirements of the Regional regulatory Code.
- IW2 Any sanitary or storm drainage from the site must comply with the provision of Section 5.2 of the Regional Regulatory Code.
- IW4 Where a change occurs to the operation at the facility, an update to the Waste Survey Report must be completed and submitted to the Industrial waste inspector at 560-6086 ext. 3326. Prior to discharge of sewage into a sewer system, a Waste Survey Report required by Section 5.2.5 of the Regional Regulatory Code
- IW5 Disposal of transported liquid material to a sewage works is prohibited except as permitted by Section 5.2.4 of the Regional Regulatory Code.

Stormwater Management

- SWM4 The owner agrees to prepare and implement an erosion and sediment control plan to the satisfaction of the local municipality, appropriate to the site conditions, prior to undertaking any site alterations (filling, grading, removal of vegetation, etc.) and during all phases of site preparation and construction in accordance with the current Best Management Practices for Erosion and Sediment Control.

Finance

- RDC The owner, heirs, successors and assigns shall ascertain if development charges are payable pursuant to the Regional Development Charges By-law and any amendment or revision thereto.

The following comments are for the advice of the Applicant and the City of Ottawa:

ENVIRONMENT

Water

- W1 Fire flow records indicate a flow of 2160 IGPM at 20 PSI from the hydrant located on Laurier Avenue. This test was performed in June 1998. This test reflects system conditions on the test date; however, there may be variations in flow and pressure depending on the time of day. The owner may be required to undertake an engineering analysis certified by a professional engineer, to ensure that the water supply meets municipal/regional standards.
- W3 The owner shall submit drawings for approval prior to tendering and make application to the Regional Environment and Transportation Department for the water permit prior to the commencement of construction.
- W7 The owner shall satisfy the requirements of the Building Code with respect to hydrants(s).

Solid Waste

- SW4 Waste collection and recycling collection will not be provided by the Region. The applicant should make appropriate arrangements with a private contractor for waste collection and recycling collection.
- SW5 The owner should consult a private contractor regarding any access requirements for waste collection and/or recycling collection.

CONSUMERS GAS

Enbridge Consumers Gas had no comments.

OTTAWA HYDRO

All additional electrical requirements should be supplied from the existing electrical service.

There should be no mechanical excavation within 1.5 m of Ottawa Hydro underground plant unless the exact position of the plant is determined by hand digging methods in the presence of an Ottawa Hydro Inspector. A minimum of 7 working days advance notice is required for an Inspector.

It may be necessary to adjust Ontario Hydro iron work. These adjustments will be carried out by Ottawa Hydro upon receipt of an appropriate purchase order to cover 100% of the

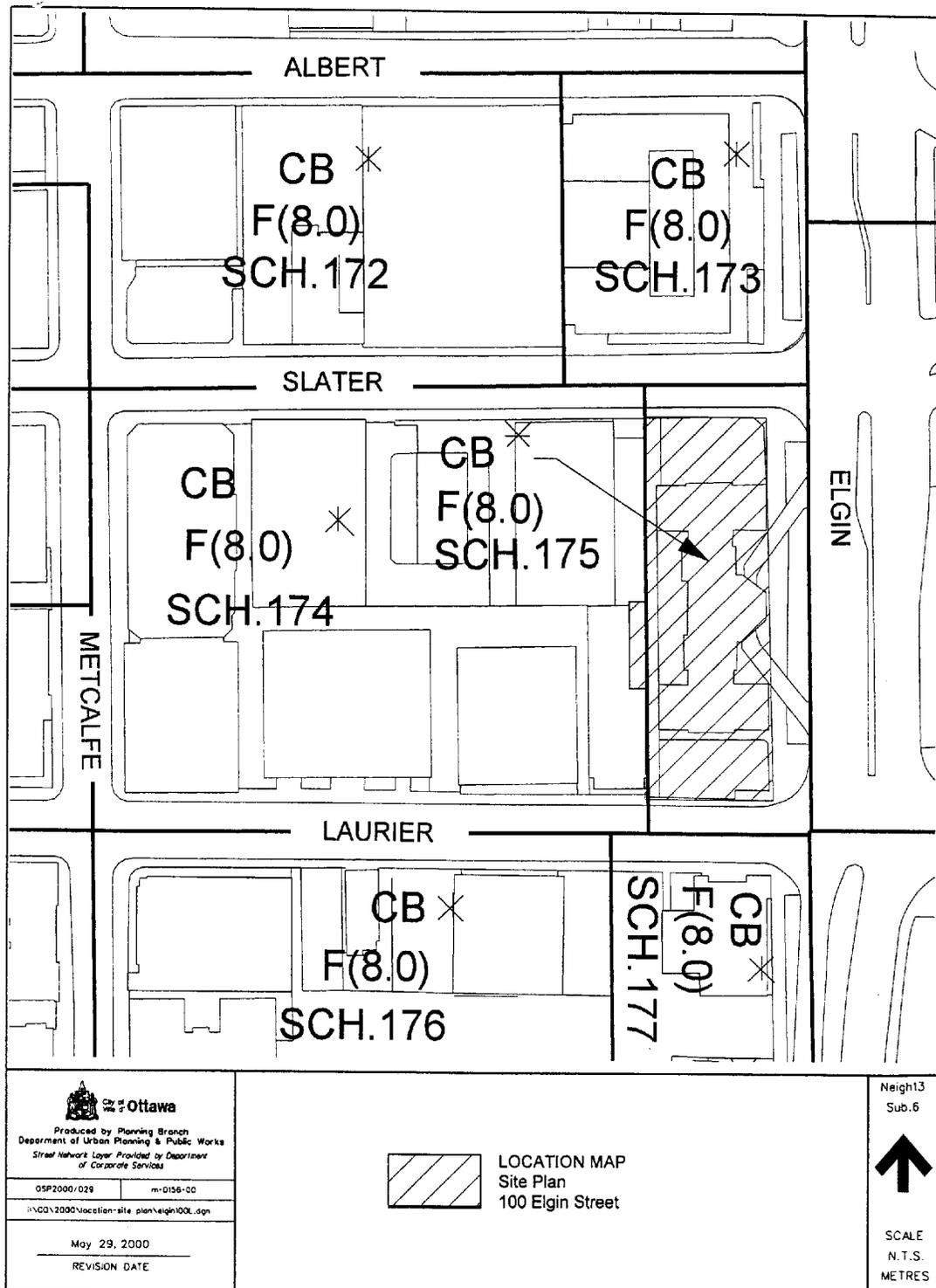
cost. An estimate is available upon request. (Contact Daniel Desroches, 738-5499, ext. 210)

BELL CANADA

Existing Bell conduit and cable to be protected.
(Contact Rick Watters, 742-5769)

ROGERS OTTAWA

(Contact Jessica Mattinson, 759-8689)



CONSULTATION DETAILS

Document 5

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with notification procedure P&D/PPP/N&C #2 approved by City Council for Site Plan Control applications.

SUMMARY OF PUBLIC INPUT

There was no response from the public to the posting of a notification sign on the subject property.

Disabled Issues Advisory Committee

The Committee advised on access requirements for persons with disabilities, and on the number of parking spaces, and requested that the proponent be encouraged to construct all of the additional hotel rooms so that they are accessible to persons with disabilities.

Response

The existing building's principal pedestrian access points are accessible to persons with disabilities. Barrier free access is also a requirement of the Ontario Building Code and the plans will be reviewed in more detail at the Building Permit stage. Parking spaces are provided off-site and must comply with City of Ottawa Traffic and Parking By-law which specifies that a minimum number of parking spaces be designated and sized for persons with disabilities. This particular addition would require that one additional parking space be designated for persons with disabilities.

The proponent has been advised of the Committee's request regarding the additional hotel rooms being constructed to meet the needs of the persons with disabilities. The designation of hotel rooms for persons with disabilities is not a matter considered under site plan control

Regional Councillor

Regional Councillor Diane Holmes submitted the following comments:

1. I have design and traffic safety concerns regarding the impact of the four-bay bus parking garage on the at-grade Laurier Avenue West frontage. There may be pedestrian/vehicular conflicts with large tour buses entering and exiting these portals. As well, this elevation needs some landscaping - not the removal of two of the four existing street trees.
2. There should be additional trees planted in raised beds along this side of the building.

3. It is unfortunate to lose the small parkette along Slater Street. However, the architect is to be commended for designing two new wings that are harmonious with the historic Lord Elgin Hotel building.

Response

There is insufficient land available to provide for a tour bus parking area that allows buses to enter and leave the site in a forward direction. Pedestrian/vehicular conflicts are not expected as this parking area will be for the exclusive use of expert drivers rather than the general driving public. While two trees will be lost along the south side of the site, additional landscaping will be provided at the south-east corner of the site (three trees) and along the south-west boundary of the site (five trees). Foundation planting will be provided along the north wall (Slater Street) of the building

INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

COUNCILLOR'S COMMENTS

In a written response dated June 14, 2000, Councillor Elisabeth Arnold provided the following comments:

"The addition appears to be very sympathetic to the historic character of the Lord Elgin Hotel I am concerned about the at-grade appearance of the covered tour bus parking garage on the Laurier Avenue frontage. These openings will dominate the sidewalk, and the entry and exit points may interfere with pedestrian safety. It would be more attractive to retain the small island of existing trees (since the proposal would cut down half of them) and replant a new landscaped screen of street trees at the building wall edges."

Response:

The tour bus parking area entails two-six metre building openings along Laurier Avenue. It is not possible to accommodate the parking for tour buses in this area and still retain the entire island of existing trees.

APPLICATION PROCESS TIMELINE

This application which was received May 19, 2000, was subject to a project management timeline. This application was not processed within the 110 calendar days, the maximum timeframe established for the processing of site plan control submissions to Planning and Economic Development Committee due to the need for further revisions to the plans.

August 22, 2000

ACS2000-PW-PLN-0102
(File: TPL2000/015)

Department of Urban Planning and Public
Works

Ward/Quartier
OT7 - Kitchissippi

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

4. Parking - Cash-in-lieu - 249 Richmond Road Stationnement - Règlement financier - 249, chemin Richmond

Recommendation

That the application for a cash-payment-in-lieu of providing five parking spaces for a restaurant expansion at 249 Richmond Road, be **APPROVED**, in the amount of \$13,260 subject to the following conditions:

- a.) The applicant enter into an agreement to the satisfaction of the City Solicitor and that full payment be received upon execution of the agreement;
- b.) The agreement contain the condition that the credit of parking spaces shall only apply to a restaurant, full service, and
- c.) The approval be considered null and void if the provisions of condition a) have not been fulfilled within six months from the time of City Council approval.



August 24, 2000 (9:42a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DJ:dj

Contact: Doug James - 244-5300 ext. 3856



August 25, 2000 (8:50a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

Subject to City Council approval, payment in the amount of \$13,260. as determined by the Cash-In-Lieu of Parking formula, will be credited to the Parking Development Reserve Fund.


August 24, 2000 (8:58a)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Background

The owner of the restaurant located at 249 Richmond Road wishes to expand that use to the second floor. The area of the second floor is approximately 61 square metres and presently contains one dwelling unit. The ground floor is approximately 167 square metres and requires 15 parking spaces. Parking is being provided in accordance with City regulations. The proposed expansion to the second floor requires six spaces, however, there is a credit of one space associated with the residential unit on the second floor. This leaves an on-site parking deficiency of five parking spaces. The applicant is requesting that the cash payment-in-lieu of parking be reduced to \$1,500 per space.

1. Acceptance of cash payment-in-lieu of parking is considered appropriate where site constraints prevent the provision of the required number of parking spaces. The building on the property is located at the southerly, easterly and westerly property lines and parking is occupying the remainder of the property. Consequently, it is not possible to place any additional parking on the property. Approving cash-in-lieu of parking is appropriate as it recognizes the prevailing physical constraints and characteristics of this property.
2. Acceptance of a cash payment-in-lieu of parking is appropriate where the existing parking supply in the surrounding area can accommodate the on-site parking deficiency. On-street parking in the vicinity of the subject property is permitted on both sides of Richmond Road. The deficiency of five parking spaces relates to the short-term parking needs (less than four hours) of the restaurant which can be accommodated by on-street parking. An examination of parking usage at the peak time for the restaurant indicates that there is sufficient parking capacity to handle the proposed deficiency.

3. Acceptance of a cash payment-in-lieu of parking is considered appropriate where the use of the property is not considered overdevelopment of the site.

The proposal attempts to make effective and efficient use of the existing building on the property. There is no additional floor area being added to the property, which would result in a requirement for more parking, and no parking is lost as a result of the proposed development.

4. There will be no negative impact on the livability of adjacent residential areas. As there is sufficient parking capacity along the portion of surrounding streets which are adjacent to commercially zoned properties, there is not expected to be any parking spillover onto the portion of streets adjacent to residentially zoned properties.

Recommended Cash Payment

The applicant has requested a reduction in the cash payment-in-lieu of parking for the proposed development. The Department, cannot support this request. A reduction in payment is considered appropriate where the Zoning By-law is requesting more parking than is actually required by a proposal. In this instance, the applicant has not provided any documentation that the Zoning By-law overestimates the demand for parking in this instance. Consequently, while there is sufficient on-street capacity to accommodate the parking that would be generated by the restaurant expansion, there is no rationale for recommending a cash reduction.

Consultation

Two responses in opposition to the proposal were received as a result of the posting of the on-site sign. These people had concerns relating to the effect this proposal would have on the lack of on-street parking already existing in the area. A response from the Westboro Business Improvement Area, in favour of the proposal, was also received.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the Agent, Robin Doull, 612-225 Metcalfe Street, Ottawa, K2P 1P9; and the Owner, 697196 Ontario Inc., c/o Don Cogan, 249 Richmond Road, Ottawa, K1Z 6X1, of City Council's decision and the requirement for a Cash-in-lieu of Parking Agreement.

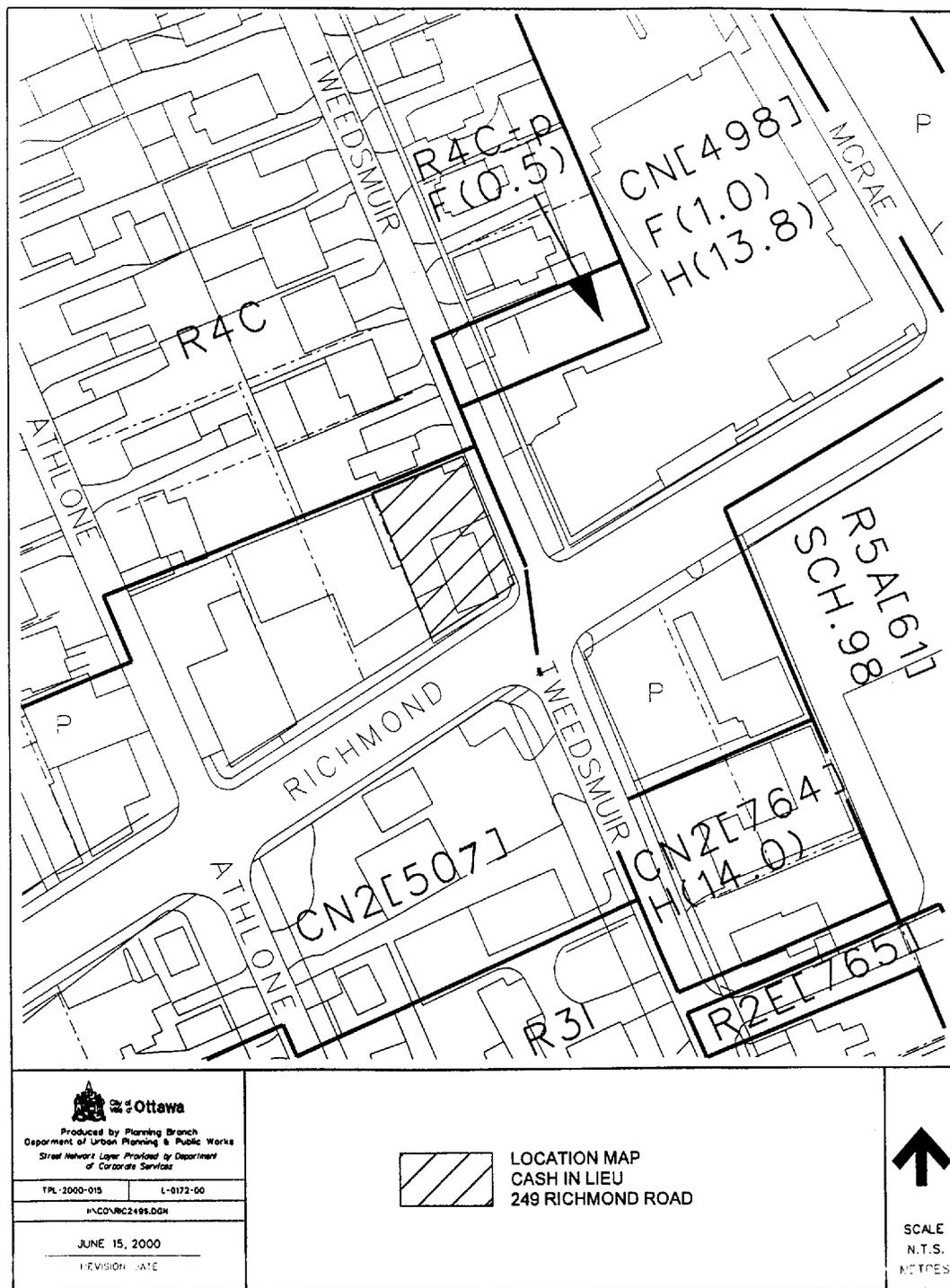
List of Supporting Documentation

Document 1	Location Map
Document 2	Fact Sheet
Document 3	Consultation Details

Part II - Supporting Documentation

Location Map

Document 1



FACT SHEET

Document 2

Cash-in-Lieu of Parking
 249 Wellington Street
TPL2000/015

Current Zoning: CN2[507] F(2.0) H(24)

Restaurant:

(ground floor): 167.22 square metres (11.7 spaces)

(second floor): 61 square metres (6.1 spaces)

parking on site: 15

2nd floor credit: 1

Parking Deficiency: 5.1 spaces

Cash-in-lieu of Parking

5.1 @ \$2,600 (short-term levy) = \$13, 260

Total \$13, 260

OTHER RECENT CASH-IN-LIEU APPLICATIONS IN THE AREA

A review of City Records indicates that there have not been any recent cash-in-lieu of parking applications in the general vicinity of the subject property.

CONSULTATION DETAILS

Document 3

NOTIFICATION AND CONSULTATION PROCESS

The notification and consultation procedure was carried out in accordance with Early Notification Procedure P&D/PPP/N&C#2a approved by City Council for Cash-in-lieu of Parking Applications. In accordance with the notification policies approved by City Council, a sign was posted on the property and a circulation letter was sent to area community groups.

SUMMARY OF PUBLIC INPUT

Two responses were received as a result of the posting of the on-site sign. These people had concerns relating to the proposal. A comment from the Westboro Business accompanied the application. Their comment and the concerns from on-site sign respondents are presented below:

Concerns and Response to Concerns from On-site Sign

1. There is already a serious parking problem in the immediate area, approving this application would make it worse.

Response

Site investigations conducted by staff have indicated that there is sufficient on-street capacity to accommodate the parking deficiency resulting from this proposal.

2. Land for a parking lot should be purchased to provide a solution.

Response

Monies from cash-in-lieu of parking applications go into a fund which may be used to purchase land for parking purposes. At the present time, there is no initiative to purchase land for a parking lot in the immediate vicinity of the subject property.

Westboro Business Improvement Area

“The Westboro BIA has been made aware of the expansion plans at the above location. The expansion will require parking for approximately 4 or 5 parking spots. The BIA reviews each application for cash-in-lieu of parking individually and considers the conditions/developments currently taking place in the area and its location on Richmond Road in their assessment.

The above location is at the extreme northeast corner of the BIA and does not experience a great demand for parking. It is directly across from the new Loblaw’s development which will offer substantial parking at this end of the BIA. In addition, the proposed expansion will include office space, washrooms, etc. which will not demand more parking.

In consideration of all of the above, we wish to express our support for this expansion and the request for cash-in-lieu of parking.”

COUNCILLOR’S COMMENTS

Councillor Shawn Little indicated that he is in favour of the proposed cash-in-lieu of parking application.

August 24, 2000

ACS2000-PW-PLN-0112
(File: JPD4840/MONA 546-596)

Department of Urban Planning and Public
Works

Ward/Quartier
OT4 - Rideau

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

5. Signs By-law Minor Variance - 546-596 Montreal Road

Demande de dérogation mineure au Règlement municipal sur les enseignes - 546-596, chemin Montréal

Recommendations

1. That the application to vary section 178 of the Signs By-law 36-2000, to permit existing oversized ground signage (two signs), with a total area of 26.75 square metres instead of the maximum permitted area of 21 square metres with one sign having an existing height of 10.5 metres (see Document 4) instead of the maximum permitted height of 8 metres, be REFUSED.
2. That the recommended variance to section 178 of the Signs By-law 36-2000, to permit an oversized ground sign (sign b in Document 1) with an area of 22 square metres, instead of the maximum permitted area of 21 square metres, with a height of 9 metres instead of the maximum permitted height of 8 metres, be APPROVED, subject to the following:

That the existing ground sign located at the corner of Montreal Road and Center Street with the "Jumbo" identification (sign a in Document 1) and the banner and inflatable signage located on the roof of the McDonald's restaurant (Document 2) be removed within 30 days of Council approval of this report.



August 28, 2000 (1:36p)

Edward Robinson
Commissioner of Urban Planning & Public
Works

PB:pb

Contact: Paul Blanchett - 244-5300 ext. 1-3320



August 30, 2000 (9:26a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A



August 28, 2000 (12:35p)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

The applicant is requesting relief from the area and height limitations of the by-law to permit two existing illuminated ground signs. One smaller sized pylon ground sign exists near the corner of Montreal Road and Center Street (sign a in Document 1) which has an area of 4.75 square metres. The other ground sign replaced an existing sign on the westerly portion of the lot (sign b in Document 1) without permit approval, which when combined with the first sign substantially exceeds area and height regulations. The intent of these provisions is to limit signage so that it would not negatively impact on adjacent uses and to promote consistency in design.

The property is located in a commercial district on Montreal Road just east of St. Laurent Boulevard. This property consists of a strip mall with various retail shops, a food store, a restaurant and a gas bar. Adjacent area land uses are primarily commercial development. Residential development is nearby. This is designated as a District 4 Commercial Use Zone under the Signs By-law.

Recommendation 1

With regard to the existing ground signage, the combined area of the signs is excessive compared to other approved signage in this area. The scale of the requested signs may also have an adverse effect on the adjacent uses and will set a precedent for large signs on this streetscape. The height of the westerly ground sign (sign b) at 10.5 metres is seen as unnecessary since there are gaps in the sign where there is no identification and the sign could be adjusted to closer comply with the by-law requirements. In addition, there are no extenuating circumstances or adjacent obstructions which would justify the existing height of this sign.

In light of the above, the Department feels that the variance for the existing ground signage would have a detrimental impact on the community based on the excessive scale, and would

not be in keeping with the general purpose and intent of the by-law. In addition, there is a concern that once this variance is approved, other sites will also apply for similar visibility. As such, refusal of the application is recommended.

Recommendation 2

The Department is of the opinion that approval of only one sign with a reduced height would be acceptable in this case. Approval is recommended to allow the existing area found on the westerly ground sign (sign b in Document 1) with a reduced height. This height can be reduced by eliminating the gap near the top of the sign and by dropping the setback of the underside clearance. This recommended variance is conditional upon the removal of the “Jumbo” ground sign (sign a in Document 1) and the removal of the illegal roof signage on the McDonald’s restaurant (Document 2). With the removal of the “Jumbo” sign, the area variance for the site will be minimal. In addition, with the adjustments to the scale, the height variance will also be minimal. Please note that the Jumbo retail outlet no longer leases space at this mall. The existing McDonald’s roof signage either does not comply with the by-law or does not have proper municipal approvals.

Consultation

In response to the standard early notification to area residents, community and business groups, and the Ward Councillor, five responses were received, two in agreement, two with no objections and one who was opposed. The Ward Councillor supports the refusal of this application.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the agent, Brooks Signs, Attention: Tony Henrique, 10 Prince Charles Road, Brantford, Ontario. N3T 5M1; and the owner, Effort Trust, 242 Main Street, Hamilton, Ontario. L8N 1H5, of City Council’s decision.

List of Supporting Documentation

Document 1	Photos of existing on-site signage
Document 2	Photos of existing roof signage
Document 3	Location Map
Document 4	Elevation Drawing of Sign b in Document 1

Part II - Supporting Documentation

Existing on-site Signage



Sign a



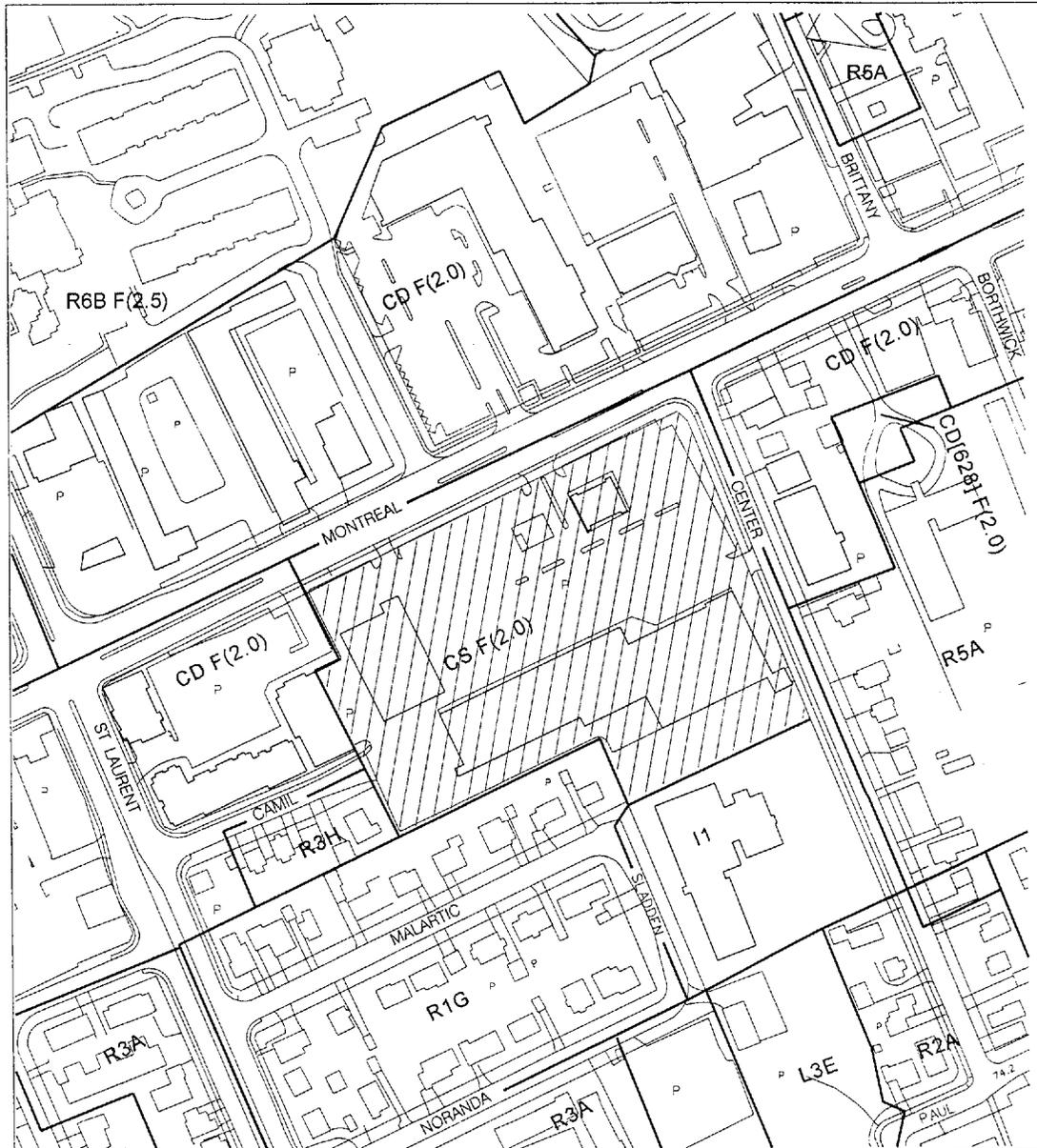
Sign b

Photos of existing roof signage

Document 2

Roof Signage 546-596 Montreal Road (August 16,2000)






City of Ottawa
 Produced by Planning Branch
 Department of Urban Planning & Public Works
 Street Network Layer Provided by Department
 of Corporate Services

JPD4840	K-120-00
C:\CO\2000\Mont546	
APRIL 19, 2000	
REVISION DATE	



LOCATION MAP
SIGNS BY-LAW

546-596 MONTREAL RD.



SCALE
N.T.S.
METRES

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August 29, 2000

ACS2000-PW-PLN-0116
(File: JPD4840/BANS 1600)

Department of Urban Planning and Public
Works

Ward/Quartier
OT9 - Capital

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

6. Signs By-law Minor Variance - 1600 Bank Street

Demande de dérogation mineure au Règlement municipal sur les enseignes - 1600, rue Bank

Recommendations

1. That the application to vary section 178 of the Signs By-law 36-2000, to permit two ground-mounted identification signs with a total area of 26 square metres instead of the maximum permitted area of 12 square metres with both signs having a height of 8.2 metres instead of the maximum permitted height of 8 metres (see Document 4), be REFUSED.
2. That the recommended variance to section 178 of the Signs By-law 36-2000, to permit two ground-mounted identification signs with a total area of 20 square metres instead of the maximum permitted area of 12 square metres, be APPROVED.



August 29, 2000 (12:09p)

Edward Robinson
Commissioner of Urban Planning & Public



August 29, 2000 (1:15p)

Approved by
John S. Burke
Chief Administrative Officer

PB:pb

Contact: Paul Blanchett - 244-5300 ext. 1-3320

Financial Comment

N/A


August 29, 2000 (11:48a)

for Marian Simulik
Acting City Treasurer

BH:ari

Executive Report

Reasons Behind Recommendation

The applicant is requesting relief from the area and height limitations of the by-law to permit two proposed illuminated ground-mounted identification signs. The proposed area of the signs is 26 square metres as shown on Document 4. Prior to demolition, this site had two ground-mounted signs that were smaller and combined for an approximate area of 12 square metres (see photos in Document 1). This application would allow for ground signage area twice the former area of the existing signage and also over twice the area of what the by-law allows. In addition, a smaller variance is requested for the height of these signs. The intent of these provisions is to limit signage so that it would not negatively impact on adjacent uses and to promote consistency in design.

The property is located in a commercial district on the corner of Bank and Heron. This property consists of a gas bar and will be renovated and altered to include a new layout including a car wash and retail. Adjacent area land uses are primarily commercial development. Residential development is separated from commercial uses. This is designated as a District 4 Commercial Use Zone under the Signs By-law.

Recommendation 1

With regard to the existing ground signage, the combined area of the signs is excessive compared to other approved signage in this area. The scale of the requested signs may also have an adverse effect on the adjacent uses and will set a precedent for large signs on this streetscape. The increase requested is over twice the maximum area permitted in the by-law. In addition, there are few extenuating circumstances or adjacent obstructions which would justify the proposed increase in area beyond what existed at this site prior to demolition.

The applicant contends that the proposed variance will permit Esso to replace the two existing signs in approximately the same locations with their latest corporate signage and provide a contemporary and consistent appearance with other similar new developments of this type in Ontario and Alberta. It is also felt that the proposed signs and their requested

areas are appropriate for this location on the corner of two busy major arterial roads in a highly commercial setting. The signs are designed to be seen by drivers from a distance to enable them to safely look for access to the site.

The Department feels that the variance for the existing ground signage is excessive compared to the former scale of signage of this site and would have a detrimental impact on the community based on this excessive scale, and would not be in keeping with the general purpose and intent of the by-law. Regarding the height, it is believed that the signs may be adjusted accordingly in order to comply with the by-law. Furthermore, there is a concern that once this variance is approved, other sites will also apply for similar visibility. As such, refusal of the application is recommended.

Recommendation 2

The Department is of the opinion that two signs with a reduction in total area would be more acceptable in this case. With a total area of signage of 20 square metres, this represents a 66% increase to what the by-law permits. Anything beyond this amount would not be seen as a minor variance for this site. This is seen as a fair compromise as approval is recommended to allow the two signs with each sign having similar area coverage as the existing large ground-mounted sign found in the photo shown in Document 1.

Consultation

In response to the standard early notification to area residents, community and business groups, and the Ward Councillor, three responses were received, one in agreement and two with no objections. The Ward Councillor is aware of the application.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the agent, Lloyd Phillips & Associates, 14 Woodlawn Avenue, Ottawa, Ontario. K1S 2S9; and the owner, Imperial Oil Ltd., 1961 Merivale Road, Nepean, Ontario. K1G 1G1, of City Council's decision.

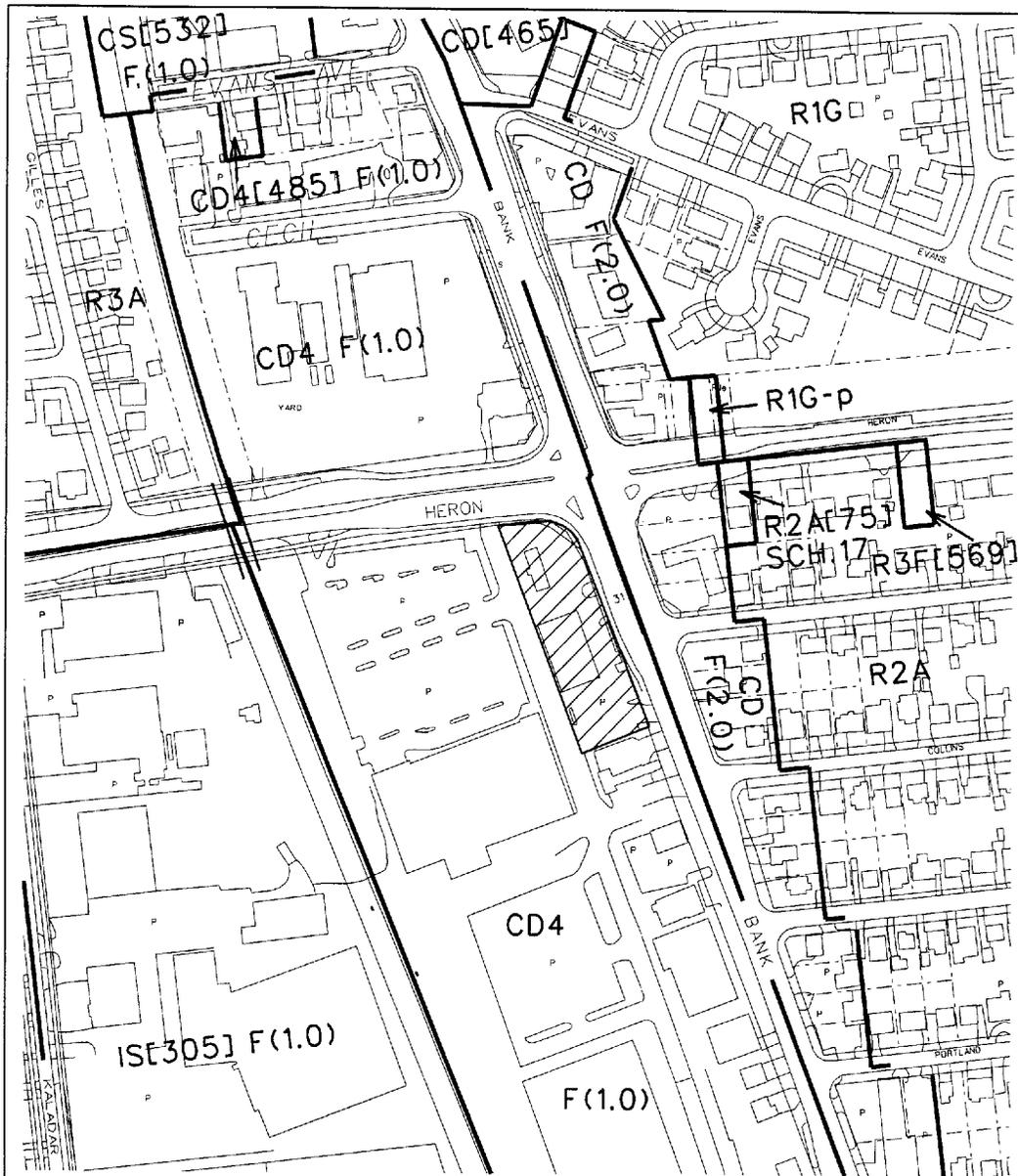
List of Supporting Documentation

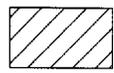
Document 1	Photos of existing on-site signage
Document 2	Location Map
Document 3	Site Plan
Document 4	Elevation Drawings

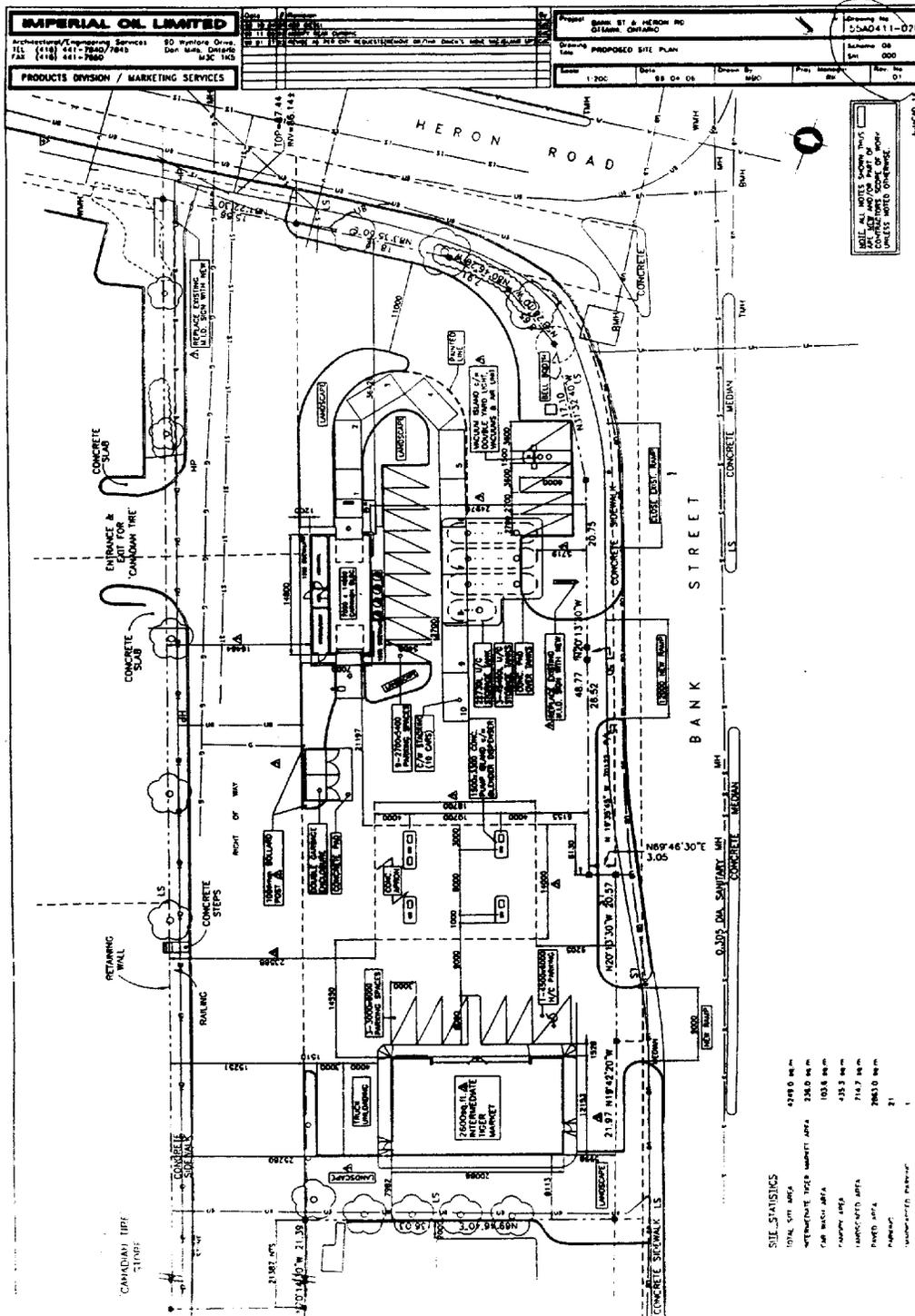
Part II - Supporting Documentation

Existing on-site ground signage





 <p>City of Ottawa Produced by Planning Branch Department of Urban Planning & Public Works <i>Street Network Layer Provided by Department of Corporate Services</i></p> <p>JPD4840 L-0199-00 P:\CO\BAN1600.DGN</p> <p>JULY 14, 2000 REVISION DATE</p>	 <p>LOCATION MAP SIGNS BY-LAW 1600 BANK STREET</p>	 <p>SCALE N.T.S. METRES</p>
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September 6, 2000

CC2Z2000192

(File: ACC3330/2000)

Ward/Quartier

City wide

7. Exemption - Building Permit and Parkland Dedication Fees
Dispense - Frais perçus aux fins de parc et de permis de construire

Moved by Councillor Kolbus:-

WHEREAS the private apartment rental vacancy rate in the City of Ottawa has steadily dropped from 4.9% in 1996 to 2.1% in 1998, reaching a record low of 0.7% in 1999 according to Canada Mortgage and Housing Corporation rental market surveys;

AND WHEREAS the strong employment situation in the Ottawa Carleton Region has resulted in a surge in demand for rental accommodation;

AND WHEREAS the market continues to yield a negligible amount of new rental housing stock, with fewer than 100 private apartment units completed in 1999;

AND WHEREAS the Federal government and the Provincial government have announced initiatives to make rental housing construction more attractive to investors and developers by providing a new goods and services tax rebate of 2.5% and a \$2000 per rental unit grant to offset the sales tax on building materials specifically for rental housing, respectively;

AND WHEREAS it would be appropriate for the municipal government to provide an incentive to encourage the development of new rental housing;

BE IT THEREFORE RESOLVED that City Council grant an exemption, to the end of the year 2000, from the payment of building permit fees for all rental "apartments, high rise" development projects within the City of Ottawa where a minimum of 10% of the units to be constructed qualify as rent supplement units under the rent supplement programs administered by the Ontario Ministry of Municipal Affairs and Housing.

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