

Planning and Economic Development Committee

Comité de l'urbanisme et de l'expansion économique

Agenda 16

Ordre du jour 16

Tuesday, September 28, 1999 - 9:15 a.m.
Le mardi 28 septembre 1999 - 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**

- | | | |
|-----|--|--|
| 6. | 9:30 a.m. / 9 h 30
Parking - Cash-in-lieu - 33 Parking spaces - 622 Montreal Road
Stationnement - Règlement financier - 33 places de stationnement -
622, chemin Montreal
Ref.: ACS1999-PW-PLN-0038 | 51

OT4 - Rideau |
| 7. | Lane Closure - Lane located north of properties along Kenilworth
Street and west of Hamilton Avenue South
Fermeture de ruelle - Ruelle située au nord des propriétés de la rue
Kenilworth et à l'ouest de l'avenue Hamilton sud.
Ref.: ACS1999-PW-PLN-0109 | 59

OT7 - Kitchissippi |
| 8. | Signs By-law Minor Variance - 1665 Hunt Club Road
Dérogation mineure de l'Arrêté municipal sur les enseignes - 1665,
chemin Hunt Club
Ref.: ACS1999-PW-PLN-0116 | 67

OT3 - Southgate |
| 9. | Signs By-law Minor Variance - 572 Bronson Avenue
Dérogation mineure de l'Arrêté municipal sur les enseignes - 572, rue
Bronson
Ref.: ACS1999-PW-PLN-0125 | 79

OT6 - Somerset |
| 10. | Signs By-law Minor Variance - 932 St. Laurent Boulevard
Dérogation mineure de l'Arrêté municipal sur les enseignes - 932,
boulevard St. Laurent
Ref.: ACS1999-PW-PLN-0128 | 89

OT4 - Rideau |

Members' Reports - Enquiries

Rapports des membres - demandes de renseignements

Councillor/Conseillère Elisabeth Arnold, Chairperson/présidente

- | | | |
|-----|--|--|
| 11. | Parking - Cash-in-lieu - 214 Flora Street
Stationnement - Règlement financier - 214, rue Flora
Ref.: CC2Z1999251 | 99

OT6 - Somerset |
|-----|--|--|

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

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

AML



September 7, 1999

CC2Z1999246
(File: ACC1560/99)

Ward/Quartier
City Wide

1. Meeting Schedule - 2000 Calendrier des réunions - 2000

The following 2000 Standing Committee and City Council meeting schedule is provided to each Standing Committee for approval of their own specific Committee:

For your information the March Break in 2000 is the week of March 13 - 17, 2000 for all School Boards.

Planning and Economic Development Committee Comité de l'urbanisme et de l'expansion économique	
January 11 and 25	Les 11 et 25 janvier
February 8 and 22	Les 8 et 22 février
March 28	Le 28 mars
April 11 and 25	Les 11 et 25 avril
May 9 and 30	Les 9 et 30 mai
June 13 and 27	Les 13 et 27 juin
July 25	Le 25 juillet
August 29	Le 29 août
September 12 and 26	Les 12 et 26 septembre
October 10 and 24	Les 10 et 24 octobre
November 7 and 28	Les 7 et 28 novembre
December 12	Le 12 décembre

Community Services and Operations Committee Comité des services communautaires et des opérations	
January 12 and 26	Les 12 et 26 janvier
February 9 and 23	Les 9 et 23 février
March 29	Le 29 mars
April 12 and 26	Les 12 et 26 avril
May 10 and 31	Les 10 et 31 mai
June 14 and 28	Les 14 et 28 juin
July 26	Le 26 juillet
August 30	Le 30 août
September 13 and 27	Les 13 et 27 septembre
October 11 and 25	Les 11 et 25 octobre
November 8 and 29	Les 8 et 29 novembre
December 13	Le 13 décembre

**AUDIT COMMITTEE SCHEDULE TO BE ISSUED FOLLOWING ITS
DECEMBER MEETING.**

Policy, Priorities and Budgeting Committee Comité des politiques, des priorités et des budgets	
January 13 and 27	Les 13 et 27 janvier
February 10 and 24	Les 10 et 24 février
March 30	Le 30 mars
April 13 and 27	Les 13 et 27 avril
May 11	Le 11 mai
June 1, 15 and 29	Les 1, 15 et 29 juin
July 27	Le 27 juillet
August 31	Le 31 août
September 14 and 28	Les 14 et 28 septembre
October 12 and 26	Les 12 et 26 octobre
November 9 and 30	Les 9 et 30 novembre
December 14	Le 14 décembre
City Council/Conseil municipal	
January 19	Le 19 janvier
February 2 and 16	Les 2 et 16 janvier
March 1	Le 1 ^{er} mars
April 5 and 19	Les 5 et 19 avril
May 3 and 17	Les 3 et 17 mai
June 7 and 21	Les 7 et 21 juin
July 5	Le 5 juillet
August 2	Le 2 août
September 6 and 20	Les 6 et 20 septembre
October 4 and 18	Les 4 et 18 octobre
November 1 and 15	Les 1 et 15 novembre
December 6 and 20	Les 6 et 20 décembre

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August 31, 1999

ACS1999-PW-PLN-0107
(File: OZP1999/012)

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

2. Zoning - 599 Smyth Road

Zonage - 599, chemin Smyth

Recommendation

That an amendment to *Zoning By-law, 1998*, as it applies to the L2-tp3[558] and R5A[558] zone designations for the portion of lands at 599 Smyth Road, as shown on Document 2, to allow a parking lot on a temporary basis, as detailed in Document 3, be APPROVED.

September 1, 1999 (2:35p)

for/Edward Robinson
Commissioner of Urban Planning and
Public Works

September 2, 1999 (11:12a)

Approved by
John S. Burke
Chief Administrative Officer

DC:dc

Contact: Denis Charron - 244-5300 ext. 1-3422

Financial Comment

N/A.

September 1, 1999 (2:15p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Background

The parcel of land to the east of the Ottawa Hospital was first rezoned to permit a temporary parking lot for 411 cars in late 1991. At the expiry of the temporary zoning in 1994, a further amendment to the Zoning By-law was approved to continue to allow the temporary parking lot, which was expanded to accommodate 501 cars until July 31, 1998, and furthermore, until July 31, 1999.

The Ottawa Hospital has been requesting on-going extensions of this temporary parking lot to accommodate staff parking during various construction projects. A Site Plan Control application was received by the City for the construction of a parking garage, however there appears to be some uncertainty as to whether this construction project will proceed at this time. This latest extension for the continuance of the temporary parking lot is to allow the Ottawa Hospital more time to undertake a review of their facilities until decisions are made regarding among other things, the provision of parking for the hospital.

Official Plan Conformity

The subject lands are designated "General Urban Area" in the Regional Official Plan. The Region does not object to the proposed temporary zoning, given that the parking area already exists as a temporary parking facility for the adjacent hospital complex.

The site is designated as "Greenway System - Linkage" in the City of Ottawa Official Plan. Although development is permitted in the Greenway System, the parking lot can only be considered under the Temporary Use policies (policy number 13.17.1) of the Official Plan. The existing parking lot continues to meet the development guidelines of the Greenway System (policy number 6.2.2e)) which includes the requirement for a permeable surface (existing gravel) for any parking lot.

Economic Impact Statement

There will be no economic impact associated with this proposal.

Environmental Impact

A Municipal Environmental Evaluation Report (MEER) is required as a basis for evaluating proposals within the Greenway System - Linkage based on the City's Official Plan (policy number 6.21.2). This was prepared and reviewed by the Environmental Management Branch

during consideration of the earlier applications for rezoning to permit parking. Mitigative measures were identified and were implemented as part of the Site Plan Control approval for the site.

Consultation

Two responses were received as a result of the posting of an on-site information sign and notification sent to the concerned community groups and area residents. The Faircrest Heights Community Association and the Alta Vista Drive Residents' Association are opposed to the continued use of parking on the subject lands.

Disposition

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

Department of Corporate Services

1. Statutory Services Branch to notify the Region of Ottawa-Carleton, Development Approvals Division, Department of Planning and Development Approvals, and everyone listed on the last page of this report of City Council's decision.
2. Corporate Law Branch to forward the implementing by-law to City Council.

List of Supporting Documentation

Document 1	Explanatory Note
Document 2	Location Map
Document 3	Details of Zoning Amendment
Document 4	Municipal Environmental Evaluation Process (MEEP) Checklist - (on file with City Clerk)
Document 5	Consultation Details

Part II - Supporting Documentation

Document 1

EXPLANATORY NOTE TO BY-LAW NUMBER ____-99

By-law Number _____ amends *Zoning By-law, 1998*, the City's Comprehensive Zoning By-law. The amendment affects the zoning for a portion of the lands identified as 599 Smyth Road, located to the east of the Ottawa Hospital, west of Roger Guindon Drive, as shown shaded on the attached Location Map. This amendment is intended to extend the period of time to permit the continuance of the existing parking lot which is used for Ottawa Hospital staff parking.

Zoning By-law, 1998

The current zoning of the lands shown shaded on the attached Location Map, are L2-tp3[558] and R5A[558]. The L2-tp3[558] zone is a Leisure Linkage Zone which permits uses such as, parks, recreational and athletic facilities and botanical gardens. The R5A[558] zone is a Low Rise Apartment Zone which permits a variety of residential uses. Both zones further permit the use of parking on the site for a period of time extending from July 4, 1998 to July 31, 1999. After this period, the site is to revert back to only the uses permitted in the L2 and R5 zones.

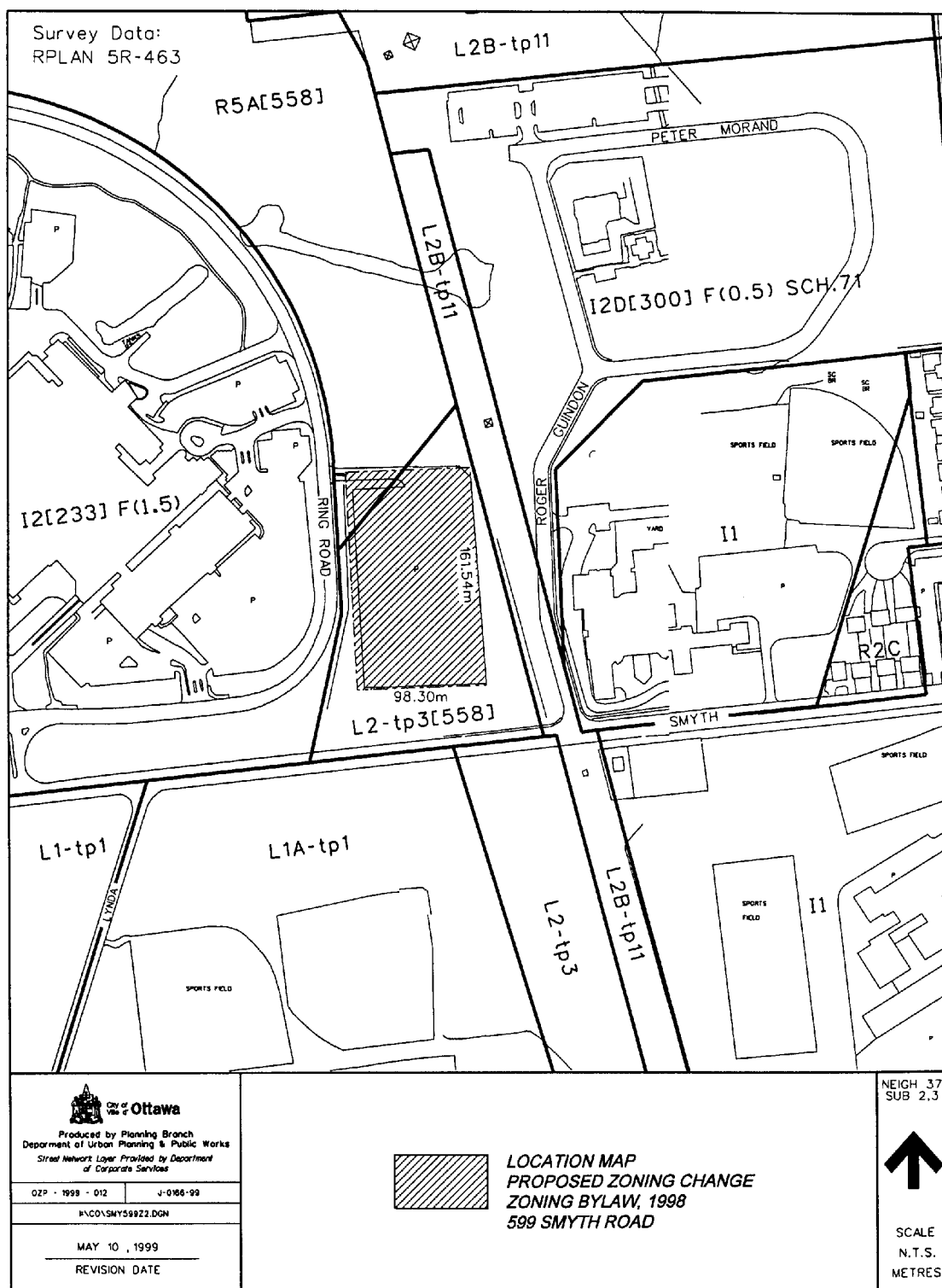
Proposed Zoning

The proposed zoning amends the *Zoning By-law, 1998*, by replacing the text of exception 558 of the existing L2-tp3[558] and R5A[558] zones which would extend the time period allowing parking until July 31, 2002. In addition, zoning maps are amended to limit the R5A[558] zone to only the area associated with the parking.

For further information, please contact Mr. Denis Charron at 244-5300 extension 1-3422.

Location Map

Document 2



DETAILS OF ZONING AMENDMENT

Document 3

1. Permit the use of a temporary parking lot and the associated right-of-way until July 31, 2002.
2. Amend the related zoning maps to limit the R5A[558] zone to only the area associated with the existing parking lot as shown shaded on Document 2.

CONSULTATION DETAILS

Document 5

NOTIFICATION AND CONSULTATION PROCESS

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

SUMMARY OF PUBLIC INPUT

Two responses were received as a result of the posting of an on-site information sign and notification sent to the concerned community groups and area residents. The Faircrest Heights Community Association and the Alta Vista Drive Residents' Association are opposed to the continued use of parking on the subject lands for the following reasons (summarized):

- since 1991, there has already been several extensions given to permit a parking area on adjacent lands;
- no effort has been made to provide parking on hospital site;
- hospital staff should be using public transportation.

ENVIRONMENTAL ADVISORY COMMITTEE

No comments were provided by the Environmental Advisory Committee.

APPLICATION PROCESS TIMELINE STATUS

This application was received on April 29, 1999 and was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart establishing critical milestones was prepared. A Mandatory Information Exchange was undertaken by staff with interested community associations since the proponent did not undertake Pre-consultation with the community associations requesting pre-consultation, however the Faircrest Heights Community Association was contacted by the proponent prior to the submission of application.

This application was processed within the maximum 165 calendar day timeframe.

INPUT FROM OTHER DEPARTMENTS OR GOVERNMENT AGENCIESCOUNCILLOR'S COMMENTS

Councillor Allan Higdon is aware of the application.

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September 13, 1999

ACS1999-PW-PLN-0122

(File: OMD98-04

OSP99-42)

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
- City Council / Conseil municipal

Action/Exécution

**3. Ontario Municipal Board Appeals Against the Zoning By-law, 1998 -
365 Lisgar Street - 375-377 Lisgar Street - 236 Nepean Street -
Urbandale and Andrew Doyle Investments Limited**

**Appels interjetés devant la Commission des affaires municipales de
l'Ontario contre l'Arrêté municipal sur le zonage de 1998 - 365 rue
Lisgar - 375-377 rue Lisgar - 236 rue Nepean - Urbandale et Andrew
Doyle Investments Limité**

Recommendations

1. That the zoning be amended for 365 Lisgar Street, and 375-377 Lisgar Street to add a new exception to permit a parking lot as an additional permitted use and to permit the area occupied by the parking lot on May 19, 1998 to be increased by up to 25%, subject to all other regulations of the zone.
2. That the zoning be amended for 236 Nepean Street to add a new exception to permit a retail store as an additional permitted use and to permit the gross area occupied by the retail store on April 22, 1997 to be increased by up to 25% subject to all other regulations of the zone.

September 14, 1999 (11:26a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

RK:rk


Contact: Richard Kilstrom, 244-5300, ext. 3870

September 16, 1999 (2:26p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.


September 14, 1999 (9:19a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Negotiations to resolve the outstanding appeals relating to 236 Nepean Street, 365 Lisgar Street and 375-77 Lisgar Street have been ongoing for several months. These negotiations have involved the owners, the Centretown Citizens Association, the ward Councillor, and staff. However it should be noted that the recommendations of this report are not necessarily supported by all the parties involved in the negotiations unless specifically noted in the report. A hearing of the Ontario Municipal Board to hear the appeals has been scheduled for October 7th, 1999.

A two storey retail establishment is located at 236 Nepean Street which is owned by Andrew Doyle Investments Limited. The retail use was previously a conforming use under the existing use provision which permitted a 25% expansion to both the building and the lot. As part of the overall settlement of its appeals the owner is prepared to abandon its appeal to have the 25% expansion right apply to the lot in question so long as it continues to apply to the building. The Centretown Citizens Community Association has no objection to this compromise.

Public parking lots are currently located at 365 Lisgar St. (owned by Andrew Doyle Investments Limited) and 375-77 Lisgar St. (owned by Urbandale Investments). The two owners, however, intend to exchange lands in order to consolidate both their holdings. Urbandale has indicated that the lot at 365 Lisgar St. will, over the next few months, be changed from a public parking lot to a private parking lot to provide accessory parking to a new tenant, a high-tech corporation, which is occupying the Urbandale office building located across the street at 360 Lisgar St.

Both the above lots were previously conforming uses under the existing use provision of Zoning By-law Z-2K which also permitted a 25 % expansion. They are now non-conforming as the new Zoning By-law, 1998 eliminated the existing use provision. The owners have

appealed to the Ontario Municipal Board to have the existing use provision re-instated. If the existing use provision was re-instated on both lots the owners would be entitled to expand the parking lot operations onto 371 Lisgar St. which is located between the two other lots and is also owned by Urbandale. An abandoned residential dwelling is located on the 33 foot wide lot at 371 Lisgar St., for which City Council gave demolition approval on August 4th, conditional upon Site Plan approval for the subject site.

The two appellants have agreed to improve the appearance of the parking lots on Lisgar St. by the installation of a landscaped buffer in accordance with the accompanying Site Plan report conditional upon the reinstatement of the existing use provision at 365 Lisgar St. and 371 Lisgar St.

The two appellants also have filed for certain variances, including limited tandem parking, and these variances were granted by the Committee of Adjustment on August 27th subject to the following conditions:

- 1) maximum number of parking spaces on each of the two parking lots (62;84)
- 2) maximum number of tandem parking spaces on each of the two lots (22;22)
- 3) requirement for a full time attendant during operating hours of the lot.

In light of the fact that both appellants will continue to enjoy a non-conforming right to parking on the subject lots, it is the view of staff that the proposed landscaped buffer is an appropriate trade-off for the reinstatement of the existing use provision which would permit the owners to expand the parking operations on the lot in the middle (371 Lisgar St.). The buffering should improve the appearance of the subject lots particularly for the residential properties which are located across the street from one of the two parking lots.

Economic Impact Statement

To permit a 25% expansion of these existing parking lots will have no appreciable economic impact on the City of Ottawa.

Environmental Impact

This appeal report is part of the larger consideration of Zoning By-law, 1998, and is therefore, automatically excluded from the Municipal Environmental Evaluation Process.

Consultation

Appeal reports concerning matters before the Ontario Municipal Board are not subject to public consultation.

Disposition

1. Department of Corporate Services

Office of the City Solicitor to advise the Ontario Municipal Board of the decision of City Council.

2. Department of Urban Planning and Public Works

Planning Branch to prepare and circulate the amending by-law.

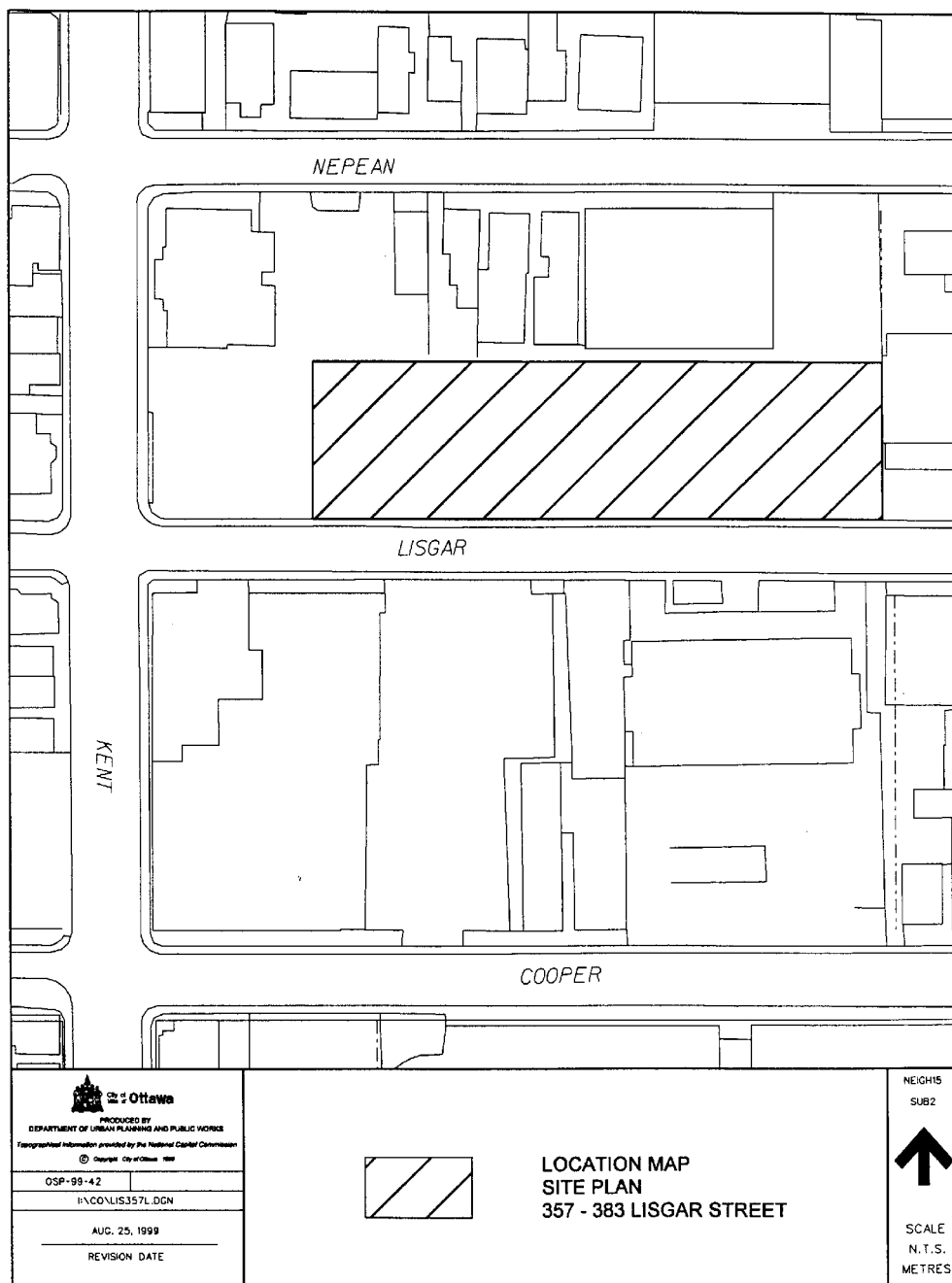
List of Supporting Documentation

Document 1	Location Map
Document 2	Property Ownership

Part II - Supporting Documentation

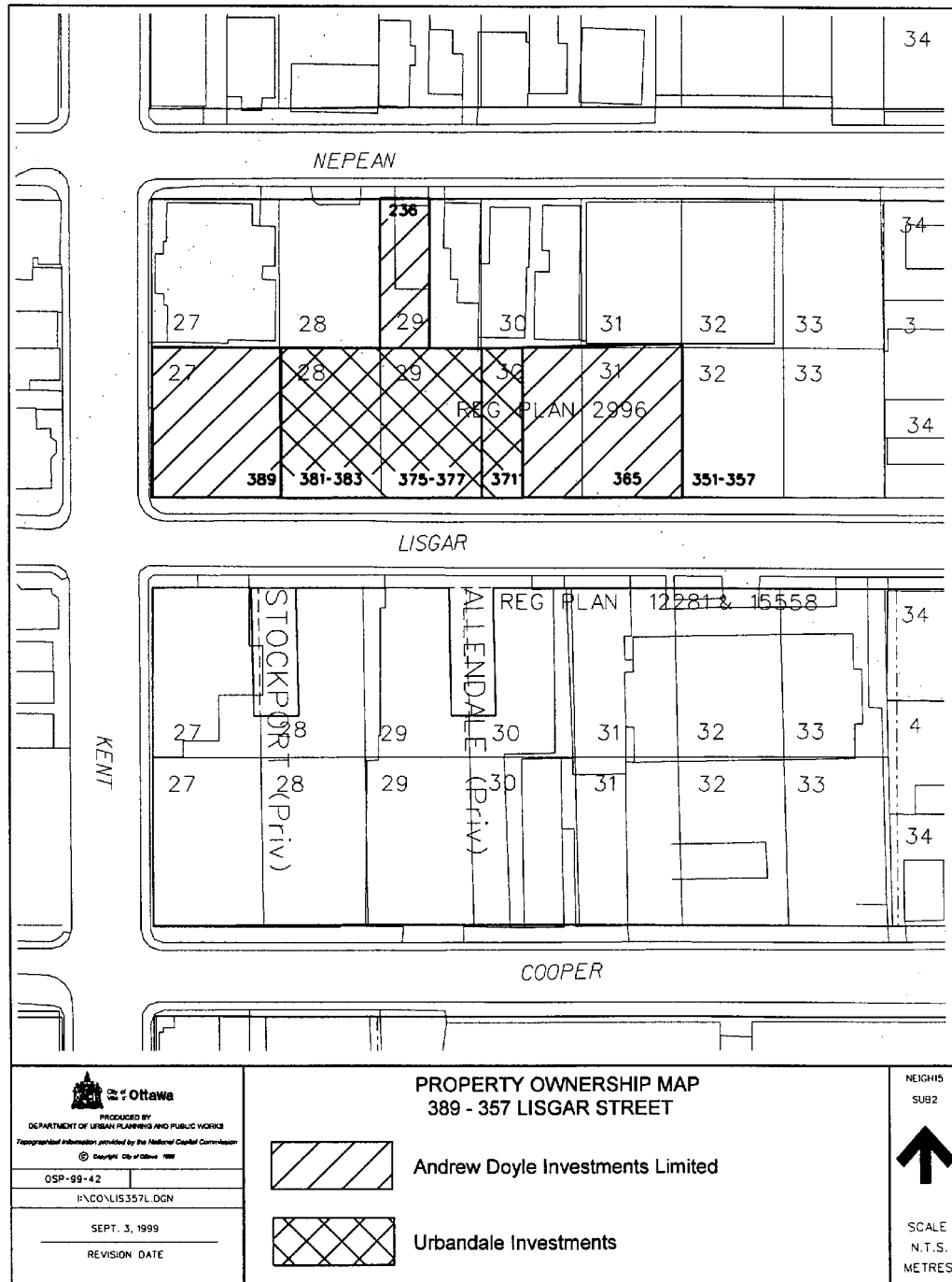
Location Map

Document 1



Property Ownership Map

Document 2



September 13, 1999

ACS1999-PW-PLN-0121
(File: OSP99-42)

Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

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

4. Site Plan Control Approval - 371 Lisgar Street

Approbation du plan d'emplacement - 371 rue Lisgar (OSP99-42)

Recommendation

That the Site Plan Control application (OSP99-42) be **APPROVED** as shown on the following plan:

“Landscape Plan, Urbandale Corporation (North Lisgar Street)”, Drawing Number L-1, prepared by Gruenwoldt-Copeland Associates Limited, dated March, 1999, and dated as received by the City of Ottawa, August 10, 1999

subject to the following conditions which are to be reflected on said Landscape Plan or in the required Site Plan Agreement:

- that both parking lots (Andrew Doyle and Urbandale) have controlled access by way of an attendant;
- that Urbandale will participate in the Region's Transportation Demand Management Programme for its tenant at 360 Lisgar Street;
- that the Site Plan Agreement is to include a recital that the subject lands are designated Residential in the City's Official Plan;
- that lighting be provided within the parking lot for safety subject to the approval of the Director of Planning;
- that the two parking lots (Andrew Doyle/Urbandale) be separated by fencing or landscaping;
- that the Owners agree to maintain the subject landscaping;

- that the location of all street trees be moved .6 of a metre onto the City road allowance for Lisgar Street;
- that the benches and concrete pavers within the Lisgar Street road allowance are removed from the Landscape Plan;
- that the maximum number of private approaches permitted in accordance with the Private Approach By-law (By-law Number 170-73, as amended), is one two-way private approach and two one-way private approaches;
CONTACT: Ray Fournier, 244-5300, ext. 3811, Engineering Branch
- that the proposed booths are not permitted on the Lisgar Street road allowance;
CONTACT: Ray Fournier, 244-5300, ext. 3811, Engineering Branch
- subject to a variance to the Zoning By-law being granted by the Committee of Adjustment and in effect to permit tandem parking in the public parking areas, and as indicated on the approved Landscape Plan;
and also subject to the conditions contained in Document 1.



September 14, 1999 (10:49a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

RK:rk

Contact: Richard Kilstrom, 244-5300 X3870



September 16, 1999 (2:33p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

Subject to City Council 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 14, 1999 (9:27a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The subject property is located on the north side of Lisgar Street between Bank and Kent Street. It includes the lots at 357, 365, 371-383 Lisgar which are owned by Urbandale Corporation and Andrew Doyle Investments Limited. The property at 371 Lisgar Street was the subject of a Demolition Control application which was approved by City Council on August 4, 1999 subject to Site Plan Control approval. Approval of the Site Plan necessitated a number of variances to the Zoning By-law regarding the arrangement of the parking shown. The Committee of Adjustment granted the application for variances as well as for a severance of 371 Lisgar on August 19th. The one variance which remains outstanding concerns tandem parking in a public parking lot which is not permitted by the Zoning By-law.

The proposed Site Plan illustrates an improvement of the existing non-conforming parking lots on the north side of Lisgar. The proposed landscape strip will screen the parking lot to the residences on the south side of Lisgar and improve the appearance of this area. The control of access will also ensure that the arrangement of parking is maintained. The applicants have agreed to improve the appearance and function of these parking lots if City Council will permit the detached house at 371 Lisgar Street to be demolished. The improvement of the parking lots is considered to be a benefit to the community which offsets the loss of the last remaining dwelling on the north side of Lisgar Street.

Economic Impact Statement

Approval of this Site Plan Control application will have no appreciable economic impact on the City of Ottawa.

Environmental Impact

Given that the bulk of the area is paved for the existing parking lots, this Site Plan represents an improvement on a situation which would otherwise remain.

Consultation

A number of comments were received by the Committee of Adjustment with respect to the variances allowing reduced stall and aisle sizes and tandem parking.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the owners (Urbandale Corporation, 2193 Arch Street, Ottawa, Ontario K1G 2H5 and Andrew Doyle Investments Limited c/o McEvoy Shields Limited, 235 Kent Street, Ottawa, Ontario K2P 1Z9) of Planning and Economic Committee's decision.

List of Supporting Documentation

Document 1	Conditions of Site Plan Control Approval
Document 2	Location Plan
Document 3	Landscape Plan
Document 4	Municipal Environmental Evaluation Checklist (on file with the City Clerk)
Document 5	Consultation Details

Part II - Supporting Documentation

Document 1

Conditions of Site Plan Control Approval

CITY OF OTTAWA/VILLE D'OTTAWA CONDITIONS, ACTIONS AND INFORMATION FOR SITE PLAN CONTROL APPROVAL

PART 1 - CONDITIONS TO BE SATISFIED PRIOR TO THE SIGNING OF THE REQUIRED SITE PLAN AGREEMENT

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, including the value of all or any specific existing tree(s) to be retained in accordance with the Canadian Nurseries Association and the International Society of Arboriculture (ISA) Standard, to the satisfaction of the Commissioner of Urban Planning and Public Works.

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, and a Tree Compensation Deposit for all or any specific existing tree(s) to be retained on private 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).

STC 1.4 - Compensation for Removal of Municipal Tree(s)

The Owner(s) must provide compensation in the amount of \$671.93 to the Department of Urban Planning and Public Works, in accordance with Section 13 of the Trees By-law (By-law Number 55-93, as amended), and the Road Cut By-law (By-law Number 31-91, as amended) before approval is given for the removal of the "municipal" tree at 371 Lisgar Street.

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

SPECIFIC CONDITIONS

1. If the parking lot is regraded and/or paved now or in the future, the surface water must be self-contained with a catch-basin system to the satisfaction of the Engineering Branch. Stormwater Management will be required if the runoff coefficient of 0.8 is exceeded.
CONTACT: Bruce Coombe, 244-5300, ext. 3461, Engineering Branch
2. Urbandale Corporation will participate in the Regional Municipality of Ottawa-Carleton's Transportation Demand Management Programme for its tenant at 360 Lisgar Street.
3. The Owners acknowledge that the subject lands are designated "Residential" in the City's Official Plan.

STC 2.1 - Installation and Planting of Landscape Elements

The Owner(s) shall install and plant all landscape elements in accordance with the Site Plan Control Approval, within one year from the date of occupancy, to the satisfaction of the Commissioner of Urban Planning and Public Works. The landscape elements shall include but not be limited to, all vegetation and topographic treatment, walls, fences, hard and soft surface materials, lighting, site furniture, free-standing ground-supported signs, steps, lamps, and play equipment, information kiosks and bulletin boards and other ground cover and new tree(s) and shrubs located on the road allowance.

STC 2.2 - Reinstatement of Damaged City Property, Including Sidewalks and Curbs

The Owner(s) shall reinstate to the satisfaction of the Commissioner of Urban Planning and Public Works, any property of the City or Regional Municipality of Ottawa-Carleton, including sidewalks and curbs, that is damaged as a result of the subject development. This reinstatement shall be at the expense of the Owner(s).

STC 2.9 - Release of Financial Securities for Landscape Elements

When requested by the Owner(s), the Security shall be released by the City Treasurer when authorized by the Commissioner of Urban Planning and Public Works and when landscape elements are located on the road allowance, to the satisfaction of the Commissioner of Urban Planning and Public Works, according to City Council policy, provided that the landscape elements have been installed and planted in accordance with the Site Plan Control Approval, and that all plant materials are in good and healthy condition.

STC 2.11 - Task Oriented Lighting for Areas Other Than Those Used For Vehicular Traffic or Parking

The Owner(s) agree that on site lighting, in addition to lights used to illuminate any area used for vehicular traffic or parking, shall be task oriented and shall be installed in such a manner that there shall not be any spillover or glare of lights onto abutting properties.

STC 2.12 - Storage of Snow

The Owner(s) agrees that snow stored on landscaped areas shall be in a well drained area where the storage shall not result in over-spillage onto abutting lots nor destruction to planting areas.

PART 3 - STANDARD CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUANCE OF A DEMOLITION PERMIT FOR 371 LISGAR STREET**STC 3.1.1 - Signing of Site Plan Control Agreement**

The Owner(s) must sign a Site Plan Control Agreement including the conditions to be included in the agreement. When the Owner(s) fails to sign the required agreement and complete the conditions to be satisfied prior to the signing of the agreement within six (6) months of Site Plan Control Approval, the approval shall lapse.

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

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.

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.

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).

STC 4.18 - Planting of Trees in Road Allowance

The Owner(s) must ensure that any new road allowance tree(s) be planted as follows:

- i) 0.6 metres from the property line, pursuant to the Standard Locations for Utility Plant (referred to as the CR-90), as approved by the City;
- ii) utility clearances are required prior to planting and/or staking;
- iii) wire baskets and burlap used to hold the root ball and rope that is tied around the root collar are to be removed at the time of the planting of the tree(s);
- iv) guying of the tree(s) is not acceptable;
- v) the tree(s) must meet the requirements set out by the Canadian Nursery Standards; and
- vi) tree stakes are to be removed prior to the release of the financial securities for the landscape elements.

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 must still abide by all other municipal by-laws, statutes and regulations.

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 must seek Site Plan Control Approval to reflect the intended sign(s) prior to the issuance of the required sign permits.

STI 6 - Compensation for Damaged or Lost Municipal Trees

In accordance with the provisions set out in The Trees and Road Cut By-laws, (By-law Number 165-73, as amended) compensation will be required if any municipal/regional tree is damaged or lost.

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.

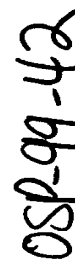
STI 8 - Prohibition of Storage of Snow on Road Allowance

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).

Location Plan

Document 2





Councillor

Councillor Elisabeth Arnold presented a motion which was passed at Planning and Economic Development Committee to withdraw delegated authority with respect to this application. She also requested that comments from residents concerning the Committee of Adjustment application heard on August 19th with respect to the proposed parking layout on this property should be included in this report.

Public Comments

This application was not subject to an early notification procedure as approval authority was originally delegated to the Director of Planning. However, this property has been the subject of Demolition Control and Committee of Adjustment applications recently which were reviewed and commented on by the public, including a supplementary public meeting which was held on June 23, 1999. The subject Site Plan was available and referred to in comments relative to these other applications.

Summary of Comments

- The large number of cars parked on the north side of Lisgar Street (in stacked arrangement) cause traffic problems on this street between Bank and Kent Streets.
- Activities associated with the parking lots are disturbing to the residential environment in the area (noise and pollution, use of private driveways by attendants to manoeuvre cars in tandem arrangement).
- There is a need to plant trees and shrubs along the north side of Lisgar Street.
- Every effort should be made to bring the street back to a quiet peaceful residential neighbourhood.
- The City should not allow additional parking on the north side of Lisgar Street.
- It is disquieting that the City is on one hand promoting residential infill while on the other hand is promoting more asphalt, more cars, more pollution and more congestion.
- The proposal to add more parking on a small semi-residential block further deteriorates the downtown core and imposes on homeowner's pride of their residence.

- Increased parking in this area does not support the City and Region's objectives with respect to promotion of transit and other alternative modes of transportation, therefore, tandem parking should not be allowed.
- Increasing the ability of owners to use these parking lots as commercial ventures by allowing tandem parking, and thereby increase the land value, will make the long-term objective of residential use less likely.
- Tandem parking takes place on many lots in Centretown. If the by-law restricts this it should be enforced.
- The loss of the few remaining trees on the north side of Lisgar Street adds to the bleakness of the area and particularly the City tree at 371 Lisgar Street.
- The recent replacement of the City sidewalk on the north side of Lisgar Street with depressed curbs to accommodate the stacked parking arrangement was contrary to City planning objectives to not allow additional public parking.
- The area of land equal to the footprint of the existing house but not less than 10 feet wide should be provided between the sidewalk and paved parking area .
- By limiting the street access and forcing a linear parking area as a result of perimeter greening, the tandem parking could not be increased beyond what is now occurring.

Response to Comments

- Tandem parking was increased relative to the office use at 360 Lisgar Street from 10% to 35% by the Committee of Adjustment. This does not apply to the public parking areas.
- The landscape strip along the frontage of the parking lot would be 1.5 metres on the private property and include the boulevard between the sidewalk and property line.
- The number and size of driveways to the parking lot are governed by the City's Private Approach By-law. The maximum number of driveways relative to the length of frontage of this property is two, two-way ramps or one, two-way and two one-way ramps. The Site Plan would have to be revised accordingly or an amendment granted by City Council to permit the arrangement shown on the Site Plan.

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September 3, 1999

ACS1999-PW-PLN-0104
(File: OSP1999/025)

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

Action/Exécution

5. Site Plan Control - 150 Stanley Avenue

Plan d'emplacement - 150, avenue Stanley

Recommendation

That the SITE PLAN CONTROL Application (OSP1999/025) for 150 Stanley Avenue be **APPROVED**, subject to the conditions contained in Document 1 and as shown on the following plans:

"Site Plan, Location Plan - Retirement Home, Stanley Avenue, Drawing Number SPC1", prepared by Leonard Koffman Architect, dated May 4, 1999, revised August 30, 1999, and dated as received by the City of Ottawa on August 31, 1999; and

"Landscape Plan - Stanley Avenue, Retirement Home, Drawing Number L1", prepared by Altorio Designs Consultants, dated May 5, 1999, revised August 30, 1999, and dated as received by the City of Ottawa on August 31, 1999.



September 8, 1999 (1:01p)

Edward Robinson
Commissioner of Urban Planning and Public
Works



September 8, 1999 (2:57p)

Approved by
John S. Burke
Chief Administrative Officer

GH:gh

Contact: Gordon Harrison - 244-5300 ext. 1-3868

Financial Comment

Subject to City Council 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 8, 1999 (10:45a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

This Site Plan Control application is to renovate the existing building for an 85-room retirement home. The building was formerly used as a church and ecclesiastical residence. The new facility will contain 4 092 square metres of gross floor area and include a communal dining room, as well as related amenity areas and a new one-storey reception module off Stanley Avenue which is served by a circular driveway and covered canopy (drop off area).

The site is located on the north side of Stanley Avenue between Keefer and Victoria Streets in the New Edinburgh community. The rear of the property abuts River Lane.

An amendment to the Private Approach By-law has been approved for this property in order to permit the existing driveway to be maintained for the proposed change of use of the site.

The Department is recommending **APPROVAL** of the application for the following reasons:

- The proposal represents good and appropriate development.
- The proposal is consistent with policies in Chapter 10 of the Official Plan which recognizes the opportunity to reuse surplus churches and other institutional properties by permitting their transition over time to uses compatible with the adjacent properties. The proposed retirement home is seen as a desirable and appropriate reuse for this building within this community.
- The retirement home use conforms with the Site Development policies of the New Edinburgh Key Principles in terms of not affecting the level of service available to existing development, having minimal visual intrusion, and improving and/or upgrading the existing landscape and streetscape. In terms of the latter point, the existing boulevard parking will be eliminated and landscaped.

- The proposal provides its required parking: three parking spaces adjacent to the new circular driveway, two spaces in the side yard, and 17 spaces in the rear yard. All parking areas will be asphalt.
- The existing chain link fence and vegetation along the River Lane frontage will be protected as it provides an effective buffer from the proposed parking area. Additional planting inside the fence line will provide further screening.
- Garbage will be contained within a locked, wooden enclosure which will contain a roof. Garbage pick-up is presently occurring off River Lane. Therefore, the location of the garbage enclosure near the lane is desirable.
- A 1.8-metre-high wooden privacy fence is proposed along the westerly property line to partially screen the development from the neighbouring residential properties.
- All vehicular access will be off Stanley Avenue.

Economic Impact Statement

	150 Stanley Ave	Est Investment:\$1,435,056	
CITY COSTS:	1999		2000-2008 *
Extraordinary Costs	\$0		\$0
Admin & Services	\$308		\$1,883
Inspection & Control	\$369		\$2,257
Roadways, parking	\$3,510		\$21,479
Garbage & Storm Sewer Maint.	\$324		\$1,985
Social & Family Services	\$71		\$437
Rec & Culture	\$692		\$4,234
Planning & Development	\$279		\$1,710
	Sub-total	\$5,554	\$33,984
CITY REVENUES:			
Property Tax	\$4,627		\$28,311
Building Permit	\$14,351		\$0
Tax from Indirect Impacts	\$3,829		\$9,780
	Sub-total	\$22,806	\$38,090
	NET TO CITY	\$17,253	\$4,106
EMPLOYMENT			
New Jobs (excl. construction)	n/a		20
Net New Jobs (construction) **	n/a		11
New Jobs (indirect/induced)	n/a		20
	Total	n/a	52

* Present value at a discount rate of 8.5%

** After excess capacity has been absorbed

Environmental Impact

The Municipal Environmental Evaluation Process Checklist (MEEP) was completed and indicates that no adverse environmental impacts were identified.

Consultation

This application was subject to the Early Notification Policy. On-site information signs were posted and notification was given to concerned community groups and the City Hall media. A written comment was received from the abutting property owner who had concerns that the proposed renovation will insert new windows into the walls of the former church which will have a direct view of his house.

Disposition

Department of Urban Planning and Public Works to notify the owner (c/o 345 Laurier Avenue East, Rockland, Ontario, K4K 1L6) and agent (301-1300 Carling Avenue, Ottawa, K1Z 7L2) and all interested parties of Planning and Economic Development Committee's decision.

Office of the City Solicitor to prepare the Site Plan Control agreement.

List of Supporting Documentation

Document 1	Conditions for Site Plan Control Approval
Document 2	Site Plan
Document 3	Landscape Plan
Document 4	Municipal Environmental Evaluation Process Checklist (on file with the City Clerk)
Document 5	Consultation Details

Part II - Supporting Documentation

Conditions for Site Plan Control Approval

Document 1

PART I - CONDITIONS TO BE SATISFIED PRIOR TO THE EXECUTION OF THE REQUIRED AGREEMENT

STANDARD CONDITIONS

STC 1.1 - Evaluation of Specific Existing Private Trees to be Retained

The Owner(s) must submit a statement specifying the species, size, health and structural stability for the existing three tree(s) maple trees in front of the building which are to be retained, to the satisfaction of the Commissioner of Urban Planning and Public Works. The inspection of this existing tree(s) and statement must be prepared by a person having qualifications acceptable to the Commissioner of Urban Planning and Public Works and may include, but need not be limited to a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist:

The list of trees to be evaluated includes three sugar maple trees in the front yard. (Contact Gordon Harrison, 244-5300, ext. 1-3868, Planning Branch)

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, including the value of those identified existing tree(s) to be retained in accordance with the Canadian Nurseries Association and the International Society of Arboriculture (ISA) Standard, to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Gordon Harrison, 244-5300, ext. 1-3868, 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, and a Tree Compensation Deposit for any specific existing tree(s) to be retained on private 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 Debbie Van Waard, 244-5300, ext. 1-3570, Office of the City Solicitor)

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

SPECIFIC CONDITIONS

1. The Owner(s) acknowledges and agrees that the City shall hold in its possession landscaping security until completion of the works in accordance with the approved plan(s) to the satisfaction of the City. The Owner(s) hereby covenants and agrees:
 - (i) that it shall be responsible to arrange for the transfer or replacement of landscaping security provided to the City prior to the sale or transfer of the Owner's lands, and
 - (ii) that if the landscaping security has not been replaced prior to the sale or transfer of the Owner's lands, the new registered owner(s) may utilize the security for any works as approved by the City which have not been completed pursuant to the Plan(s), and for this purpose, the City Treasurer is hereby authorized to call in Letters of Credit or other security provided. The balance of security held, if any, will be refunded to the Owner(s) who provided the security, upon completion of the works to the satisfaction of the City.

STANDARD CONDITIONS

STC 2.1 - Installation and Planting of Landscape Elements

The Owner(s) shall install and plant all landscape elements in accordance with the Site Plan Control Approval, within one year from the date of occupancy, to the satisfaction of the Commissioner of Urban Planning and Public Works. The landscape elements shall include but not be limited to, all vegetation and topographic treatment, walls, fences, hard and soft surface materials, lighting, site furniture, free-standing ground-supported signs, steps, lamps, and play equipment, information kiosks and bulletin boards and other ground cover and new tree(s) and shrubs located on the road allowance.

STC 2.2 - Reinstatement of Damaged City Property, Including Sidewalks and Curbs

The Owner(s) shall reinstate to the satisfaction of the Commissioner of Urban Planning and Public Works, any property of the City or Regional Municipality of Ottawa-Carleton, including sidewalks and curbs, that is damaged as a result of the subject development. This reinstatement shall be at the expense of the Owner(s). (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

STC 2.9 - Release of Financial Securities for Landscape Elements

When requested by the Owner(s), the Security shall be released by the City Treasurer when authorized by the Commissioner of Urban Planning and Public Works according to City Council policy, provided that the landscape elements have been installed and planted in accordance with the Site Plan Control Approval, and that all plant materials are in good and healthy condition. (Contact Gordon Harrison, 244-5300, ext. 1-3868, Planning Branch)

STC 2.10 - Retention and Release of Financial Securities for Specific Existing Private Trees Which Were to be Retained and Protected

- i) The Tree Compensation Deposit shall be retained for a period of three (3) years during which time the deposit is non-retrievable, unless otherwise determined by the Commissioner of Urban Planning and Public Works. The period of time during which the money is non-retrievable shall only commence upon occupancy of the development, or as otherwise determined by the Commissioner of Urban Planning and Public Works.
- ii) To request a release of the Tree Compensation Deposit, the Owner(s) shall provide the Commissioner of Urban Planning and Public Works with a certified inspection and statement indicating:
 - a) whether the specific tree(s) remains structurally stable and healthy;
 - b) to what extent a tree(s) is damaged during construction;
 - c) whether the tree(s) will die primarily as a result of development;
 - d) whether or not an existing tree(s) will require replacement, primarily as a result of the effects of development.
- iii) That the required inspection and statement shall be conducted by a person(s) having qualifications acceptable to the Commissioner of Urban Planning and Public Works and may include, but need not be limited to a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist.
- iv) The terms of the release of the Tree Compensation Deposit shall be determined by the Commissioner of Urban Planning and Public Works upon review of the certified inspection and statement.
- v) When determined by the Commissioner of Urban Planning and Public Works, based on the acceptance of the certified, inspection and statement addressing the need for possible tree removal; the Owner(s) shall replace the tree(s), by either:
 - a) one or more new deciduous tree(s) with a combined caliper size equal to those removed, but in no case shall each replacement deciduous tree be less than seventy-five (75) millimetres caliper,
 - b) one or more new coniferous tree(s) with a combined height of not less than that of the height of the tree to be removed, with each specimen not less than one point five (1.5) metres, except when prescribing species, varieties or cultivars which are normally less than ten (10) metres high at maturity, or
 - c) a combination of the above. (Contact Gordon Harrison, 244-5300, ext 1-3868, Planning Branch)

STC 2.16.1 - Release of Site Plan Control Agreement for Residential Developments

The City may release the Owner(s) from any agreement required as a condition of this Site Plan Control Approval once all terms of the agreement have been completed but not earlier than the date of release of all financial securities required as a condition of this Approval. The Owner(s) shall pay all costs associated with the application for and registration of release from this agreement. (Contact Compliance Reports Section, 244-5300, ext. 1-3907, Planning Branch)

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

STANDARD CONDITIONS

STC 3.1.1 - Signing of Site Plan Control Agreement

The Owner(s) must sign a Site Plan Control Agreement including the conditions to be included in the agreement. When the Owner(s) fails to sign the required agreement and complete the conditions to be satisfied prior to the signing of the agreement within six (6) months of Site Plan Control Approval, the approval shall lapse. (Contact Debbie Van Waard, 244-5300, ext. 1-3570, Office of the City Solicitor).

STC 3.2 - 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:

- i) 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;
- ii) by calculation, that the stormwater runoff from this site will not exceed the design capacity of the City sewer system. The allowable runoff coefficient is 0.6. For further information contact Kamal Toeg at 244, 5300, ext. 3833,
- iii) that all sanitary wastes shall be collected and conveyed to a public sanitary or combined sewer; and
- iv) 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. 1-3461, Engineering Branch)

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

STANDARD CONDITIONS

STC 4.2 - Protection of Existing Private Trees and Shrubs Prior to and During Demolition and/or Construction

The Owner(s) must undertake protective measures to the satisfaction of the Commissioner of Urban Planning and Public Works, prior to commencement of and during demolition and/or construction, to ensure against damage to any roots, trunks or branches of three existing private trees, as shown on the Site Plan Control Approval, which are to be retained and protected. These measures shall consist of the following:

- a) hoarding of individual or clumps of trees at the drip-line or as indicated on the approved Site Plan, using continuous wood fencing having a minimum height of 1.2 metres and to be retained until the completion of all construction;
- b) no vehicles, equipment nor construction materials shall enter or be stored within the hoarded vegetation protection areas;
- c) no lowering or raising of any existing grades within three (3.0) metres around any tree, without prior consultation with and approval from the Commissioner of Urban Planning and Public Works;
- d) all required pruning of existing trees and exposed roots is to be undertaken by a qualified arborist or similar expert using manual methods;

(Contact Neil Dillon for inspection, 244-5300, ext.1-3507, Building Code Services Division)

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. 1-3820, 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. 1-3811, 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. 1-3811, Engineering 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. 1-3811, Engineering Branch)

STC 4.18 - Planting of Trees in Road Allowance

The Owner(s) must ensure that any new road allowance tree(s) be planted as follows:

- i) 0.6 metres from the property line, pursuant to the Standard Locations for Utility Plant (referred to as the CR-90), as approved by the City;
- ii) utility clearances are required prior to planting and/or staking;

- iii) wire baskets and burlap used to hold the root ball and rope that is tied around the root collar are to be removed at the time of the planting of the tree(s);
- iv) guying of the tree(s) is not acceptable;
- v) the tree(s) must meet the requirements set out by the Canadian Nursery Standards; and
- vi) tree stakes are to be removed prior to the release of the financial securities for the landscape elements. (Contact John Honshorst, 244-5300, ext. 1-3763, Operations 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. 1-3461, Engineering Branch)

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

1. Further to Standard Condition STC 3.2a), the storm water must be self contained on the site and discharged to the proposed storm sewer to be built in Stanley Avenue as part of the 1999 Sewer and Road Program. For status and coordination contact Noel Finn at 244-5300, ext. 3331.

STI 1 - Additional Requirements

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

STI 3 - Release of Existing Site Plan Control Agreement(s)

The existing site plan control agreement(s) may be eligible for release according to the City Council approved policy, at the cost of the Owner(s).

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 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. 1-3499, 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. 1-3763, 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. 1-3763, Operations Branch)

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**ENVIRONMENT****Water**

W1 Fire flow records are not available for this site, consequently upon request, the Region of Ottawa-Carleton will perform a fire flow test, at the owner's expense, to confirm the available fire flow capacity. Fire Flow tests will only be carried out between 1 April and 1 November of each year. The Owner(s) may be required to undertake an engineering analysis of the water supply, certified by a Professional Engineer, to ascertain if the available fire flows are adequate and meet the requirements of the Insurers' Advisory Organization.

The Environment and Transportation Department has identified the watermain in Stanley Avenue between Union Street and Keefer Street as part of the 1999 construction works co-ordinated watermain rehabilitation programme. Please contact Gina Gill of the Environment and Transportation Department at 560-6001, ext. 1256 for further information.

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

W3 The Owner(s) 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.

W4 In accordance with the Regional Regulatory Code, all existing services that will not be utilized, shall be capped at the watermain by the Region. The Owner(s) shall be responsible for all applicable costs.

- W5 In accordance with the Regional Regulatory Code, no driveway shall be located within 3.0 metres of an existing fire hydrant. No objects, including vegetation, shall be placed or planted within a 3.0 metre corridor between a fire hydrant and the curb nor a 1.5 metre radius beside or behind a fire hydrant.
- W7 The Owner(s) shall satisfy the requirements of the Building Code with respect to hydrants(s).
- W9 The Owner(s) 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.

Sewer

- S1 As the proposed development is located within an area tributary to a regional collector sewer system which has been assessed by the Region to be at capacity, the Owner(s) shall, prior to applying for a building permit, liaise with the Region in the identification of extraneous wet weather flow sources. Where flow removal cannot be achieved on site, removal of extraneous flows will be conducted through a flow removal programme coordinated by the Region and area municipality within the area tributary to the affected Regional facility.

Industrial Waste

- IW1 In accordance with the Regional Regulatory Code, the Owner(s) 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.
- IW2 Any sanitary or storm drainage from the site must comply with the provision of Section 5.2 of the Regional Regulatory Code.
- IW3 Prior to discharge of sewage into the sewer system, a Waste Survey Report required by Section 5.2.5 of the Regional Regulatory Code must be completed and submitted to the Industrial Waste Section, 800 Green Creek Drive, Gloucester. For information, contact Industrial Waste Inspector at 560-6086, Extension 3326.

Stormwater Management

- SWM4 The Owner(s) 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 alteration (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.

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(s) should consult a private contractor regarding any access requirements for waste collection and/or recycling collection.

Finance

- RDC The Owner(s), 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.

ENBRIDGE-CONSUMERS GAS

Enbridge-Consumers Gas should be contacted regarding the necessity of providing easements or servicing requirements. (Contact Katherine Albert, Engineering Department, 742-4636)

OTTAWA HYDRO

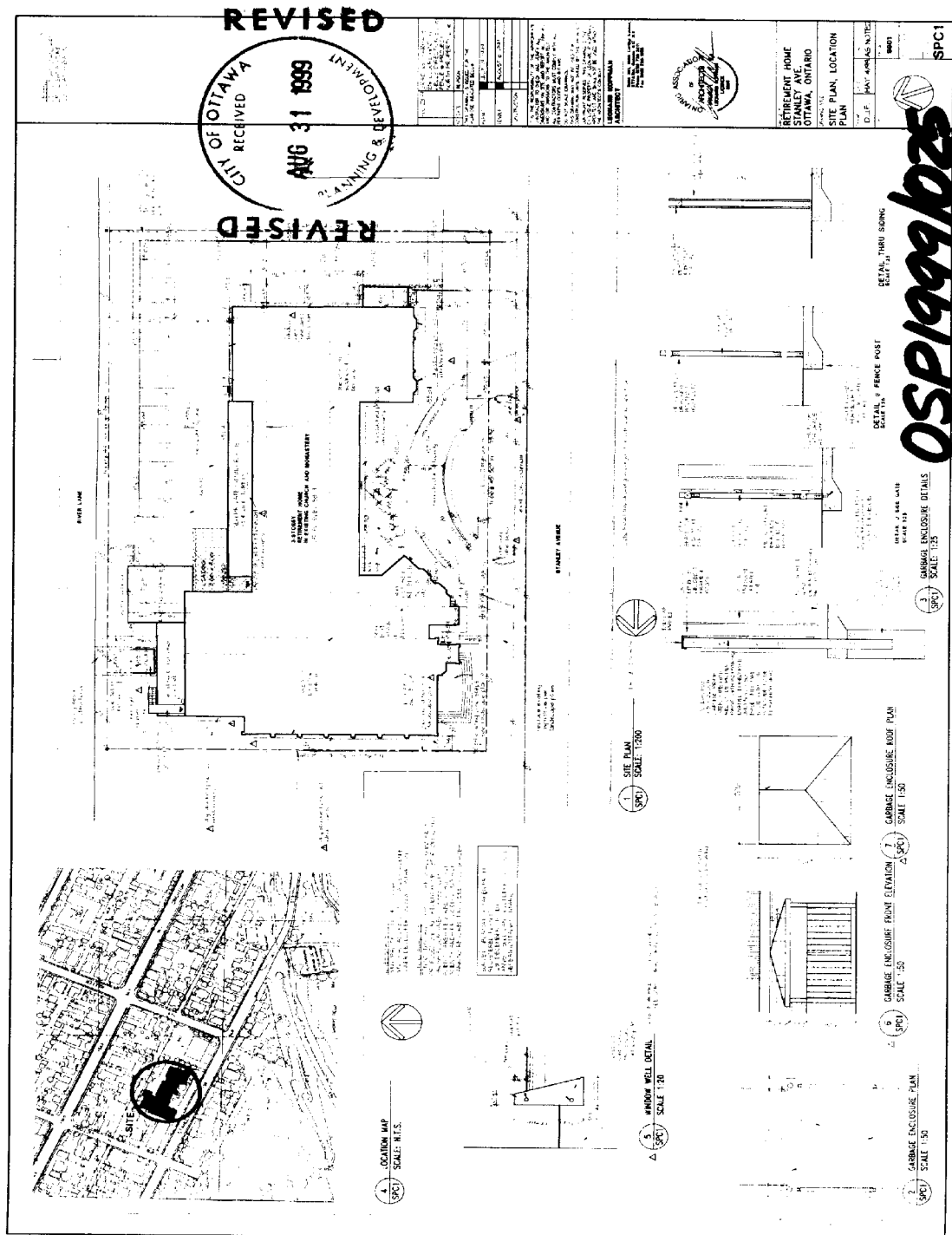
Ottawa Hydro, Engineering Department should be contacted regarding the necessity of providing a transformer and vault, pad mounted transfer and easements. (Contact Daniel Desroches, 738-5499, ext. 210)

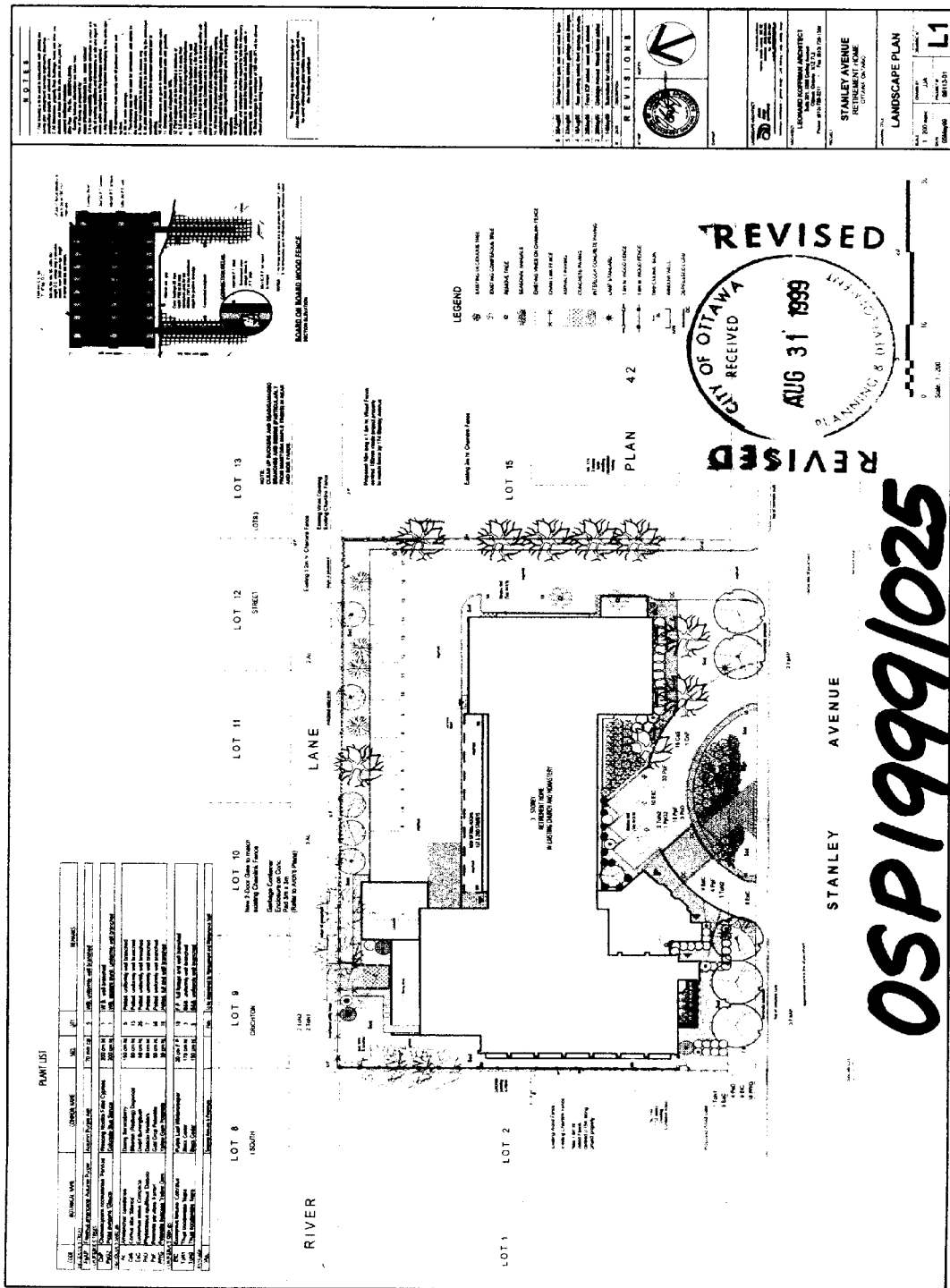
BELL CANADA

Bell Canada should be contacted three months in advance of any construction. (Contact Rick Watters, 742-5769)

CANADA POST CORPORATION

This retirement home will be served to the door with a direct bag. The owner/developer must not install a lock box panel.





CONSULTATION DETAILS

Document 5

NOTIFICATION AND CONSULTATION PROCESS

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

SUPPLEMENTAL CONSULTATION

A public meeting was held on June 28, 1999, within the community to discuss the proposal. Approximately 35 people attended. Staff was not a participant at this meeting. The following issues were identified by the community: the historic importance of the campanile and the desire for its retention, visibility and odors from the garbage enclosure, the retention of the mosaic on the front wall of the building, the high density of the project, and adequate parking to serve the future residents.

RESPONSE

The Department recognizes the historic significance of the campanile, but is not prepared to recommend heritage designation of this tower. The garbage bins will be contained within a solid wooden enclosure located in the yard adjacent to River Lane where garbage pick up presently occurs. The garbage enclosure area has been designed with a roof to control possible odours. There is a letter on file from the applicant in which he is prepared to preserve the wall mosaic until the completion of the project. Should the mural not blend in with the completed renovations the letter indicates that the applicant reserves the right to cover it up. It further stated that the developer's offer of allowing interested parties to remove the mural still stands. In terms of density, the zoning permits a retirement home of this scale. With respect to parking, the development is providing its required number of parking spaces in accordance with the Zoning By-law.

PUBLIC INPUT

A letter was received from the lawyer representing the abutting property owner as a result of the posting of the on-site information sign. There is a concern that the renovation of the former church building will insert new windows which have a direct view of the abutting property owner's house.

The New Edinburgh Community Alliance provided comments over the telephone. The issues presented were identical to those raised at the public meeting and described above.

RESPONSE

In terms of the concerns of the abutting property owner, the existing wall of the church abutting the adjacent residential property presently contains windows. These windows will be modified and additional windows inserted. Staff met with all parties on site to discuss the concerns of the abutting property owner. A design proposal was presented by the applicant whereby all the windows on the west elevation will be changed to awning windows with restricters, while the lower portion of the second floor windows only will consist of obscure glass. Both treatments will restrict views of this neighbour's house. At the time of finalizing this report the abutting property owner was still reviewing the applicant's proposal. The letter from the applicant detailing his commitment to the proposed window treatment was requested by staff and remains on file.

APPLICATION PROCESS TIMELINE STATUS

This application, which was submitted on May 27, 1999, was subject to a project management timeline, as recommended by the "A Better Way Task Force". A process chart which established critical milestones, was prepared and circulated as part of the technical circulation and early notification process. A Mandatory Information Exchange was undertaken by staff with interested community associations since the proponent did not undertake Pre-consultation.

The application was processed within the timelines established within the Planning Branch's Operations Manual (70-110 days) for a report scheduled for consideration by Planning and Economic Development Committee..

COUNCILLOR'S COMMENTS

Councillor Richard Cannings is aware of this application.

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May 11, 1999

ACS1999-PW-PLN-0038
(File: TPL1998/014)

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

6. Parking - Cash-in-lieu - 33 Parking spaces - 622 Montreal Road
Stationnement - Règlement financier - 33 places de stationnement - 622

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Recommendation

That the application to provide cash-in-lieu of 40 parking spaces for a restaurant/bar located at 622 Montreal Road be REFUSED.



May 12, 1999 (8:21a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



May 12, 1999 (4:11p)

Approved by
John S. Burke
Chief Administrative Officer

DJ:dj


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

Planning and Economic Development Committee Action - June 8, 1999

- The Committee deferred its decision on this item to its meeting of September 28, 1999.

Financial Comment

N/A.


May 11, 1999 (3:33p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Background

The subject property is owned and occupied by the Spanish Cultural Centre of Ottawa. In order to ensure the financial stability of the centre, the applicant has rented approximately 428 square metres of the building on the property to a restaurant/bar (The Rooftop Garden). Through a complaint, it was ascertained that this restaurant/bar has been operating without all the required City permits. The applicant has submitted this request for cash-in-lieu of parking to bring the restaurant/bar into conformity with the zoning provisions for parking. Zoning By-law Number Z-2K requires 40 parking spaces for a restaurant/bar while the City's new Zoning By-law requires 33 parking spaces. There are 20 parking spaces on site, however these are all required by the Cultural Centre. Consequently, no parking can be provided on site for the restaurant/bar.

This application is being brought forward to Planning and Economic Development Committee as the Department is recommending refusal and the applicant is requesting that the application be approved with a reduced value of one dollar per space.

1. Acceptance of cash payment-in-lieu of parking is appropriate where the existing parking supply in the surrounding area can accommodate the on-site parking deficiency.

Site inspections conducted by staff during the peak hours for the subject restaurant, indicate that the associated parking lot on the property is over capacity. This is evidenced by a full parking lot and patrons having to park their vehicles on Borthwick Avenue. Furthermore, the parking along Borthwick Avenue, which is available along the west side of that street, from 7:00am to 7:00pm, for a maximum of three hours, is also at capacity. If patrons visiting the site at the peak period cannot park in one of the limited on-site or on-street parking spaces, they would be required to park on adjacent properties, in contravention of the Zoning By-law, or further to the south along

Borthwick Avenue, which is not desirable as it represents commercial parking in a residential neighbourhood. In fact, comments from the public have indicated that patrons from the subject establishment have parked their vehicles on private property. Consequently, it is evident that there is not enough parking on-site, nor along the commercially zoned portion of Borthwick Avenue, to accommodate the requirements of the restaurant.

The Branch does note the existence of a vacant lot immediately to the west of the property, which the applicant indicated could be used for parking, however, this property does not form part of the subject site. The Department does not support off-site parking agreements as inevitably these arrangement only last a short period of time and result in the continuance of a use with insufficient parking.

2. Acceptance of cash-in-lieu of parking is appropriate where it does not negatively impact on the livability of adjacent residential areas.

As indicated in this submission, there is limited on-street parking (approximately four spaces) along the commercially-zoned portion of Borthwick Avenue. The lands immediately to the south, and extending to the end of Borthwick, are occupied by low rise residential buildings. Approval of this application will have a negative effect on this residential area as it will validate the intrusion of commercial parking into a residential area. This in turn will remove on-street parking spaces required for residential needs.

3. Acceptance of a cash payment-in-lieu of parking is appropriate where it can be demonstrated that the Zoning By-law overestimates the parking that a use requires.

The applicant had indicated that the Zoning By-law was requesting more parking than required for the restaurant use on the property. A parking analysis was completed by the applicant and submitted to the City. However, this analysis was inadequate to substantiate this claim. In fact, site inspections completed by the Department concluded that there was not enough parking on-site to accommodate the needs of the restaurant/bar. Consequently, the Department cannot recommend the approval of the cash-in-lieu application or a reduction in the dollar value.

Environmental Impact

The recommendations fall within the MEEP Automatic Exclusion List (Section II a) 11x)).

Consultation

Four responses were received as a result of the posting of the on-site sign. All the respondents expressed their concern to the proposed cash-in-lieu of parking. Their concerns related to the spill-over of traffic into the residential portion of Borthwick Avenue, vehicles

blocking driveways and vehicles parking on private property. A petition containing 26 signatures, all in opposition to the proposed cash-in-lieu of parking. No responses were received from the circulation to concerned community groups.

APPLICATION PROCESS TIMELINE STATUS

This application was received on November 26, 1998 and was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart establishing critical milestones was prepared and circulated as part of the technical and early notification process. This application was to proceed to Planning and Economic Development Committee on March 9, 1999. However, as the applicant was unable to provide the requested parking analysis until May 3, 1999, this submission was rescheduled to June 8, 1999.

Disposition

Department of Corporate Services, Statutory Services Branch to notify agent (Ramon Alvarez, 1562 Blair Road, Gloucester, K1B 3K7) of City Council's decision.

List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Location Map
Document 3	Compatibility with Public Participation Policy/Input from other Departments or Government Agencies

Part II - Supporting Documentation

FACT SHEET

Document 1

Cash-in-Lieu of Parking
622 Montreal Road
TPL1998/014

Current Zoning : CDF(2.0), The *Zoning By-law, 1998* and C1-a (2.0), By-law Number Z-2K

Parking Requirements (By-law Number Z-2K):

Use	Parking Required	Parking Credits	Parking Provided	Cash-in-Lieu	Short term	Long term
Restaurant /Bar	40	0	0	40	32	8

Parking Requirements (the *Zoning By-law, 1998*)

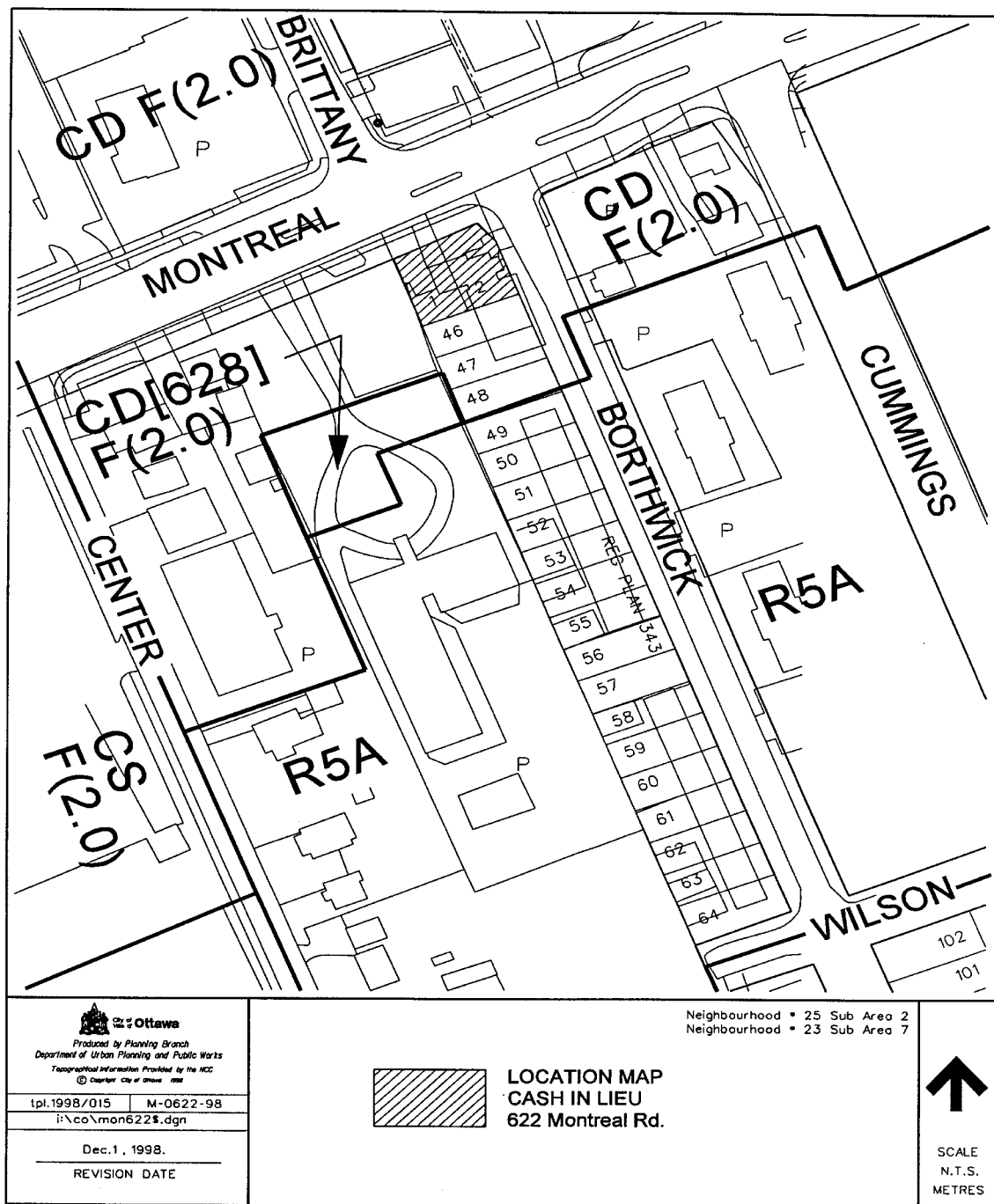
Use	Parking Required	Parking Credits	Parking Provided	Cash-in-Lieu	Short term	Long term
Restaurant /Bar	33	0	0	33	26.4	6.6

Short-term and Long-term Parking by Land Use

<u>Use</u>	<u>Outside Central Area</u>	
	<u>Short-term</u>	<u>Long Term</u>
Restaurant/Bar	80%	20%

Cash-in-lieu of Parking

26.4 spaces @ \$2,600 (short-term levy) = \$68,640
 6.6 spaces @ \$4,700 (long-term levy) = \$31,020
 7.0 spaces @ \$ 1 (By-law Difference) = \$ 7
 = \$99,667



COMPATIBILITY WITH PUBLIC PARTICIPATION POLICY

Document 3

NOTIFICATION AND CONSULTATION PROCESS

Notification and Consultation procedures were carried out in accordance with Early Notification Procedures PDD/PPP/N&C #1 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 was sent to concerned community groups.

Four responses were received as a result of the posting of the on-site sign. All the respondents expressed their concern to the proposed cash-in-lieu of parking. A summary of their concerns is presented below.

A petition containing 26 signatures in opposition to the proposed cash-in-lieu was also submitted. The preamble of this submission is as follows: "We the undersigned are against the request of 40 Parking Permits by the Restaurant Bar, 622 Montreal Road"

Concerns from posting of On-Site Sign

1. People from the bar are parking on my property.
2. Patrons from the bar are blocking my driveway.
3. When people leave the bar they stand in the parking lot or on the street and make a lot of noise.
4. The bar causes too much traffic on Borthwick Avenue.

Councillor's Comments

Councillor Richard Cannings provided the following comments:

The applicant has agreed to block the exit from the subject property to Borthwick Avenue and all vehicles must enter and exit the site from Montreal Road. This should address the concerns of the community with respect to noise and vehicles travelling along Borthwick Avenue from this site.

Response to Councillor's Comments

At the time of writing this report, the exit to Borthwick Avenue had not been blocked. Nevertheless, it is the Department's position that even if it is blocked off, this will not resolve the parking concerns associated with the site. There is not enough parking on site and on-street, to accommodate the needs of the bar/restaurant currently on the property.

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August 31, 1999

ACS1999-PW-PLN-0109
(File: TSB1999/003)

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

7. Lane Closure - Lane located north of properties along Kenilworth Street and west of Hamilton Avenue South

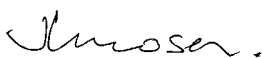
Fermeture de ruelle - Ruelle située au nord des propriétés de la rue Kenilworth et à l'ouest de l'avenue Hamilton sud.

Recommendation

That the application to close a portion of the lane located north of the properties facing Kenilworth Street and west of Hamilton Avenue South, as shown on Document 1, be APPROVED, subject to the following conditions and that the closing be undertaken by Judge's Order;

1. Prior to the application for Judge's Order, the applicants shall provide the following material at their expense and to the satisfaction of the City Solicitor:
 - a. a plan of survey showing the portion of the lane to be closed and the lands to be conveyed to all parties, as well as the required easements as identified in this report,
 - b. draft deed(s) of conveyance of all lands to be conveyed, ready for execution by the Mayor and City Clerk on behalf of the city; and all necessary easement documentation, and
 - c. the cost of the application for Judge's Order and registration of all documents and related costs thereof.
2. Prior to the application for Judge's Order, each property owner eligible to acquire a portion of the lane is to file a letter with the City Solicitor acknowledging that any zoning violation which may result from the closure will be the affected property owner's responsibility to remedy.

3. The portion of the lane to be closed be offered to the abutting property owners at a rate to be set by City Council.
4. Prior to the application for Judge's Order, all abutting property owners shall accept, in writing, the terms and conditions of subparagraphs (1), (2) and (3) above.
5. The approval of this application shall be null and void if the above terms and conditions have not been fulfilled within one year of the date of City Council approval.



September 2, 1999 (9:58a)

for/Edward Robinson
Commissioner of Urban Planning and
Public Works



September 2, 1999 (11:20a)

Approved by
John S. Burke
Chief Administrative Officer

DC:dc

Contact: Denis Charron - 244-5300 ext. 1-3422

Financial Comment

Subject to City Council approval, costs for legal, survey, advertising and registration requirements will be charged to the applicants who are the abutting property owners. Any revenue from the sale to the abutting property owners will be credited to the General Capital Reserve.



September 2, 1999 (9:47a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Background

A lane closing application has been initiated by a group of property owners whose lands abut the subject lane. The applicants wish to close a specific portion of the lane which measures

4.88 metres in width and extends westerly from Hamilton Avenue South for an approximate length of 50.5 metres. There is also a portion of the lane measuring 13.11 metres in length which extends north and abuts the rear of 364 Hamilton Avenue South. The applicants have provided the following reasons for submitting this lane closure application: "The lane is physically closed and is being encroached upon, therefore, would like to legalize closure and purchase the lane".

The approval recommendation to close a portion of the lane extending west from Hamilton Avenue South, as shown on Document 1, is based on the following reasons:

1. Need for the lane: The lane has not been maintained in the past and is not required as part of the present or future road network of the City. Given that the lane is not required for municipal purposes and the abutting property owners have been encroaching on the subject lane for some time, the proposed lane closure is appropriate.

2. Method of Closure: Since the City has not maintained the subject lane, the appropriate method for closure is by Judge's Order. As the closure has been initiated by the abutting property owners, they will be required, prior to the City seeking a Judge's Order, to provide all necessary documentation and assume all costs associated with the closure.

3. Conditions of Approval: The standard conditions of approval regarding the applicant's responsibilities for providing surveys and draft deeds of conveyance prior to application for Judge's Order will apply. It will also be the property owner's responsibility to remedy any zoning violations which might result from acquiring the lands.

Once the subject portion of the lane has been closed, the City may sell the lane, but is required pursuant to the Municipal Act to offer the first right of refusal to those property owners abutting each side of the lane. The lands are offered and conveyed at a rate determined by City Council. To ensure prompt fulfilment of the conditions of approval, an expiration date has been added as a condition of approval.

Consultation

Area Community Associations and all property owners which abut the subject lane were notified in accordance with the Early Notification Policy and the Municipal Act. All nine responses to the Early Notification were in favour of the application. A number of respondents indicated that all of the lane (from Sherwood Drive to Hamilton and Hinton) be considered for closure.

Disposition

Department of Corporate Services

1. Statutory Services Branch to notify the Regional Municipality of Ottawa-Carleton, Plans Administration Division, and everyone listed on the last page of this report of City Council's decision.
2. Corporate Law Branch to make application for Judge's Order upon receipt of all required documentation as set out in this report.

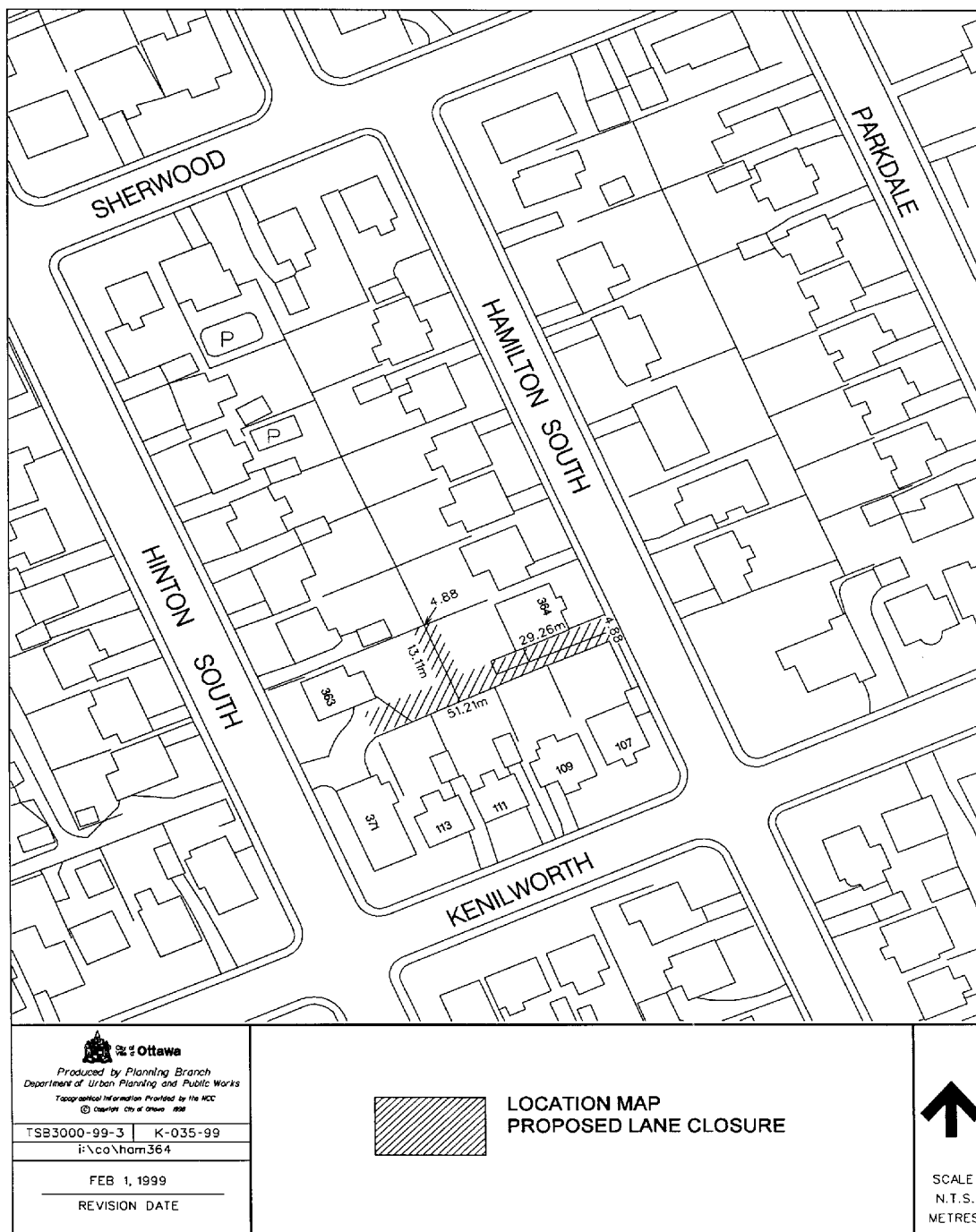
List of Supporting Documentation

Document 1	Location Map
Document 2	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 Procedure P&D\PPP\N&C #4 approved by City Council for Lane Closures.

SUMMARY OF PUBLIC INPUT

Nine responses were received as a result of the notification sent to the concerned community groups and property owners abutting the lane. Out of the nine responses received, three property owners (not abutting the portions of the subject lane) have provided the following comments (summarized):

1. The entire lane from Sherwood Drive to Hamilton & Hinton should be considered in the report for closure;
2. Lane should be offered to abutting residents for \$1.00.

Response:

1. The application is submitted by a group of property owners abutting the subject portions of the lane requested for closure. The City does not consider a request for closure unless all abutting property owners concur with the closure. If the City were to close all of the lane, and the abutting property owners do not acquire their portion, then the land becomes private City property and could be claimed (adverse possession) by the abutting property owners after ten years. Furthermore, the City would still have to retain liability on the closed portions of the lane not sold.
2. Council policy exists with respect to what cost the lands should be sold for. A companion report to the subject Lane Closure report will be prepared by the Property Branch and brought forward for consideration at City Council.

ENVIRONMENTAL ADVISORY COMMITTEE

No comments were provided by the Environmental Advisory Committee.

APPLICATION PROCESS TIMELINE STATUS

This application was received on January 25, 1999, and was subject to a project management timeline, as recommended by the “A Better Way Task Force Report”. A process chart establishing critical milestones was prepared and circulated as part of the technical and early notification process. This application was not processed within the maximum 95 calendar day timeframe due to the processing of higher priority applications and the applicant's acceptance of the longer processing timelines.

INPUT FROM OTHER DEPARTMENTS OR GOVERNMENT AGENCIES**COUNCILLOR’S COMMENTS**

Councillor Shawn Little is aware of the application.

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September 3, 1999

ACS1999-PW-PLN-0116
(File: JPD4840HUNC1665)

Department of Urban Planning and Public
Works

Ward/Quartier
OT3 - Southgate

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

Action/Exécution

8. Signs By-law Minor Variance - 1665 Hunt Club Road

**Dérogation mineure de l'Arrêté municipal sur les enseignes -
1665, chemin Hunt Club**

Recommendation

That the application to vary Signs By-law 311-90, to permit one on-premises ground sign to be aligned perpendicular with the street line, subject to the conditions outlined in Document 2 (Details of Recommended Variance), be APPROVED.

September 8, 1999 (3:13p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DRB:drb

Contact: Don Brousseau 244-5300, ext 3118

September 8, 1999 (3:25p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.

September 8, 1999 (2:26p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The site description, context and specific details are available for review as Supplementary Information within Documents 1 and 2.

The applicant is requesting relief from the by-law Location Restrictions to allow the main illuminated ground mounted pylon sign identifying “Tim Hortons” to be aligned perpendicular to the street line. In addition, the proposal is to locate the sign directly adjacent to the front property line and within close proximity of the access roadway.

The property is zoned CS or Level 3 under the Signs By-law and is located on the north side of the Hunt Club Road between Lorry Greenberg Drive and Huntersfield Drive. Land use within the immediate area is primarily low density residential with a retail commercial service centre directly to the west of the subject property, Quickie Convenience Store/Burger King.

The current by-law requires that all identification ground signs located adjacent to residential development to be aligned parallel with the street line. In addition, all ground signs must have a minimum 1 metre setback from the front property line, a .6 metre setback from any adjacent access road or parking area and may not interfere with vehicular or pedestrian movement to such a degree as to create a danger to any person. The by-law also specifies that illuminated ground signs may not be located within 30 metres of any adjacent residential use in a residential zone unless the sign is adjacent to a street other than the street on which the residential use abuts.

The intent of the above provisions is to minimize the potentially negative visual impact from the illumination component on both the residential land use within the immediate area and the overall character of neighbourhood. Under the current by-law, these restrictions only apply to adjacent land use located on the same side of the street as the property in question. The setback requirements from the front property line and the roadway are for safety purposes to prevent physical and visual obstructions to pedestrian and vehicular movement.

City Council in their approval of the Signs By-law Study Policy Report eliminated the requirement for signs to be parallel with the roadway. In this regard, the results of the study concluded that within low density residential neighbourhoods there has been a greater impact on residences located directly across from an illuminated sign aligned parallel within the street. In this case, the illumination component is predominantly through the white text of the sign face with a semi-opaque red background that will result in a reduction in potential glare. This particular sign is located adjacent to a major four-lane divided Regional arterial roadway, Hunt Club Road. The sign is substantially setback at 57 metres from the adjacent residential land use to the east and approximately 30 metres from the residential development located on the south side of the Hunt Club Road.

In light of the above, the Department is concerned that without the appropriate setbacks, the main pylon sign could pose a safety concern by creating a visual and physical obstruction to pedestrians and motorists, in particular for the larger vehicles attempting to access/ egress the site.

Since the sign is located on a street other than the street on which the residential uses abut, the requirement for illuminated signs to be setback 30 metres from adjacent residential land use does not apply. However, to minimize potential glare from the illuminated drive through menu board sign, toward the second floor windows of the adjacent residential units to the north of the property, as a condition of approval it is recommended that the illumination component be visible through the text and/or graphics of the sign face only with an opaque background. With regard to the two small illuminated directional ground mounted signs (one located adjacent to the east side property line within 4.5 metres of the adjacent residential land use and the second located at the rear of the property within 2.0 metres of residential land use), these signs face the parking area and have a solid opaque background. As such, the Department is not prepared to impose restrictions on these signs.

In summary, given that the use of the property is permitted under the zoning by-law and based on the rationale provided above, the Department is prepared to support the need for the proposed signage, subject to the main ground sign having a 1 metre setback from the front property line, a .6 metre setback from the adjacent road surface and to be aligned perpendicular to Hunt Club Road. However, to provide additional protection for the adjacent residences to the north, approval should be subject to restricting the menu-board to illumination of the sign face through the text and/or graphics only.

Consultation

In response to the early notification, four submissions were received, one in support and three opposed. Only one comment was provided as detailed in Document 2.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Holzman Consultants Inc., Attention: Mr. B. Holzman, 1076 Castle Hill Crescent, Ottawa, Ontario, K2C 2A8; and the property owner, The TDL Group Ltd., 874 Sinclair Road, Oakville, Ontario, L6K 2Y1, of City Council's decision.

List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Requested/Recommended Minor Variance and Consultation Details
Document 3	Location Plan
Document 4	Site Plan
Document 5	Elevation Drawings
Document 6	Photographs

Part II - Supporting Documentation

FACT SHEET

Document 1

Signs By-law - Minor Variance
Address - 1665 Hunt Club Road
JPD4840/HUNT1665

Current Zoning:	CS[535] F(1.0) - Pending C1-C(1.0)[124] Multi 357 - [Z-2K]
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Commercial restaurant
Site Plan Control (Cross Reference):	PD 071 - OSP1998/021
Existing Signs Under Permit: (For the Subject Occupancy)	None
Requested:	Permitted or Maximum allowable:
Type: 4 On-Premises ground signs	Permitted
Classification: Identification sign	Permitted
Area of Face: 5.85 square metres@5.03metres 1.80 square metres@2.10metres 2 - .42 square metres@1.52metres	Not Permitted - Pylon sign must be parallel with street line have a 1 metre setback from the front property line and .6 metre setback from the roadway.
Location: On the north side of Hunt Club Road between Lorry Greenberg Drive and Huntersfield Drive.	Permitted
Illumination: Proposed	Permitted

Details of Requested Minor Variance

Relief from Section 40(2) and Articles 1.1.2.1. and 1.1.2.5. of Schedule A of By-law 311-90, as amended, to permit:

- one illuminated on-premises identification ground sign to be perpendicular to the street line,
- a reduction in the required setback from the front property line from 1 metre to 0 metres for an illuminated on-premises identification ground sign, and
- a reduction in the required setback from the vehicle travelled portion of a street, lane, private road or vehicle parking area from .6 metres to .3 metres.

Details of Recommended Minor Variance

Relief from Articles 1.1.2.5. of Schedule A of By-law 311-90, as amended, to permit:

- one illuminated on-premises identification ground sign located adjacent to a residential use in a residential zone aligned perpendicular to the street line, subject to:
 - ▶ the sign being set back a minimum 1 metre from the front property line, 0.6 metres from the adjacent road surface, and
 - ▶ the illuminated on-premises information menu-board ground sign restricting the illumination component to through the text and/or graphics of the sign face only.

Consultation Details

In response to the early notification circulation, four submissions were received one in support and three opposed. Only one comment was provided as follows:

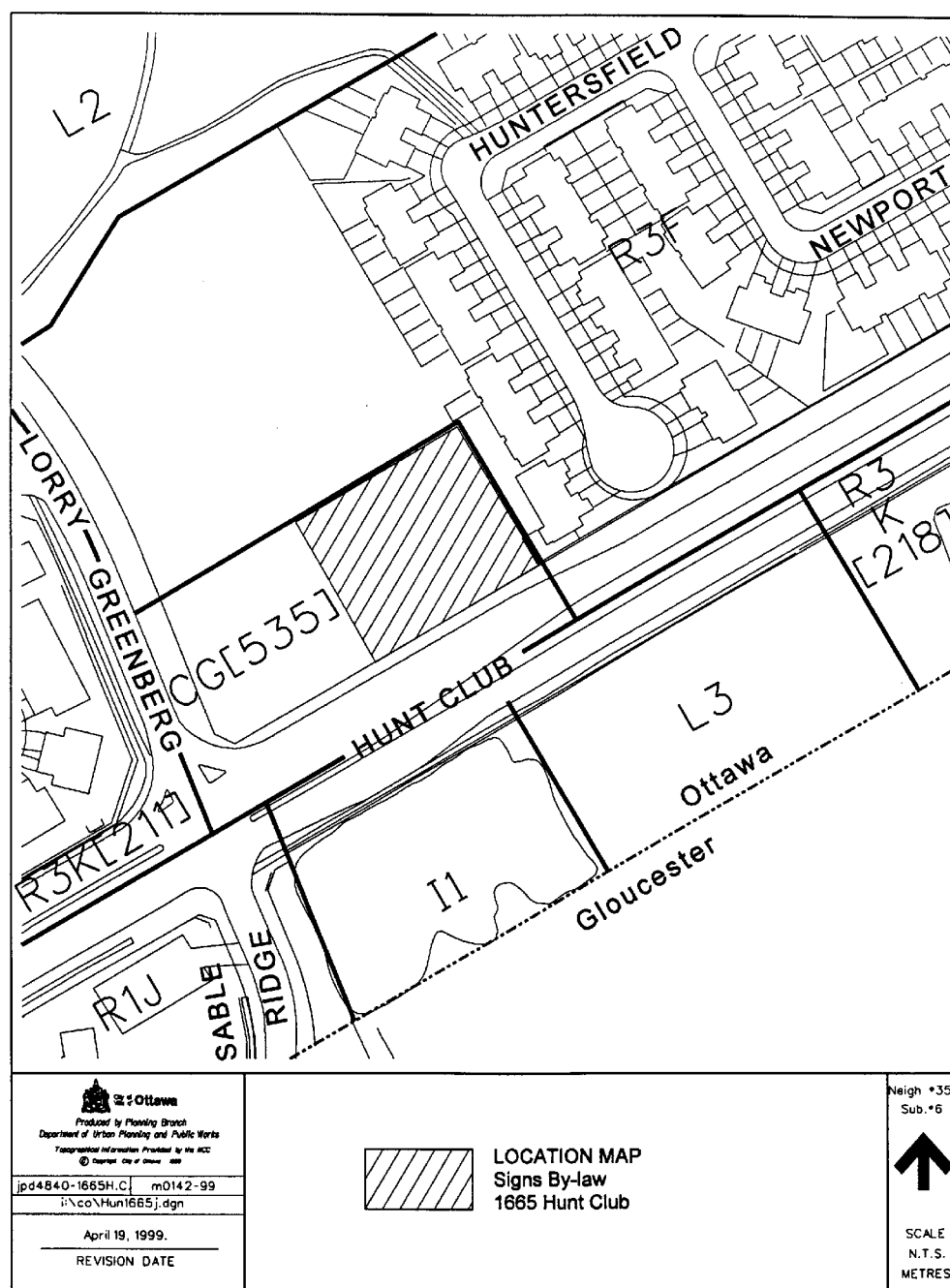
“I disagree with the use of an illuminated ground mounted sign. This illuminated sign will affect the privacy of our property.”

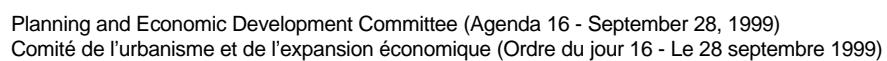
Departmental Comments

The by-law limits the setback requirement for illuminated signs when located adjacent to residential land use to 30 metres. In this case, the sign will be set back 57 metres. In addition, the potential glare will be minimized in that the illumination component will be visible predominantly through the text only with a semi-opaque background.

LOCATION PLAN

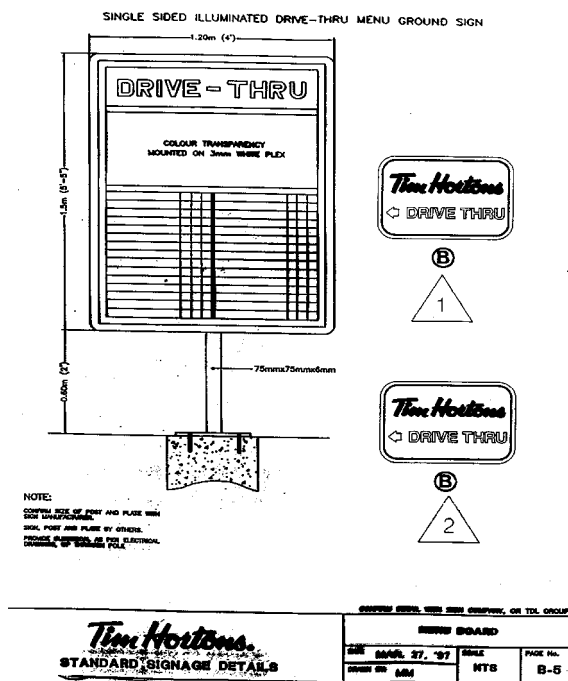
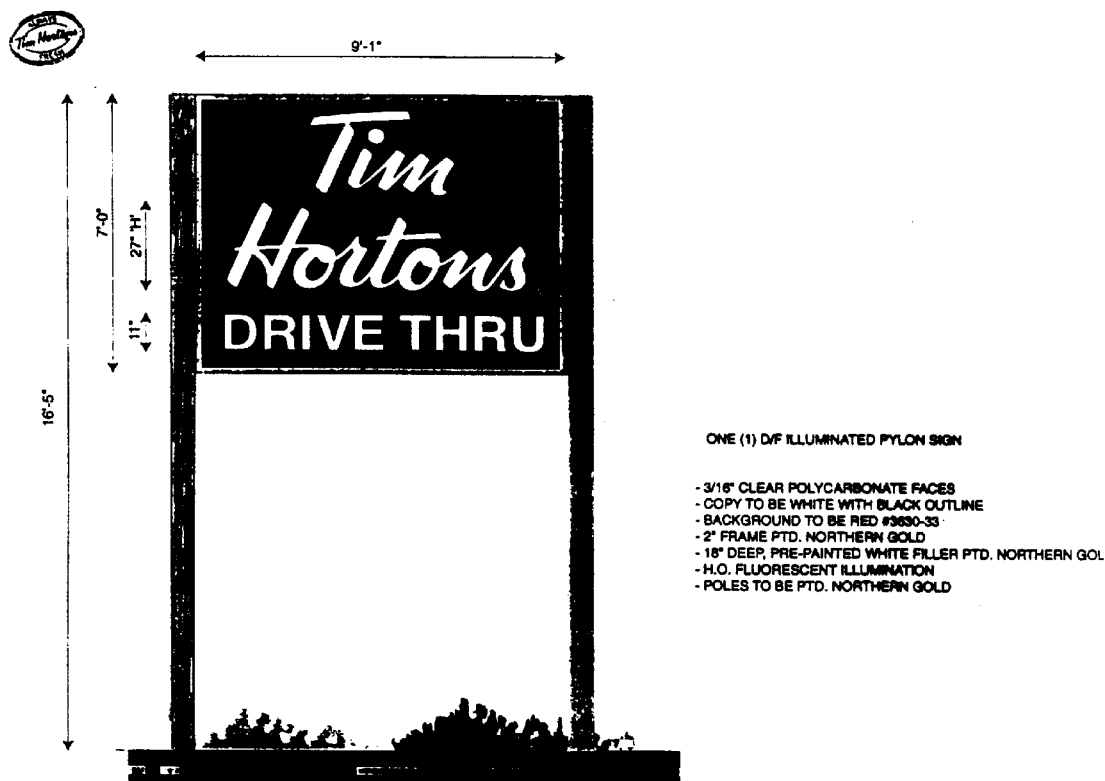
Document 3





ELEVATION DRAWINGS

Document 5





Main Pylon Ground Sign Location



Institutional Use on the south side of Hunt Club Road

Directional Information Sign



Opaque backing on Directional Sign



Illuminated Menu Board



Menu Board faces residential



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September 9, 1999

ACS1999-PW-PLN-0125
(File: JPD4840BRON572)

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
- City Council / Conseil municipal

Action/Exécution

9. Signs By-law Minor Variance - 572 Bronson Avenue

**Dérogation mineure de l'Arrêté municipal sur les enseignes - 572, rue
Bronson**

Recommendation

That the application to vary Signs By-law 311-90, to legalize an existing oversized facial canopy sign also located within the minimum setback requirement from an adjacent traffic signal head, as detailed in Document 2 and illustrated in Documents 4 and 5, be
APPROVED.

September 10, 1999 (10:03a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DRB:drb

Contact: Don Brousseau - 244-5300, ext 3118.

September 10, 1999 (4:38p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.

September 10, 1999 (8:48a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The site description, context and summary background are available for review as Supplementary Information, Document 1, Fact Sheet.

The property is located on the north-west corner of Bronson Avenue and Raymond Street, zoned for commercial development and occupied by a one storey retail building. The applicant is requesting relief from the area and location restrictions of the by-law to legalize an existing continuous illuminated wrap-around canopy sign located on the south and east elevations of the building for the purposes of identifying the Subway restaurant. The signs have been installed without prior municipal approvals and the canopy on the south elevation exceeds the current by-law area limitations by 40%. The by-law also requires that all canopy signs be set back from any adjacent traffic signal head a minimum of 10 metres.

The canopy signs as installed respect the vertical and horizontal architectural features of the building. The canopy on the east elevation is actually smaller than what would be permitted. For safety purposes, the requirement to be setback from a traffic signal head is in respect of the Regional Environment and Transportation Department setback requirements. In this case, the canopy is setback 6.7 metres and the Region has indicated that they have no objection. With regard to the upcoming new Signs By-law, that will reflect the policy report as approved by City Council, the maximum permitted sign area limitation for commercial development will be increased from 20% to 30% of the applicable wall area. As such, upon approval of the new by-law, the area of the existing canopy sign on the south elevation would actually be approximately 6.5% less than the new by-law would permit.

In response to the early notification process, the primary expressed concern was that the illuminated canopy signs may pose a potential safety hazard by creating a distraction from the signal when northbound traffic are waiting to turn west toward the Queensway access ramp.

While the scale of the canopy on the south elevation exceeds the current by-law area requirement, the area of the sign is consistent with the direction of the new by-law that, once enacted, would approve the existing sign as a matter of right. With regard to the sign's proximity to the adjacent traffic signal head, the by-law attempts to prevent confusion when signs either form a backdrop to a traffic signal or create a visual obstruction to such a degree as to create a safety hazard. Since this requirement is of a primary concern to the Region and, in this case, the Region has indicated that they do not object to the canopy signs as installed, the Department is satisfied that the existing setback is acceptable.

The applicant is aware that should the application be refused, the canopy signs would have to be removed. Further, since the required sign permits were not obtained prior to installation of the canopy signs, the Department will be imposing the standard penalty fee.

In light of the above, the Department feels that the application does satisfy the purpose and intent of the by-law. Therefore, approval to legalize the signs as installed is recommended.

Consultation

In response to the early notification circulation, six submissions were received, three in support and three opposed to the application as submitted. Specific comments received were in opposition to the application and are detailed in Document 2.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Mr. Henry Chaloub, 920 Bathgate Drive, Ottawa, Ontario, K1K 4B3, the property owner, Wajih Rassi, 443 Briar Avenue, Ottawa, Ontario, K1H 5H5 and the tenant, Subway, 572 Bronson Avenue, Ottawa, Ontario, K1R 6K3, of City Council's decision.

List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Amendment and Consultation Details
Document 3	Location Map
Document 4	Site Plan
Document 5	Elevation Drawings
Document 6	Photographs

Part II - Supporting Documentation

FACT SHEET

Document 1

Signs By-law - Minor Variance

Address - 572 Bronson Avenue [JPD4840/BRON572]

Current Zoning:	CG F(2.0) H(13.8) Pending C5-C(2.0) [2] - [Z-2K]
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Commercial Restaurant
Site Plan Control (Cross Reference):	OSP1998-047
Existing Signs Under Permit: (For the Subject Occupancy)	None
Requested:	Permitted or Maximum allowable:
Type: On-Premises canopy signs	Permitted
Classification: Identification sign	Permitted
Area of Face: 2 canopy signs totalling 23.04 square metres	Not Permitted - Maximum 19.8 square metres
Location: On the south and east elevations facing Bronson Avenue and Catherine Street within 6.7 metres of a traffic signal head..	Not Permitted - 10 metre minimum required setback to a traffic signal head
Illumination: Yes	Permitted

SUMMARY:

While the existing sign on the south elevation has exceeded the current by-law sign area limitation by 40%, the upcoming new Signs By-law, reflecting the policies approved by City Council, would permit a sign on the south elevation having a sign area approximately 6.5% larger than the existing sign. With respect to safety, in relation to the sign's proximity to the adjacent traffic signal head, the Region's Environment and Transportation Department has indicated that they have no objection to the subject Signs Minor Variance Application.

Details of Requested Minor Variance

Relief from Sections 1.4.2.3. and 1.4.3.4.(d) of Schedule A of By-law 311-90, as amended, to permit a continuous illuminated canopy sign to exceed the by-law area limitations on the south elevation by 40% and to reduce the minimum required setback from an adjacent traffic signal head from 10 metres to 6.7 metres.

Consultation Details

Of the six submissions received as a result of the early notification, three were in support of the application and three opposed. The following comments were provided.

In Support

No specific comments were provided.

In Opposition

- All north-bound Bronson traffic planning to access the west-bound Hwy. 417 must turn at this intersection. The visibility and clear distinction of the traffic signal is crucial to the safety of all traffic at this intersection. I assume that the by-law was set for purposes of safety and I cannot imagine why the City would be interested in compounding the safety of this intersection.
- Building signage / % of area: Both of my businesses were required to limit building signage to conform to the City Signs By-law. At no time were we given the option of a sign variance. This competition has located their business right beside our own. It would be grossly unfair to us to give them the advantage of erecting substantially larger building signage than we have been allowed. It is our understanding that these by-laws are in place both to protect the aesthetics of each community and to ensure a level playing field for each business to have an equal opportunity.

Councillor Elisabeth Arnold

- I am opposed to this variance, especially in that the present illegal signs are half as far away from the traffic head as they are supposed to be.
- I object to the installation of signage without the applicant having obtained prior municipal approvals and permits. Had this been done, the Signs By-law violation could have been avoided.

Regional Environment and Transportation Department

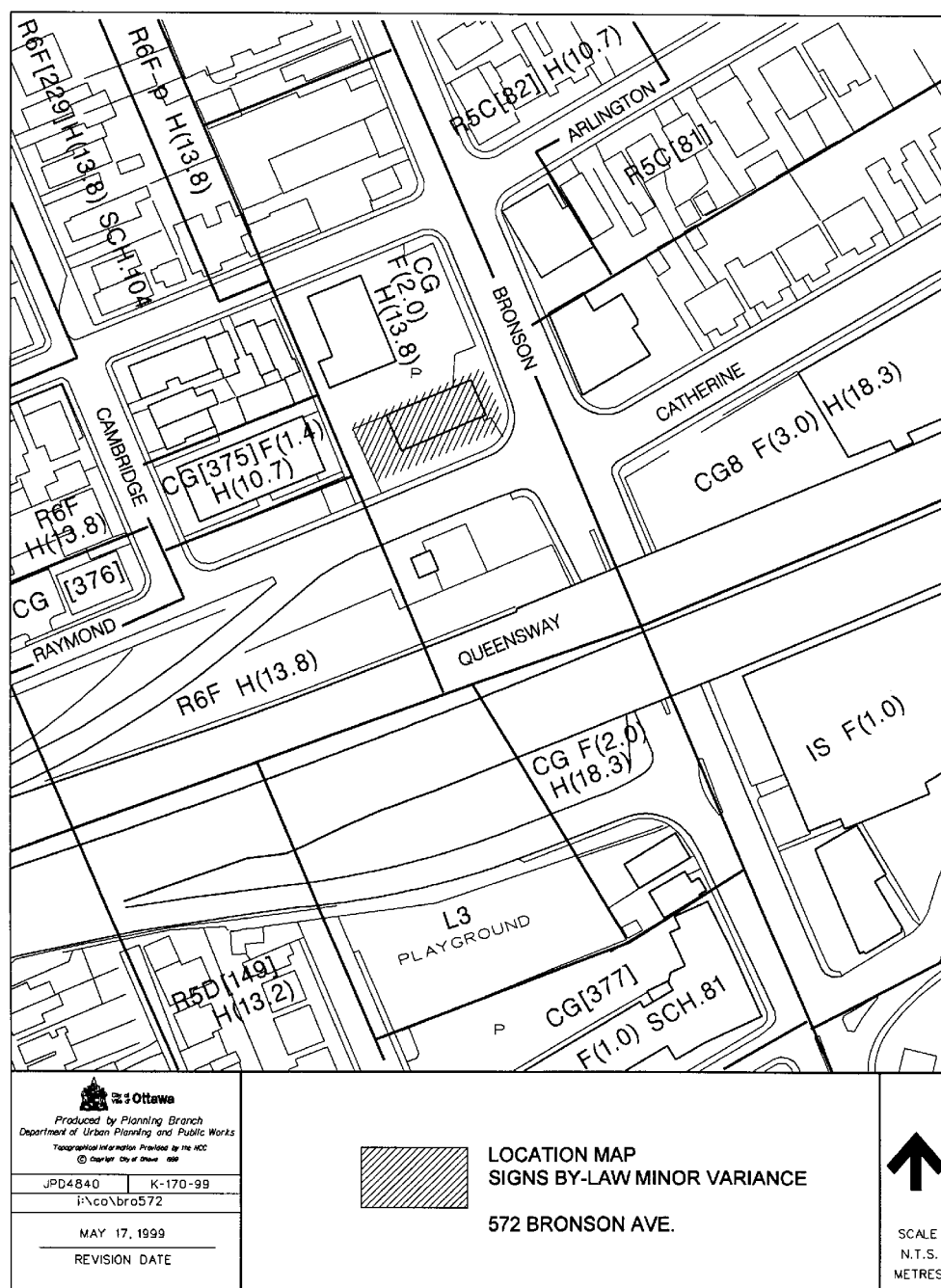
This is to confirm that the Regional Environment and Transportation Department has no objections to the subject Signs Minor Variance Application.

Departmental Response

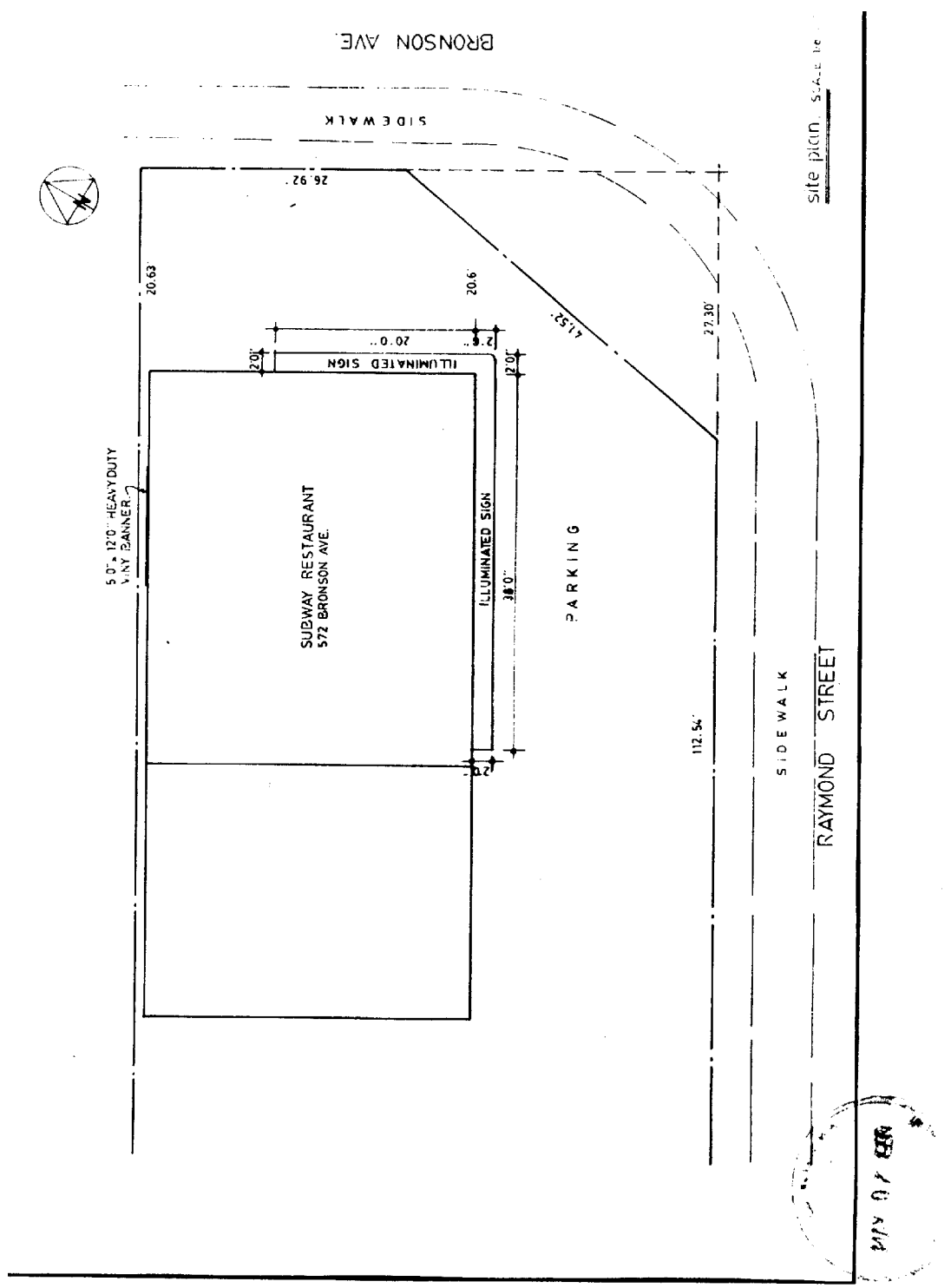
The scale of the existing canopy signs are consistent with the direction of the new Signs By-law policy report as approved by City Council. The Regional Environment and Transportation Department, as the principle authority concerned with the setback of signs from traffic signals, has indicated they have no objection to the subject canopy signs as installed.

LOCATION PLAN

Document 3

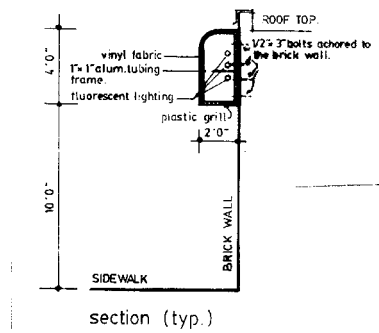
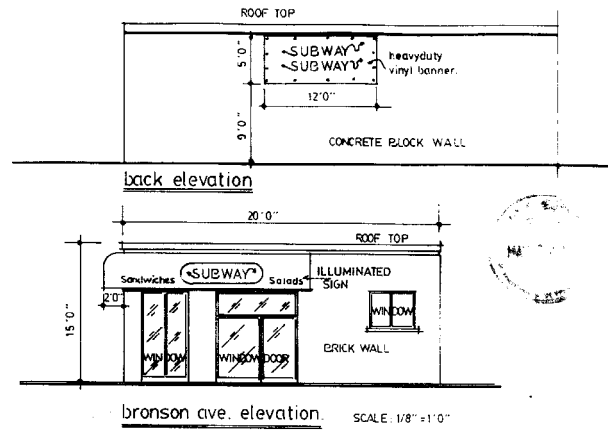
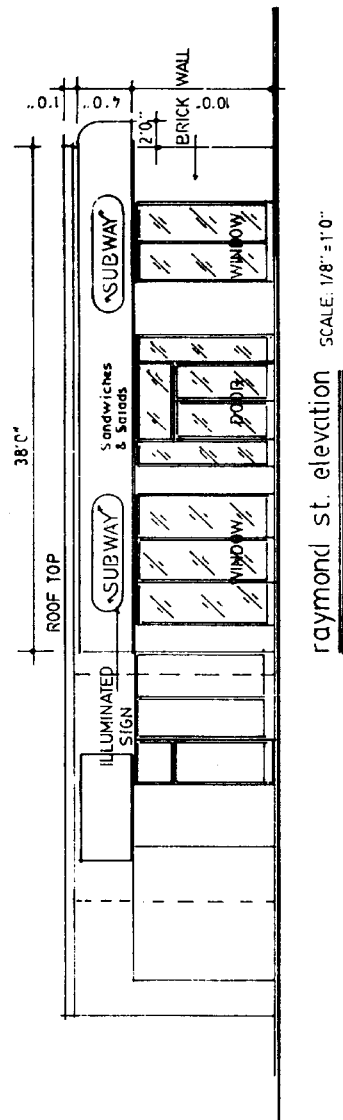


SITE PLAN



ELEVATION DRAWINGS

Document 5





Viewing north from the left turn lane to the west-bound Queensway access ramp

Viewing south on Bronson Avenue



Viewing west on Raymond Street





September 15, 1999

ACS1999-PW-PLN-0128
(File: JPD4840STLA932)

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

10. Signs By-law Minor Variance - 932 St. Laurent Boulevard

Dérogação mineure de l'Arrêté municipal sur les enseignes - 932, boulevard St. Laurent

Recommendation

That the application to vary Signs By-law 311-90, to permit a reduction in the required setback from the front property line to accommodate an illuminated on-premises ground sign and a directional information ground sign, as detailed in Document 2 and illustrated in Documents 4 and 5, be APPROVED.

September 20, 1999 (7:49a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DRB:drb

Contact: Don Brousseau - 244-5300, ext 3118

September 20, 1999 (2:32p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.

September 17, 1999 (3:20p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The site description, context and specific details are available for review as Supplementary Information within Documents 1 and 2.

The applicant is requesting relief from the Location Restrictions of the by-law to legalize two existing ground mounted signs that include one illuminated identification sign reading “KFC - plus menu board” and one directional information sign both installed directly adjacent to the front property line, in contravention of the required one metre minimum setback.

The property is zoned CD2 F(0.75) which is classified under the Signs By-law as a Level 3 Use zone. Area land use includes retail commercial to the north, south and east of the site. The adjacent two-storey building to the north has retail commercial on the ground floor and residential above.

In 1996 a sign permit was issued to install the main identification pylon sign in the south-east corner of the site, as illustrated on Document 4. Subsequently, the sign was installed in the existing location, within a required parking space and directly adjacent to the front property line. Further, the readograph component was installed lower than the permit specification thus creating a safety hazard (Ref. Document 6). The lower section of the readograph is currently being utilized to display changing promotional advertising rather than the required permanent information signage, as specified in the sign permit. A second ground sign intended for directional information was installed without the required sign permit adjacent to the main pylon sign, the vehicle entrance to the property and also adjacent to the front property line.

As installed, the main pylon sign was within a required parking space and the clearance between the underside of the readograph and grade was only 1.67 metres, thereby posing a safety hazard to pedestrians. Having located the sign within a parking space the sign was also within the minimum required .6 metre setback from the adjacent parking area, intended to prevent damage from vehicle movement. Finally, to safely service the public road allowance, the by-law requires a minimum 1 metre setback from the front property line. The owner has since successfully received approval from the Committee of Adjustment to reduce the required parking from twenty to nineteen spaces to accommodate the sign as installed. The area around the base of the sign has now been landscaped and the readograph unit has been raised to provide an underside clear of 1.87 metres.

In terms of safety, the by-law is intended to protect the general public with respect to vehicular and pedestrian movement close to the proposed signage. In this case, the parking requirements have been modified to accommodate the main sign in its present location. The area around the sign has now been landscaped including a new concrete curb to prevent

damage from vehicular movement. The readograph has been raised to within .15 metres of the main sign thus creating a safer underside clearance of 1.87 metres. Both signs are located entirely on landscaped space and there is a 1.2 metre grassed area between the sign and the sidewalk. With regard to the use of the readograph on the main sign, the readograph has not been modified to restrict the use of the bottom .62 square metres for permanent information only as specified in the sign permit.

In light of the above, the Department is recommending that the overall scale and height of the main ground sign remain as installed at 7.59 square metres at an overall height of 4.88 metres. Given the landscaped space between the public sidewalk and both of the ground signs, the location of the signs is also considered acceptable. However, it is recommended that the use of the readograph sign for promotional advertising purposes be reduced in area to what was originally approved at 1.67 square metres such that the intended permanent information component located at the bottom of the readograph be formally separate from the remainder of the readograph or removed.

Consultation

In response to the early notification, one submission in support of the application was received. The Ward Councillor is aware of the application.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Nowski Partners Architects, 6 Lansing Square, Ste. 101, Willowdale, Ontario, M2J 1T5, and the property owner, Scott's Restaurants Inc., 500 Hood Road, 2nd Floor, Markham, Ontario, L3P 0P6, of City Council's decision.

List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Recommended Minor Variance and Consultation Details
Document 3	Location Plan
Document 4	Site Plan
Document 5	Elevation Drawing
Document 6	Photographs

Part II - Supporting Documentation

FACT SHEET

Document 1

Signs By-law - Minor Variance
Address - 932 St. Laurent Blvd.
JPD4840/STLA00932

Current Zoning:	CD2 F (0.75) - Pending C1-B(0.75) - [Z-2K]
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Commercial restaurant
Site Plan Control (Cross Reference):	PD 071 - OSP1996/027
Existing Signs Under Permit: (For the Subject Occupancy)	Ground Sign - 9'-3"x8'-10"x16'-0" (7.59 sq.m.@ 4.88 m.)
Requested:	Permitted or Maximum allowable:
Type: On-Premises ground sign	Permitted
Classification: Identification sign with readograph	Permitted
Area of Face: 7.59 square metres including a 2.28 square metre readograph	Overall area permitted - Use of readograph sign to be limited to 1.67 metres.
Location: On the east side of St. Laurent Blvd. between McArthur Road and Donald Street.	Permitted
Illumination: Proposed	Permitted

Details of Requested Minor Variance

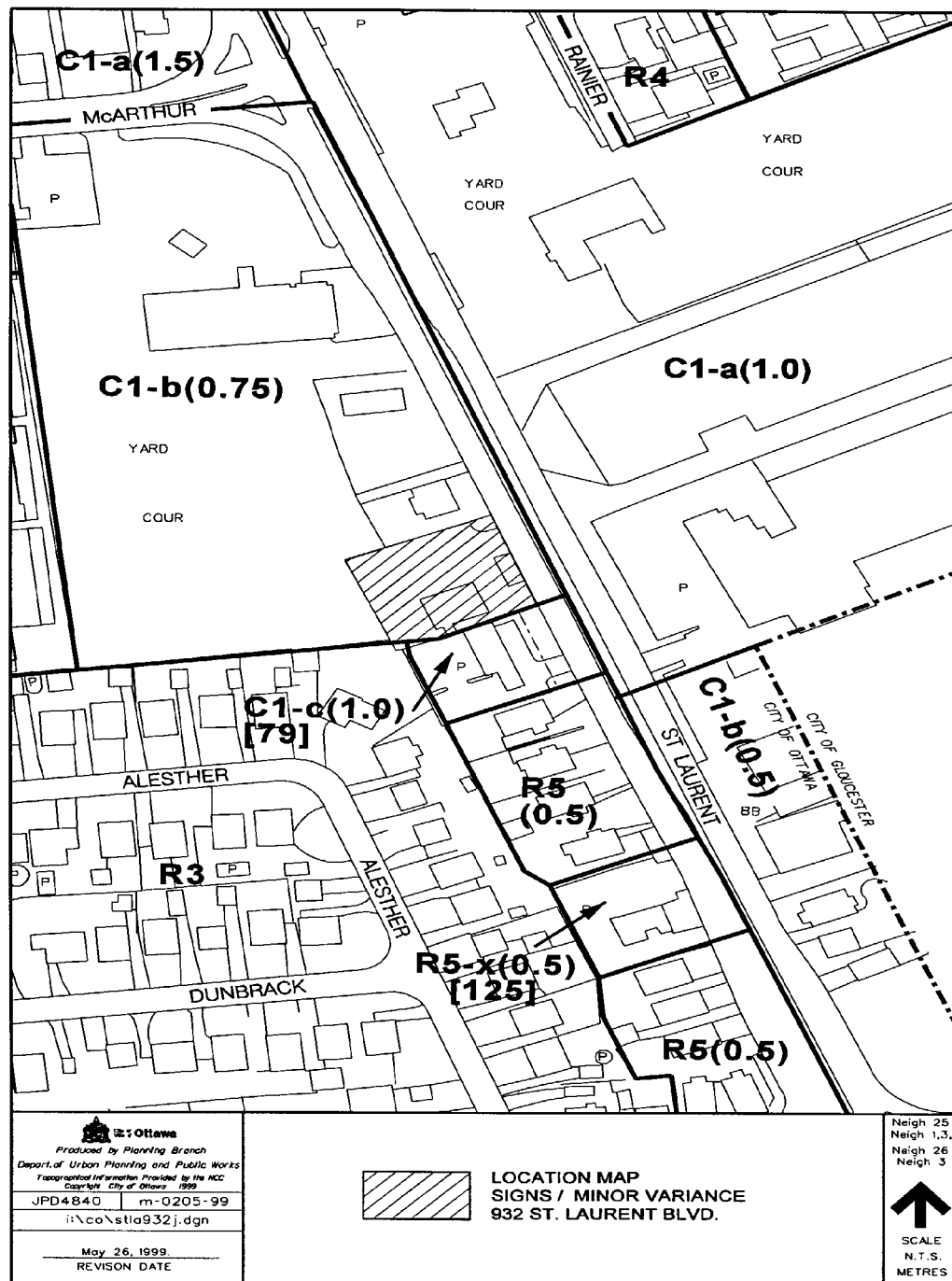
Document 2

Relief from Section 1.1.2.1. of Schedule A of By-law 311-90, as amended, to permit:

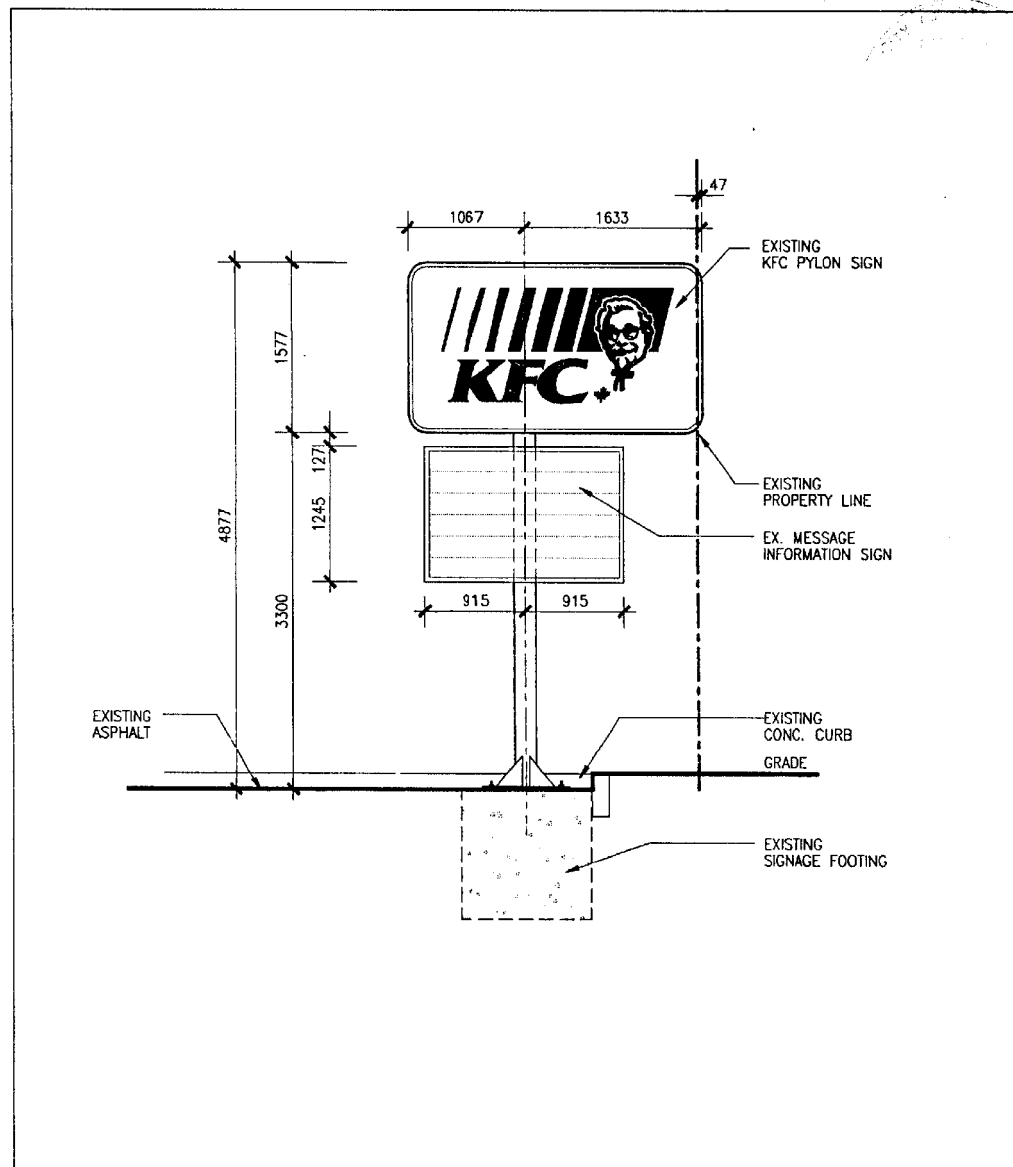
- an reduction in the minimum setback to any property line that fronts onto a street from 1 metre to 0 metres.

Consultation Details

In response to the early notification circulation, one submission in support of the application was received. No specific comments were made.



Nowski Partners Architects <small>Partnership of Corporations</small> <small>1 Lansburg Square - Suite 101 Whitby, Ontario - L2G 1T5 (416-491-8262)</small>	<small>DO NOT SCALE DRAWINGS. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON THE JOB. ALL DRAWINGS REMAIN THE PROPERTY OF ARCHITECTS.</small>	Date NOV.11/98	Drawing Name SIGNAGE ELEVATION	Dwg. No. SD-2	REV. 1
		Drawn DT		Scale 1:50	
		Checked RM	Project Name KFC - 932 ST. LAURENT BLVD. OTTAWA, ONT.	Project No. 98013	
COMM. ADJ'T					



PHOTOGRAPHS

Document 6





Viewing south-west



Viewing north-west



Viewing north-east



Viewing south-east



City of
Ville d' **Ottawa**

99

September 17, 1999

CC2Z1999251
(File: ACC3310/99)

Ward/Quartier
OT6 - Somerset

11. Parking - Cash-in-lieu - 214 Flora Street

Stationnement - Règlement financier - 214, rue Flora

ELISABETH ARNOLD
Conseillère municipale - City Councillor
Quartier Somerset Ward

Tél./Tel.: (613) 244-5361 Téléc./Fax: (613) 244-5371 email: arnolde@city.ottawa.on.ca



MEMO

DATE: September 14, 1999
TO: Anne-Marie Leung, Executive Assistant, Planning and Economic Development Committee
FROM: Elisabeth Arnold
Re: Item for Planning and Economic Development Committee, September 28, 1999.

Please find attached a copy of correspondence I received regarding Cash-in-Lieu of Parking for 214 Flora Street. Please put this item on the agenda for September 28, 1999 under my Member's Report. Thank you.


Elisabeth Arnold

/tp

cc. Commissioner Robinson
John Moser, Director of Planning
Members of Planning and Economic Development Committee
Anne Chomenky, Executive Director
Ottawa Salus Corporation



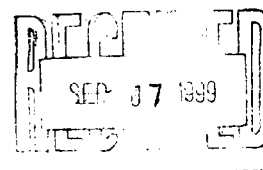
City of
Ville d' **Ottawa**

111, promenade Sussex Drive, Ottawa, Ontario K1N 5A1





Ottawa Salus Corporation
Community Mental Health Services
Services communautaires en santé mentale



Honorary Patron
Her Excellency Mrs. Diana Fowler LeBlanc, C.C.

Présidente d'honneur
Son Excellence Madame Diana Fowler LeBlanc, C.C.

August 30, 1999

Elizabeth Arnold
City Councillor
111 Sussex Drive
Ottawa, On K1N 5A1

Re: Cash in lieu of parking: 214 Flora.

Dear Ms. Arnold:

Thank you for your help and support for our purchase and renovations of 214 Flora. The house will soon be ready and we are pleased that we will be housing 6 homeless people well before the winter comes.

As you know our project has required collaboration from many levels of government and the private sector. One of the tasks we had to accomplish was to comply with the parking bylaw. With your assistance we were able to pay cash in lieu of parking. This cost our organization \$750.00 for the application fee and \$8140.00 for the payment. We are requesting that all or some of the payment be reimbursed to us and that you bring this motion before council.

These are our reasons for asking for relief. Firstly, our organization is a non profit, charitable agency. We have no ability to cover deficits except by fundraising. So the community will end up paying for this fee one way or another. Secondly, we have structured the financing of Flora in such a way that Salus will be able to provide a rent subsidy to everyone who lives there. As you know, poverty is one of the causes of homelessness but at Flora, no one will pay more for rent than the amount given for shelter by the income maintenance program. In our first year of operation we are estimating that the rent subsidy will cost us around \$16,000.00. You can see that the cash in lieu payment has wiped out half of the funds that we need.

I am hoping that you could bring the motion for relief to Council as a contribution that the City can make to reducing the homelessness problem. If there is any other information that I can give you, please let me know. I look forward to our continuing collaboration to have our home accepted in the community.

Sincerely,

Anne Chomenky
Executive Director

#200 - 945 Wellington Street
OTTAWA ON K1Y 2X5

Tel: (613) 729-0123 Fax: (613) 729-7800

Charitable Registration number 12985-6340-RR0001 Numéro d'enregistrement d'oeuvre de charité