

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

Agenda 4  
Ordre du jour 4

**Tuesday, February 8, 2000 - 9:15 a.m.**  
**Le mardi 8 février 2000 - 9 h 15**

**Victoria Hall, First Level**  
**Bytown Pavilion, City Hall**

**Salle Victoria, niveau 1**  
**Pavillon Bytown, hôtel de ville**



City of  
Ville d' **Ottawa**

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

Minutes 3 (January 25, 2000)

Procès-verbal 3 (Le 25 janvier 2000)

## Index

### Action Items

#### Articles pour exécution

- |    |  |  |
|----|--|--|
| 1. | <b>Zoning - 172 Glebe Avenue</b><br><b>Zonage - 172, avenue Glebe</b><br>Ref.: ACS1999-PW-PLN-0182   | <b>1</b><br><br><br><b>OT9 - Capital</b>                 |
| 2. | <b>9:45 a.m. / 9 h 45</b><br><b>363 Smyth Road Zoning Amendment</b><br><b>Modification de zonage - 363, chemin Smyth</b><br>Ref.: ACS1999-PW-PLN-0102          | <b>11</b><br><br><br><b>OT10 - Alta Vista-Canterbury</b> |
| 3. | <b>9:45 a.m. / 9 h 45</b><br><b>363 Smyth Road - Subdivision Application</b><br><b>363, chemin Smyth - Demande de lotissement</b><br>Ref.: ACS1999-PW-PLN-0184 | <b>37</b><br><br><br><b>OT10 - Alta Vista-Canterbury</b> |
| 4. | <b>Site Plan Control - 770 King Edward Avenue</b><br><b>Plan d'emplacement - 770, avenue King Edward</b><br>Ref.: ACS1999-PW-PLN-0177                          | <b>77</b><br><br><br><b>OT5 - Bruyère-Strathcona</b>     |

5. **Signs By-law Minor Variance - 506 Bronson Avenue** 97  
**Dérogation mineure de l'Arrêté municipal sur Les enseignes - 506,**  
**Rue Bronson**  
Ref.: ACS2000-PW-PLN-0007 OT6 - Somerset

**Members' Reports - Enquiries**  
**Rapports des membres - demandes de renseignements**

Councillor/Conseillère Elisabeth Arnold, Chairperson/Présidente

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

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

AML

January 17, 2000

ACS1999-PW-PLN-0182  
(File: OZP1999/031)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT9 - Capital

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

Action/Exécution

**1. Zoning - 172 Glebe Avenue**  
**Zonage - 172, avenue Glebe**

**Recommendation**

That the application to amend the *Zoning By-law, 1998* as it applies to 172 Glebe Avenue, from R3 Converted House/Townhouse Zone, to I1 Minor Institutional Zone to permit a daycare, school and dwelling unit be REFUSED.



January 18, 2000 (10:57a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



January 18, 2000 (2:14p)

Approved by  
John S. Burke  
Chief Administrative Officer

REK:rek

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

**Financial Comment**

N/A.



January 18, 2000 (10:22a)

for Mona Monkman  
City Treasurer

BH:cds

## **Executive Report**

### **Reasons Behind Recommendation**

#### **Proposal Background**

The subject lands are located on the south side of Glebe Avenue, approximately 30 metres west of Lyon Street and are currently developed with a converted house containing four dwelling units. The applicant proposes to construct a one-storey, 45 square metre addition at the rear of the converted house and change the use of the building to a daycare and school. One dwelling unit is proposed to remain on the third floor. A garage located in the rear yard is to be removed to provide the required three parking spaces for the proposed development (0 spaces for daycare, one space for (elementary) school and one space for dwelling unit).

The applicant already operates a daycare and school for 78 students in the basement of the Glebe United Church, which abuts the subject property to the east. This amendment seeks to expand enrollment by an additional 58 students on lands owned by the applicant, separate from the church.

A day care and school are not listed permitted uses under the current R3 Converted House/Townhouse zoning of the subject property. The existing daycare and school that operates from the church are located on lands zoned I1, a Minor Institutional Zone. The applicant is requesting that the I1 Zone be applied to the subject property to permit the expansion of the existing daycare and school. An exception to the standard provisions of the I1 Zone has also been requested to permit a dwelling unit on the third floor.

#### **Official Plan Policy Background**

A strategic objective of the Official Plan relating to minor institutional uses is “to ensure that minor institutional uses and buildings are well integrated in the community and that potential adverse impacts on adjacent residential areas are minimized.” To this end, the Official Plan does not permit new institutional uses to be established “as of right” in areas zoned residential as previously permitted by the former Official Plan and Zoning By-law. The establishment of new institutional uses now requires an amendment to the Zoning By-law and are evaluated on a site specific basis according to criteria set out by the Plan.

The recommendation of REFUSAL to permit a daycare and school is based on the following points of consideration:

## 1. Existing Land Use Pattern and Land Use Context

The subject property is located along a local road within the interior of a residential neighbourhood. Lands to the south and east of the subject property are zoned and currently used for Institutional purposes (Glebe United Church). To the west is a “retirement home, converted” known as Steff-Kim Lodge which is a permitted residential use. To the north are low-density residential houses (detached, duplex and converted houses).

There are a number of institutional zoned properties within the Glebe neighbourhood located along and physically oriented to Lyon Street. These uses are located on the west side of Lyon Street from Glebe Avenue to Fifth Avenue and include the Glebe United Church which abuts the subject lands to east, the Glebe Community Centre, Corpus Christi School and Mutchmor School.

While the zoning proposal does “square off” the existing institutional zoning of lands on this block, the existing development and use of 172 Glebe Avenue is not physically oriented in the same manner as the rest of the block or existing institutional uses in the immediate neighbourhood. The abutting church and other institutional uses are oriented to Lyon Street whereas the existing house on the subject property faces Glebe Avenue. Furthermore, because 172 Glebe Avenue is to be under separate ownership from the church, it is unlikely that any desired re-orientation to Lyon Street will occur in the future. Approval of the subject application might be more appropriate where the “squaring off” of lands also entails a consolidation of ownership and redevelopment of lands that would permit proper orientation of development.

## 2. Adequate Traffic and Loading

Traffic and loading are the primary concern of those residents in the immediate area that are objecting to the application. The applicant has submitted a report that details existing and future traffic and loading conditions and provides a number of alternatives to accommodate identified transportation needs.

The report indicates that traffic and loading for the existing school occurs primarily on Lyon Street and is concentrated in the AM period. The existing traffic and loading has been measured to be approximately 39 vehicles in the AM peak hour and estimated to be approximately 67 vehicles after the school expansion. The report indicates that the existing loading facilities along Lyon Street are operating at capacity.

To accommodate the additional traffic generated by the expansion, the report recommends that a “greeter” be employed by the school to shorten parking/loading duration and increase loading capacity. In this instance, students would continue to use the Lyon Street entrance and gain access to 172 Glebe Avenue via a side door. Parents would also be advised of on-street parking that is available in the immediate area.

The Department cannot accept these recommendations as viable measures to accommodate the anticipated increase in traffic. Firstly, the provision of a “greeter” cannot be made a condition of zoning approval and is therefore not a viable alternative. Secondly, should the day care and school no longer choose to lease space from the church, access (i.e. parking and loading) to the subject property would move from Lyon Street to Glebe Avenue. Glebe Avenue is one-way eastbound and consequently, convenient vehicular access to the subject property is diminished. Finally, staff observations of driver behaviour in the AM peak period indicate that drivers are not likely to seek out alternative parking. Glebe Avenue and Lyon Street are local roadways and already carry relatively high volumes of vehicular traffic. These roads are also bus routes for both OC Transpo and the School Boards. The proposed daycare and school will increase traffic and loading along these roadways further hampering safe and efficient traffic operations in this area.

The second alternative proposed by the consultant is to provide loading zones along the north and south sides of Glebe Avenue in front of the subject property. This measure would require the removal of a traffic calming curb extension at the south-west corner of Glebe Avenue and Lyon Street. The Department does not consider this second alternative to be acceptable as it introduces parking and loading along a side street (Glebe Avenue) that is not in keeping with adjacent low density residential development.

The recommendations of the traffic report rely in part on the permanent establishment of on-street loading zones and the removal of traffic calming measures to ensure adequate parking and loading facilities for the school. The establishment of such facilities are undertaken in close consultation with the Ward Councillor and local community associations. Given that both the Ward Councillor and Glebe Community Association are objecting to the application, the removal of existing traffic calming measures and the establishment of loading zones could prove to be difficult. Finally, the proposed loading zones which range from approximately four to nine vehicles in length, significantly exceed the Department’s standard loading zone length of one to two vehicles.

### 3. Official Plan Policy - Institutional Uses/Neighbourhood Serving Uses

The subject lands are designated “Residential” on Schedule “A” - Land Use of the City of Ottawa Official Plan. According to the Official Plan, City Council shall permit new minor institutional uses in areas designated “Residential” provided Policy 3.6.2 d) of the Plan can be satisfied. Policy 3.6.2 d) of the Plan encourages neighbourhood serving uses in Residential Areas subject to consideration of a number of factors that determine the acceptability of a proposed use.

Policy 3.6.2 d) iv) regarding neighbourhood serving uses requires that those uses with the potential to generate significant amounts of traffic and parking originating from points external to the affected residential area are to be located on either major collector or arterial roadways, so that a minimum of disturbance is created on local streets.

An examination of school enrollment revealed that only 26% of students are from the immediate area (west of Bank Street, east of Bronson, south of the Queensway, north of Canal) and only 42% are from the Glebe neighbourhood in general. The proportion of students located outside the neighbourhood generally corresponds with the number of parked vehicles. Consequently, it can be assumed that most, if not all of the parking and loading that is generated by the existing school originates from points outside the Glebe neighbourhood.

Given that the subject use generates a substantial amount of traffic and parking that originates from outside the affected area, it is appropriate that the daycare/school be located along a major collector or arterial roadway in accordance with the Official Plan policy. The subject property is located along a local roadway and therefore does not conform to the Official Plan policy regarding the location of institutional uses in Residential Areas.

## Consultation

A total of 61 letters were received in response to Early Notification of which 39 letters were in opposition to the application. A 70 name petition was received in support of the application. The Glebe Community Association, Glebe Community Association Traffic Committee and a group of 65 residents under the name of the Glebe Avenue Neighbourhood Committee indicated they were in opposition to the application. Councillor Inez Berg is opposing the application.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the Agent and Applicant (Anthony Leaning, Leaning Associates Architects, 202-22 O'Meara Street, Ottawa, ON, K1Y 4N6, 432125 Ontario Limited, 172 Glebe Avenue, Ottawa, ON, K1S 2C7), and the Regional Municipality of Ottawa-Carleton, Development Approvals Division, of City Council's decision.

## List of Supporting Documentation

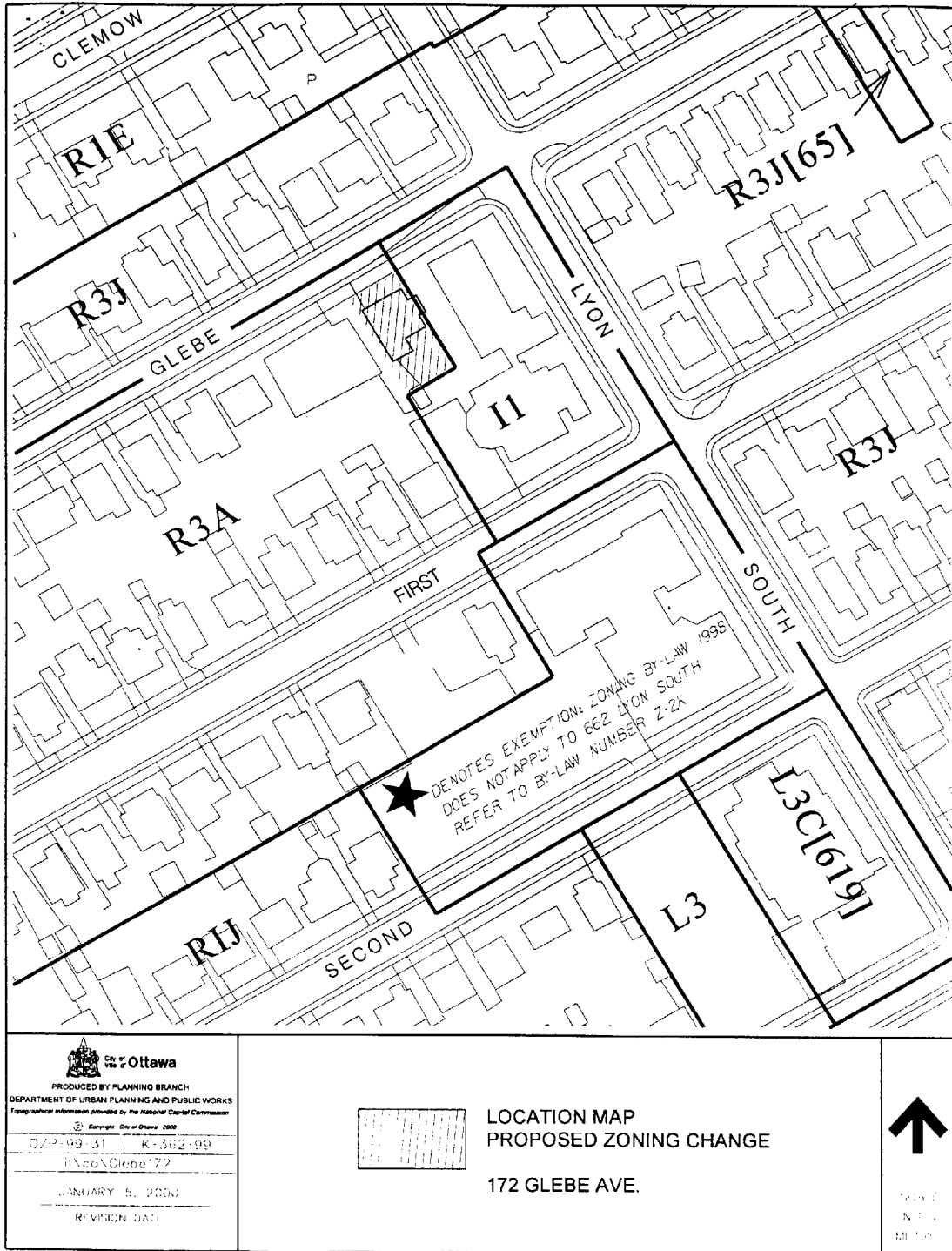
Document 1	Location Map
Document 2	Municipal Environmental Evaluation Report (on file with City Clerk)
Document 3	Consultation Details



# Part II - Supporting Documentation

Location Map

Document 1



NOTIFICATION AND CONSULTATION PROCESS

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

The Planner assigned this application attended a meeting on October 21, 1999 of the Glebe Community Association to discuss this application with local residents. It was agreed at the meeting to extend the notification period to December 1, 1999 so as to allow the Association to submit a position regarding the application after their regular November meeting.

Glebe Community Association (GCA)

The GCA indicated they oppose the application for various reasons. A separate letter was also received from the GCA Traffic Committee objecting to the application for various reasons.

SUMMARY OF PUBLIC INPUT

There was significant response to Early Notification. A total of 61 letters were received of which 39 letters were in opposition to the application. Generally, all those in opposition were from the immediate area of the subject property. Of the 22 letters in favour, 13 were from the Glebe neighbourhood. Eight of the 13 letters were from the immediate neighbourhood affected.

A 70 name petition was received in support of the application. Of those 70 names, 30 reside in the Glebe neighbourhood. Eight of the 30 who reside in the Glebe are in the immediate affected area.

A submission from a group of 65 residents who have organized themselves under the name of the Glebe Avenue Neighbourhood Committee indicated they were in opposition to the application for various reasons.

Reasons in Favour

- school use is asset to neighbourhood
- if expansion is not permitted will have to use private school outside the neighbourhood
- the recent fire is clouding the issue, residents must expect higher traffic volumes in an inner city neighbourhood such as the Glebe

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- traffic problem is only for a short time every day - 45 minutes
- traffic problem is a result of residential construction on adjacent block
- school provides a popular alternative to public system of education, adds to the sense of community, revitalized the church, results in increased revenues to City, takes pressure off public school system
- parking problems can be reduced by including caveats in zoning providing for maximum number of students, revise parking restrictions and implement loading zone permanently, stagger arrival and departure times to flatten and spread out peak period
- 172 Glebe is unlikely to attract family due to location next to retirement home
- there are no other Montessori Schools in the Centretown Area
- education of children should outweigh traffic considerations
- Montessori no more inconvenient than First Avenue School, Corpus Christi, Mutchmor and other institutional uses along Lyon
- will attract more families to the Glebe, ensures residents of Glebe have access to the best educational resources available
- traffic and parking can be managed to reduce impact on adjacent neighbours
- Glebe is already a mixed-use neighbourhood
- expansion will retain residential character of dwelling
- expansion at 172 Glebe ideal location for Montessori - right in their backyard
- school is better than expansion by Steff-Kim Lodge old age home

### Reasons Against

- existing traffic conditions are unacceptable and proposal will only degrade already bad situation
- institutional rezoning undermines residential character, may set a precedent for future zonings
- there are other opportunities in neighbourhood for expansion - Bell Building and Post

### Office Building

- significant number of parking and moving violations already occur in AM and PM peak period, cars pulling up on sidewalk, u-turns, parking on corners, three-point turns on private property, double parking, parking on private property
- the safety of children who walk to school in the neighbourhood is already compromised by parents who illegally park when dropping their children off at the Montessori
- 172 Glebe is a substantial, well built residence that should and can continue to be maintained for residential purposes
- traffic problems will simply expand around the corner onto Glebe Avenue
- many children enrolled are not from the immediate neighbourhood
- we are not against the Montessori, just the location it has chosen
- there are already enough institutional uses in the immediate area
- existing Montessori is welcome, expansion is not
- does not maintain existing land use patterns of institutional along north-south streets and residential along east-west streets, introduces institutional use along residential side street
- 172 Glebe is a viable residential property and there is a strong demand for housing in the Glebe
- current government funding formula requires public schools operate at 100% of capacity, the expanded school will now be in direct competition with the public school, a drop in attendance by as little as 10 students could result in the closure of the public school

### Response

The report speaks to those land-use related concerns identified by the respondents.

APPLICATION PROCESS TIMELINE STATUS

The application which was submitted on September 20, 1999, was subject to a project management timeline, as recommended by the "A Better Way Task Force", and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was undertaken by staff with interested community associations since the proponent did not undertake Pre-consultation.

This application was processed according to the maximum 135 calendar days timeframe established for the processing of zoning applications.

**INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES**

COUNCILLOR'S COMMENTS

In a response dated December 10, 1999, Councillor Inez Berg provided the following comments regarding the subject application:

“After careful consideration of this file and the many letters received, as well as attending several community meetings, I have decided to oppose the application to re-zone 172 Glebe Avenue from residential to minor institutional. It is clear that a majority of surrounding residents, who will be most affected by the proposed rezoning, are in opposition to it and the impacts it would have on them.

Further, the Glebe Community Association, after careful consideration, and several community meetings, have registered not only the opposition of their executive board, but the opposition of the members of their Planning Committee and their Traffic Committee. They have given the many aspects and impacts of this application a thoughtful and thorough response.”

January 27, 2000

ACS1999-PW-PLN-0102  
(File: OZP1999/005)

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. 363 Smyth Road Zoning Amendment

### Modification de zonage - 363, chemin Smyth

#### Recommendations

1. That the application to amend the *Zoning By-law, 1998*, as it applies to 363 Smyth Road from I2[316] F(1.5) to L3A, R1G, R3J U(35.3) H(12.5), R5C U(35.3) H(12.5) with an exception, and I2B H(12.5), be approved as shown on Document 3 and in accordance with the details in Document 4.
2. That the application to amend the *Zoning By-law, 1998*, as it applies to 363 Smyth Road from I2[316] F(1.5) to ES1 be approved as shown on Document 3.
3. That the By-law implementing Recommendation 2 not be forwarded to City Council until such time as an Official Plan amendment has been approved designating the subject lands as per the City Council approved Protection Areas Implementation Strategy.



January 28, 2000 (11:13a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DAB:dab

Contact: Douglas Bridgewater - 244-5300 ext. 1-3387




January 28, 2000 (2:37p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

N/A.

  
January 28, 2000 (10:46a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

#### Context

The subject property, known municipally as 363 Smyth Road, is the former site of the Rideau Veterans Home and is currently zoned I2[316] F(1.5). The 8.55 hectare (21.14 acre) site is located along the north side of Smyth Road, immediately east of Alta Vista Drive. The property was purchased by Canada Lands Company (CLC) in December 1998. The Rideau Veterans Home is a thirteen building complex that was erected in 1946 to provide care and accommodation to military veterans and seniors. The facility was closed and the buildings vacated in October 1995. The Administration Building and Treatment/Pool Building were reviewed in February 1996, by the Federal Heritage Buildings Review Office (FHBRO) and were “Recognized” under the FHBRO review system. On June 16, 1999, City Council approved recommendations to provide for commemoration of Canadian veterans at the site and to have staff pursue the finding of a new user for the existing Pool/Treatment Building.

To the north of the property is the National Defence Medical Centre (NDMC) and the Rotel residence, which are zoned I2B [316] F(1.5), and the TransAlta Thermal Plant, which is zoned I2[233] F(1.5). To the north of NDMC, across the Ontario Hydro corridor, lies the Riverview Park residential community.

Immediately opposite on the south side of Smyth Road are single family homes in the Faircrest Heights community, which is primarily zoned R1A, with one facing lot having an exception zone, R1A[3] H(8.7) SCH.85.

Adjacent to the east is the Ottawa Health Sciences complex, including the Children’s Hospital of Eastern Ontario and the Ottawa Hospital, Smyth Road campus (General Hospital), which is zoned I2[233] F(1.5). Further to the east lies the Ottawa Life Sciences Technology Park, and the new Perley Hospital/Rideau Veterans’ Home.

To the west are office buildings along Alta Vista Drive, including the adjacent national headquarters of the Conference Board of Canada, which is zoned I2B[237] F(0.7) H(10.7) and the Canadian Medical Association, the Canadian Dental Association and the Canadian Pharmacists Association, which are zoned I2B F(1.5). Further west, across Alta Vista Drive is the Canadian Red Cross Society headquarters.

### Recommendation 1- Conformity With Official Plan

#### Residential Uses

Official Plan Amendment 22 (OPA 22), approved by Regional Council on October 1, 1997, established Site Specific Policies and changed the land use designation from Major Institutional to Residential on Schedule “A” - Land Use for the portion of the subject lands situated east of the NDMC access road. OPA 22 was precipitated by the Alta Vista Smyth Road Planning Study (AVSRPS) which City Council approved on November 6, 1996. The proposed mix of residential zones will facilitate implementation of the Site Specific Policies of the Official Plan. OPA 22 indicates that a variety of housing types are to be permitted on the property, ranging from single dwellings to nursing homes. The proposed R1G, R3J and R5C zones allow for the desired range of residential uses.

OPA22 prescribes a transition in housing types with single dwellings to be located on the south side of the property by Smyth Road and the more intensive residential uses located elsewhere on the property. The position of the proposed R1G zone across the southerly edge of the area with the other residential zones generally to the north satisfies the housing transition objective.

The standard maximum height limit of 8.0 metres, which will apply to the proposed R1G zone across the south-central part of the site shown as area “D” on Document 3, will ensure that the low profile, three to four storey buildings, objective of OPA 22 is upheld for this part of the property. The proposed height limit of 12.5 metres is to apply to all other parts of the property in recognition of these low profile building provisions of OPA 22.

Although it was not reflected in OPA 22, the AVSRPS recommends a maximum of 200 residential units for the subject property. The “U (35.5)” designations for the proposed residential zones will limit the total number of housing units to 200. The proposed exception is intended to recognize that for density calculation purposes each bedroom in a nursing home or senior citizens residences is considered equivalent to one half of a normal residence dwelling unit; and therefore the density allowed for these types of units will be twice the density proposed for other residential units (i.e. 71 units per hectare).



## Office Uses

OPA 22 indicates that the area designated as “Major Institutional Area” may also be used for offices for the headquarters of non-profit organizations. The existing I2 zone on the property does not provide for this specific use. The proposed I2B zone for Block 19, which is the land situated immediately west of the NDMC access road, remains consistent with this Official Plan policy, by allowing for office uses as an additional permitted use. This zone would also permit a pharmacy if it is located at grade in a building containing a medical facility. Adjacent properties to the west facing Alta Vista Drive and Smyth Road are now zoned I2B and are occupied by headquarters of non-profit organizations.

## Park Uses

The applicant proposes to re-zone proposed Block 24 to L3A which would limit the uses permitted on the block to park uses. The L3A zone will facilitate the use of area “F” on Document 3 as a commemorative site to Canadian veterans, consistent with City Council’s decision of June 16, 1999.

## Recommendations 2 and 3 - Conformity With Official Plan

### Environmentally Sensitive Area

The proposed ES zone proposed for area “A” on Document 3, the most westerly wooded segment of the property, reflects the anticipated Official Plan amendment to designate this area as an Environmentally Sensitive Area in the Greenway System. The required Official Plan amendment is anticipated to be submitted to Planning and Economic Development Committee in late winter of 2000.

## Economic Impact Statement

### **FISCAL/ECONOMIC IMPACT STATEMENT**

363 Smyth Rd	<b>Est Investment:</b>	\$15,966,241
<b>CITY COSTS:</b>	2000	2001-2008 *
Extraordinary Costs **	\$0	\$0
Admin & Services	\$1,582	\$26,755
Inspection & Control	\$1,896	\$32,069
Roadways, parking	\$18,050	\$305,221
Garbage & Storm Sewer Maint.	\$1,668	\$28,201
Social & Family Services	\$368	\$6,215
Rec & Culture	\$3,558	\$60,167
Planning & Development	\$1,437	\$24,296
	Sub-total	\$28,558 \$482,924
<b>CITY REVENUES:</b>		
Property Tax	\$20,166	\$346,289
Building Permit	\$60,981	\$95,474

Tax from Indirect Impacts	\$10,217		\$175,454
License/Permit	\$8,045		\$136,040
	Sub-total	\$99,409	\$753,257
	NET TO CITY	\$70,851	\$270,333

#### EMPLOYMENT

New Jobs (excl. construction)			0
Net New Jobs (construction) ***			50
New Jobs (indirect/induced)			88
	Total		138

\* Present value at a discount rate of 8.5%

\*\* Includes: n/a

\*\*\* After excess capacity has been absorbed

## Environmental Impact

A series of studies were submitted with the application addressing existing vegetation, soils, wildlife, topography and drainage, potential methane gas, possible effects on a nearby pond, noise, preliminary geotechnical factors, and environmental issues associated with the demolition of the existing buildings. In all cases where any environmental concern was identified appropriate mitigation measures have been undertaken, or will be completed, as per the conditions of approval of the related subdivision application.

## Consultation

Consultation for this application has included provision of a notification sign on the site, written public notification and a public meeting. The issues raised through the public consultations are summarized and addressed in Document 6.

## Disposition

1. Department of Corporate Services, Statutory Services Branch to notify the agent (297 Sunnyside Avenue, K1S 0R9), the Corporate Finance Branch, Revenue Section, assessment Control Supervisor and the Regional Municipality of Ottawa-Carleton, Development Approvals Division, of City Council's decision.
2. Office of the City Solicitor to forward the implementing by-law to City Council.
3. Department of Urban Planning and Public Works to prepare and circulate the implementing by-law.

**List of Supporting Documentation**

Document 1	Explanatory Note
Document 2	Location Plan
Document 3	Proposed Zoning Plan
Document 4	Zoning Details
Document 5	Proposed Subdivision Plan (Information Only)
Document 6	Consultation Details

## Part II - Supporting Documentation

EXPLANATORY NOTE

Document 1

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

Canada Lands Company has submitted a zoning amendment application for the property known municipally as 363 Smyth Road, which is an 8.55 hectare parcel of land located on the north side of Smyth Road just west of the Children's Hospital of Eastern Ontario. The applicant is requesting that the current Major Institutional Zone be changed to permit: a National Headquarters Zone to allow for office use, a Detached House Zone, a Converted House/Townhouse Zone, a Low-Rise Apartment Zone, a Leisure Zone, and an Environmentally Sensitive Area Zone.

### Current Zoning Designation

Under Zoning By-law 93-98, the subject property is currently zoned I2[316] F(1.5), which is a Major Institutional Zone. This zone permits uses such as a community centre, court house, hospital, and retirement home. A day hospice, a medical facility and a research and development centre are permitted in the zone under specified conditions. Conditional uses such as an amusement centre, bar, and retail store also are permitted in the zone under specified conditions, which includes the use not being visible from a public street. The exception "[316]" allows for access via the private road that serves the National Defense Medical Centre. The "F(1.5)" indicates that the total gross floor area permitted on the property is equal to 1.5 times the area of the site.

### Proposed Zoning Designation

The proposed re-zoning of the property involves six different zones to replace the existing I2[316] F(1.5) zone. The proposed zones are as follows:

1. I2B H(12.5): National Headquarters Zone
  - as shown on Document 3, Area "B" westerly side of the property
  - "B" means a subzone of the I2 Major Institutional Zone (described above) which adds office as a permitted use
  - includes special locational criteria for a pharmacy and parking standards for a research and development facility.
  - "H" establishes a maximum building height limit of 12.5 metres.

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### 2. R1G: Detached House Zone

- as shown on Document 3, Area “D” the south-central part of the property along Smyth Road.
- allows detached houses plus some other low density residential uses such as an official residence for a diplomatic mission, special needs housing for up to eight residents, and a park
- "G" means a subzone with a minimum lot width of 15 metres and an area of 464 square metres

### 3. R3J U(35.5) H(12.5): Converted House/Townhouse Zone

- as shown Document 3, Area “E” on center of property
- allows a variety of low-density residential uses such as a detached house, duplex house, townhouse, special needs housing for up to eight residents, and a park
- "J" means a subzone establishing various lot area and width criteria.
- "U(35.5)" means a maximum of 35.5 units per hectare are permitted
- “H” establishes a maximum building height limit of 12.5 metres.

### 4. R5C U(35.5) H(12.5) New Exception: Low Rise Apartment Zone

- as shown on Document 3, Area “C” on the north and east sides of property
- allows a variety of residential uses such as an apartment building, bed and breakfast (with certain conditions), detached house, triplex, townhouse and retirement home.
- "C" means a subzone establishing various lot area and width criteria.
- “H” establishes a maximum building height limit of 12.5 metres.
- the new exception is that “retirement home, converted” and “retirement home” rooming units must not exceed a density of 71 units per hectare.

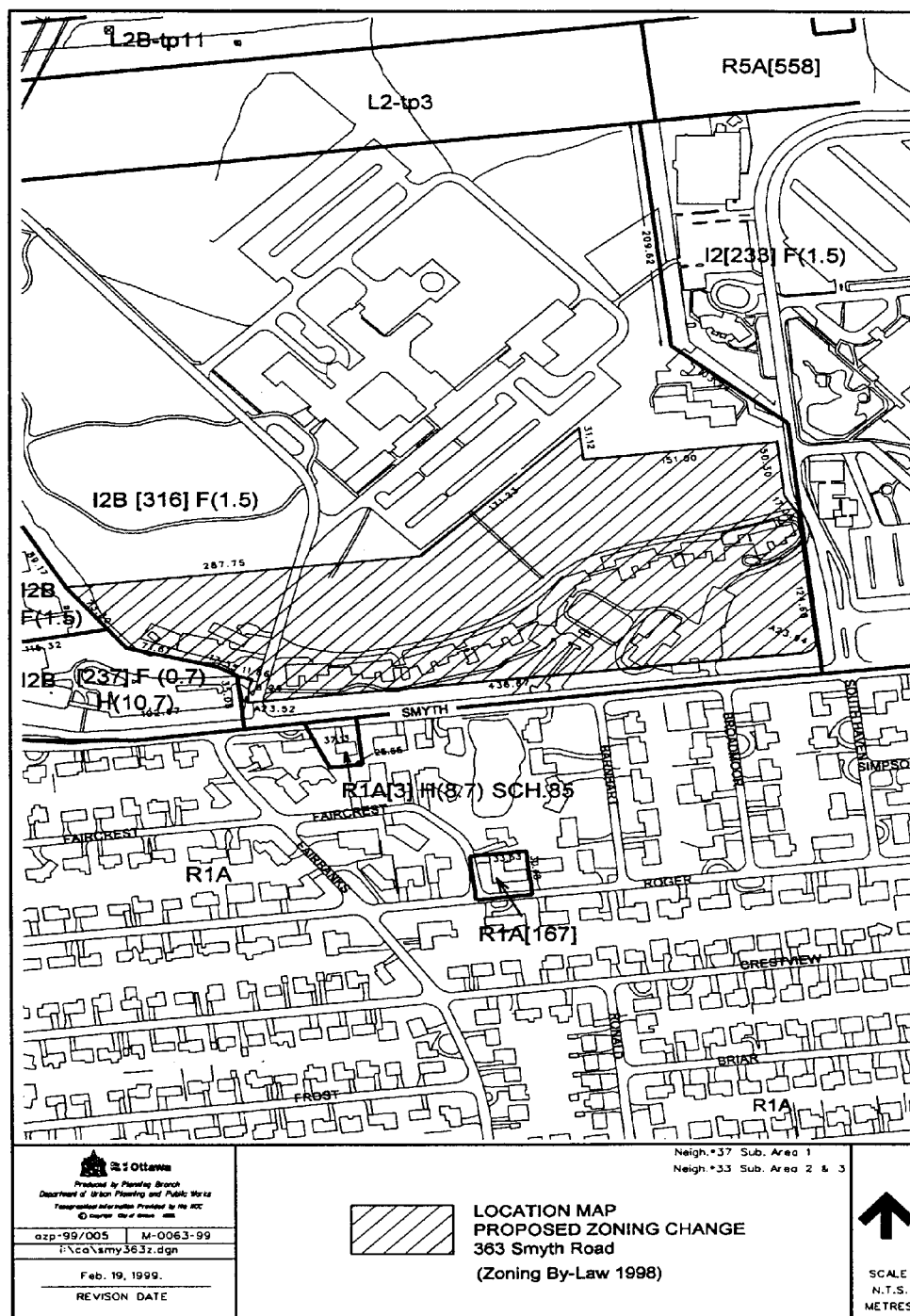
### 5. L3A: Community Leisure Zone

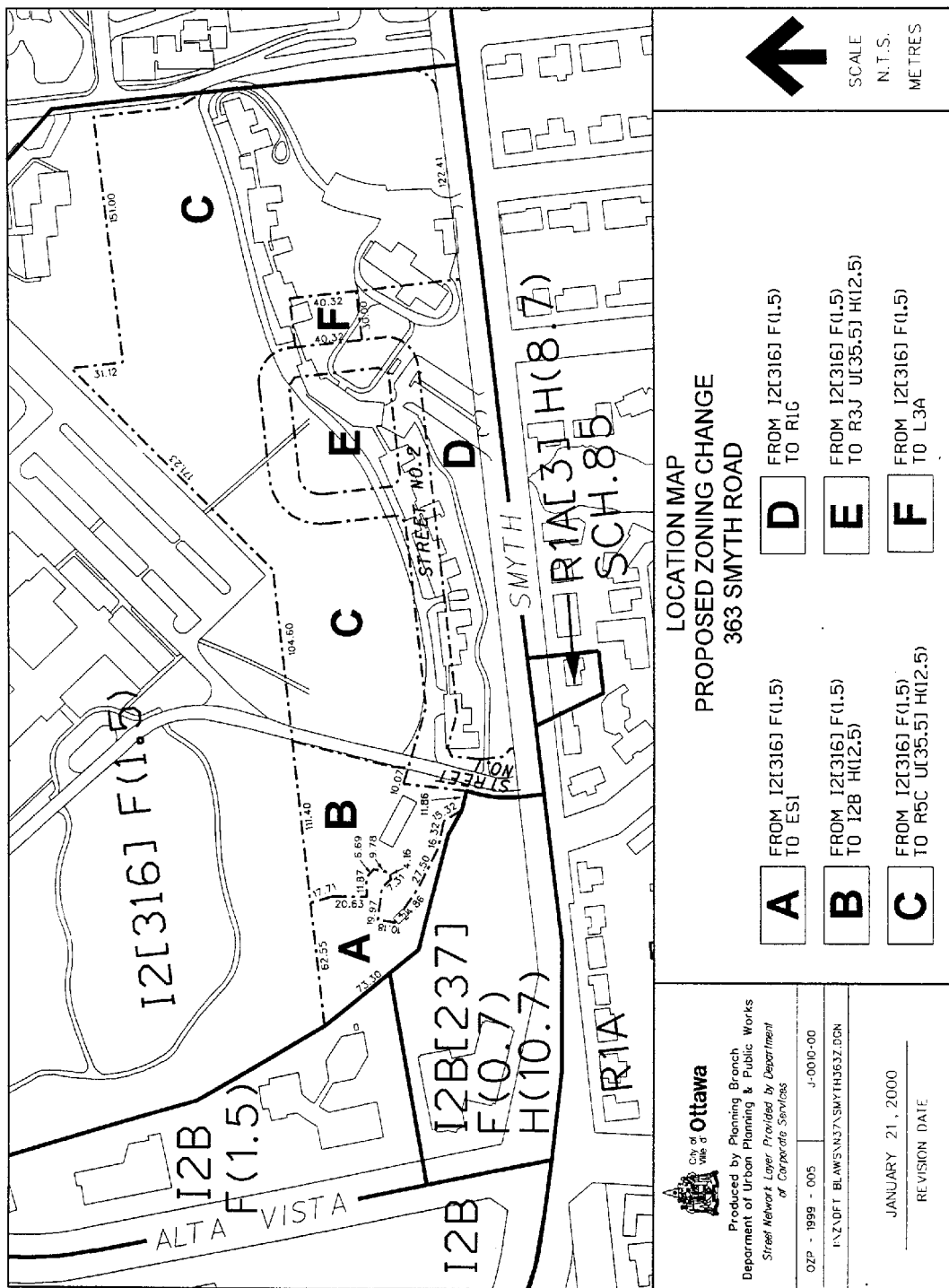
- as shown on Document 3, Area “F” in the center of the property

- "A" means a subzone where the only use allowed is a park.

6. ES: Environmentally Sensitive Area Zone

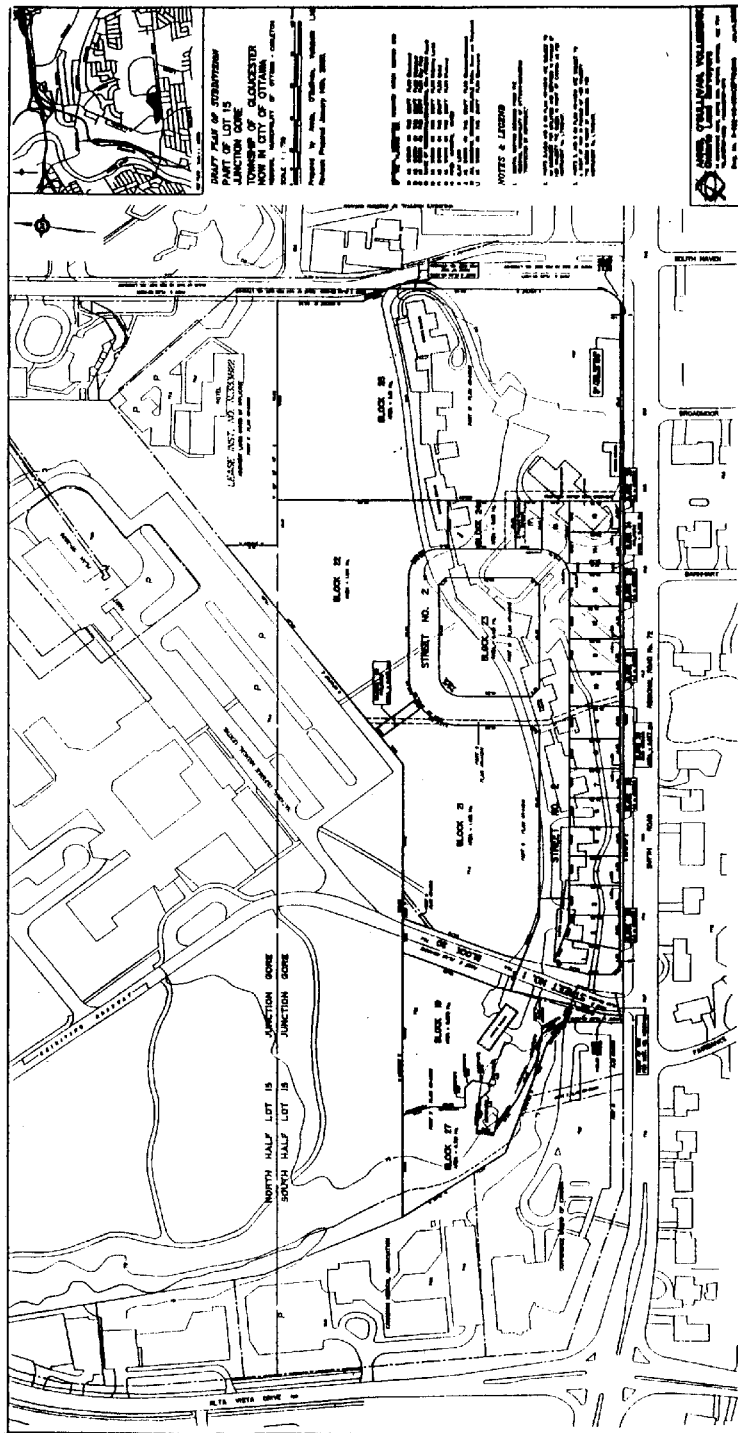
- as shown on Document 3, Area "A" at the west edge of the property.
- no buildings and no uses are permitted in an ES zone.







1. R5C U(35.5) H(12.5) New Exception: Low Rise Apartment Zone
  - as shown on Document 3, Area “C” (north and east sides of the property).
  - the exception is that “retirement home, converted” and “retirement home” rooming units must not exceed a density of 71 units per hectare.



JAN 20 2000

NOTIFICATION AND CONSULTATION PROCESS

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

## Faircrest Heights Community Association Comments

The Faircrest Heights Community Association (FHCA) cited the following summarized concerns about the proposed development in a response dated May 14, 1999 and at a public meeting held on September 16, 1999:

1. The zoning and subdivision applications are premature until further study is done.
2. The FHCA is anxious to see housing on Block 3 of the Alta Vista /Smyth Road Planning Study (AVSRPS) as quickly as possible.
3. The applicant proposes a noise barrier along Smyth Road of only 2.5 metres as compared to the recommended height of 3.5 metres. How will this height work and how will Regional guidelines for acceptable noise levels in outdoor living areas be satisfied? The CHEO heli-pad must be relocated before there is any new residential zoning or development due to excessive noise and vibration, especially at night, that greatly disturbs existing residents and would have detrimental effects on future residents. All levels of government should work at establishing standards for helicopter noise. The landing pad should be relocated along the hospital ring road to the east and south of the Eye Institute before any new homes are occupied. Based on the application of N. R. C. noise research, the noise level from helicopters using the CHEO heli-pad, should be considered in conjunction with the Provincial Policy Statement for facilities like airports.
4. The AVSRPS anticipated development of block 6 of the study in 5 to 10 years when the issues of new roads, traffic, transit and sewers had been resolved.
5. The proposal does not fulfil the intent of the AVSRPS for the implementation actions and guidelines for block 3 of that study as follows:
  - a. policy 6.10 was amended to indicate that helicopter noise may result in restrictions to landuse and/or building siting or construction. Tree height restrictions within 1000 feet (305 m.) of helicopter pads will limit tree planting in the proposed development.
  - b. there should be a new east-west road linking the National Defence Medical Centre (NDMC) road and the Ottawa Health Sciences Centre ring-road

- c. the intersection of Smyth Road and the NDMC access road is to be upgraded and no additional accesses should be permitted onto Smyth Road. Air pollution from Smyth Road and cut-through traffic are major concerns. The Alta Vista Parkway is the only solution to peak hour traffic.
  - d. developers of AVSRPS blocks 3 and 6 are to be responsible for improvement costs and a park. The park should be at least 10% of the area of the property if AVSRPS blocks 3 and 6 area both to be rezoned, in keeping with the 1994 Alta Vista Visioning Study. Proposed park block 24 is inadequate, just 1.1% of the property, and cash-in-lieu of parkland is opposed. The area of AVSRPS blocks 3 and 6 should be used in calculating the park requirement. Providing 10% parkland would also help solve the problem of too many units in the development.
  - e. new housing is to be of human scale; sensitive and improving the area
  - f. new residential area should include a road separating it from NDMC which is tree lined and aligned to focus views on the CHEO entrance
  - g. buildings along Smyth Road should be oriented to the road with entrances facing south; proposed Street #2 should only be used for rear yard and garage parking access
  - h. block 3 is to have a maximum of 200 units, the proposal by Canada Lands calls for about 240 units, by suggesting that a unit in a seniors' residence is less than a normal dwelling. This is unacceptable because it is proven that with staff etc. a senior's unit has a higher demand on water an sewer systems than a normal residence.
6. All new single dwelling lots should be a minimum of 7200 square feet (669 sq. m.) as per the R1 standard in Faircrest Heights.
  7. Regional and City Official Plan Amendments are needed and cannot be completed until the NDMC access road becomes public and the road improvements as per #8 below are completed
  8. The NDMC access road should be realigned leading to Alta Vista Drive and the intersection improved, and as the developer of block 6 (AVSRPS) the applicant is responsible for the intersection costs estimated at \$170,000.00.
  9. Proposed rezoning of block 6 (AVSRPS) ignores the requirement in the study for access to Alta Vista Drive in Phase 2 implementation and other Phase 2 upgrading requirements totalling\$2,260,000.00. The availability of the NDMC access road as vehicular link from the subject property to Alta Vista Drive must be clarified for the purpose of traffic analysis and to allow for construction traffic. Did the traffic analysis assume there will be a new traffic signal at the intersection of Fairbanks Road and Smyth Road? Given the Region's reduced standards for acceptable intersection operation, care should be taken to avoid grid-lock along Smyth Road.

10. Access to proposed Block 24 should be from the hospital's ring-road not from Smyth Road. If there is a new access to Smyth Road here will it be signalized.
11. Sanitary and storm sewers, and water services should be improved and
12. Map 3 in the AVSRPS shows a two storey office building and the applicant's proposal shows four storeys. The size of the proposed office building is unrealistic given the amount of parking proposed and the existing parking problems in the area, which are caused by the hospitals, Compliance with the City's zoning bylaw is irrelevant, because its parking requirements are too low.
13. The proposed cash-in-lieu of storm water management and the physical methods of stormwater management are unacceptable, especially the "surface wet pond" which is considered to be an "open sewer". What would be the impact on the community of the proposed roof and foundation drain elimination project?
14. The NOSS objectives pertaining to proposed Block 19 will be unattainable under the current development proposal, especially the inadequacy of the assumed parking need, which will put pressure on making use of the woods for parking.

#### Public Comments

Comments received from the public cited concerns regarding the following summarized issues:

1. It is premature to proceed with the proposed development without including the NDMC site as part of an overall plan; this will hamper future development; there are too many problems to proceed with the development, there needs to be more discussion. The project should be delayed until all effects on the neighbourhood are known. There should be no more discussion on this project until after the decision on municipal government restructuring. Hospital development should be frozen, including leased parking until all issues are resolved.
2. Smyth Road is over loaded now and the traffic moves too high of a speed. Photo radar should be used to control Smyth Road traffic. Turning onto Smyth Road at rush-hour is often impossible. The Smyth Road /Alta Vista Drive intersection is now dangerous. The Alta Vista Parkway or an east-west road should be built across the area to provide a link to Alta Vista Drive or to Riverside Drive and Industrial Avenue. Even if the Alta Vista Parkway is built there is no guarantee of access to the hospitals or the local community; it could be controlled access. There should be a study on the effects on Smyth Road traffic. Smyth Road should not be widened. Smyth Road should be reduced to two lanes with the woods along the north forming a wooded boulevard and three lanes added parallel to the north to serve the hospitals; the wooded boulevard

could be a memorial to the veterans. The hospital road should be widened parallel to Smyth Road and extended to the NDMC access road. Without a study, traffic signals along Smyth Road are a problem not a solution. Traffic signals along Smyth Road should be right at Fairbanks Avenue. Any new intersections along Smyth Road are unacceptable; the NDMC access road should be the only access to the property. The road from blocks 24 and 25 should go onto the CHEO road not onto Smyth Road such as opposite to Broadmoor Avenue where it will add to existing traffic problems. Construction traffic for the project should be diverted away from Smyth Road. Trucks should be prohibited along Smyth Road, it wasn't always a truck route. Access via the hospital ring road is unacceptable.

3. Do not want Alta Vista Drive to become another Smyth Road with a new road connecting to the hospital parking.
4. Smyth Road traffic causes a substantial noise and air pollution problem; it is difficult to sleep, windows can not be opened and it is impossible to sell a house along Smyth Road. No sound walls should be built along Smyth Road; the landuse should be changed or berms should be built because walls will deflect the noise back to the neighbours on the south side of the road. If there is a sound barrier it should be north of the trees. There is no proof that sound attenuation barriers work. More signalized intersections will increase bus noise.
5. The air-ambulance helicopter creates a noise problem and the landing pad should be moved to NDMC or on top of a parking structure. Decibel levels of 103 and above have been recorded from helicopters in the Smyth Road area. Warning clauses regarding helicopters on future agreements of purchase and sale are inadequate to deal with the problem.
6. Smyth Road power lines are a safety hazard and should be buried.
7. A school should be added to this property; the existing schools are over capacity and portables are unacceptable.
8. This proposal along with others will put too much strain on community services.
9. The proposal is not in keeping with the existing suburban community.
10. The residential area has sufficient commercial space nearby. There should be no new commercial space. Commercial space will fail in the proposed office building.
11. There should be a study of the pond, which is located on the south side of Smyth Road, to find out if the ecology will be destroyed and the water level reduced. The pond is a unique feature and must be saved and the natural water level protected.

12. There needs to be more green space because the area is heavily populated. The park-like areas of the Rideau Veterans' site should be saved and the woods around the creek, which should be a community park. This would help the hospital environment. The proposed park will not serve the existing residents. Saving the trees is a good idea, including on proposed Block 28 where development should be north of the trees; the NDMC trees should also be saved. The lilacs on the Rideau Veterans' site are also important. The running and walking areas should be kept, there is little parkland in the area, it should all be park. The community sees the parkland issue as the loss of a large parcel of open space in the development site - all owned by the crown. Previous development in the area did not provide parkland and this is the time for the community to get dedicated parkland. What is proposed as parkland in the development is only a fraction of what should have been provided over the years of development of the hospitals, NDMC, Perly Hospital etc.
13. Are the number of units going to cause sewer capacity problems and who will pay for needed sewer upgrades?
14. The proposed required parking ratio is inadequate; it should be 4/1000. If there is not more parking the new area will suffer from the same overflow parking problems as the existing neighbourhood.
15. The size of the new houses must match current community trends. The aesthetics along Smyth Road must satisfy the existing community. The single units along Smyth Road should have front doors facing Smyth Road with rear lane parking and garage access, if the lots are reversed on Smyth the new area will be disconnected from the existing.
16. The new single, townhouse, and other proposed dwellings should be the same value and appearance on both sides of Smyth Road. How many townhouses will there be? A development of lower density quality homes can be justified. Housing on the property is OK, traffic is the problem. The R5 zone is needed to encourage seniors housing, even if it means cheap walk-up apartments may get built. The developer should provide some form of "understanding" to guarantee that only a seniors project will be built on the easterly block.
17. Canada Lands Corporation is owned by the people so the cost of the buying or selling any of the land should be made public. Are there any planned or existing tenders ready to go on this property?
18. The development must not exceed the 200 unit limit and the only compromise can be for seniors residents or convalescent use at a ratio of 1.5:1. The R1 residential lots should not exceed R1D density. The R3, R5 and I zones should have three storey height limits. Minimum lot sizes should be 7500 square feet (697 sq. m.) with a minimum width along Smyth Road of 90 feet (27.5 m.). What will be the density of development and how does it compare to surrounding communities such as Faircrest Heights or Elmvale

Acres?

19. The R5 zone should be related to seniors housing only. There should be a guarantee that blocks 24 and 25 will be seniors housing only.
20. How will future owners (developers) interpret the Zoning By-law?
21. Will building on shale effect existing houses. In the past blasting for construction and the use of heavy equipment broke china etc.
22. There must be a plaque to commemorate the veterans on the site; the Royal Canadian Legion and the Korean War Veterans' Association should be consulted on this. There should be more parkland to commemorate the veterans.
23. Development will impinge on future hospital expansion. The "medical Park" should be kept for medical purposes; the old buildings should be demolished and grass planted until the area is needed for medical use.
24. There is more concern for the quality of life of future residents than for existing people living in the neighbourhood.

#### Response to the Faircrest Heights Community Association Comments

1. The zoning and subdivision applications are not considered premature. The Alta Vista /Smyth Road Planning Study (AVSRPS) which covered the entire area was approved by City Council on November 6, 1996, and the applicant submitted seven technical and planning studies in support of the applications. The proposed subdivision is in keeping with the AVSRPS.
2. Agreed.
3. The Regional Municipality of Ottawa-Carleton has jurisdiction over the height of noise barriers and after due consideration has accepted a noise barrier along Smyth Road of 2.5 metres. The location of the CHEO heli-pad is not within the subject property and therefore cannot be addressed as part of this application. Condition 1.11a. of the related Subdivision Approval report is intended to address the sound attenuation needs for dealing with the noise associated with emergency helicopter flights. The Provincial Policy Statement 1.1.3 is clearly intended to address future or existing airports with NEF/NEP mapping and does not pertain to the CHEO air ambulance heli-pad. Policy 1.1.3 states: "Long term prosperity will be supported by: g) planning so that major facilities (such as airports, transportation corridors, sewage treatment facilities, waste management systems, industries and aggregate activities) and *sensitive land uses* are appropriately designed, buffered and/or separated from each other to prevent *adverse*



*effects* from odour, noise and other contaminants.”

4. It is the Department’s position that all issues of new roads, traffic, transit and sewers generated by the subject development proposal have been resolved, or addressed by the proposed conditions of approval.
5.
  - a. Helicopter noise is addressed in 3 above. It is agreed that tree height restrictions within 1000 feet (305 m.) of helicopter pads will place some limits on tree planting in the proposed development. However, planting of a wide variety of trees with low to moderate height potential will be acceptable within the restricted area.
  - b. The conceptual new east-west road proposal in the AVSRPS for linking the National Defence Medical Centre (NDMC) road and the Ottawa Health Sciences Centre ring-road along the northerly edge of the subject property was intended to serve a series of apartment buildings, but is not considered necessary nor appropriate to serve the proposed single and townhouse dwelling proposal under consideration.
  - c. The intersection of Smyth Road and the NDMC access road is to be upgraded as per the Condition 1.19 of the related Subdivision Approval report. Other access onto Smyth Road will be limited to four driveways serving eight single dwelling units. Residential intensification can help reduce the level of air pollution caused by suburban growth and the increased use of personal vehicles. The proposed development is expected to have negligible effects on cut-through traffic. The Alta Vista Parkway is not part of this application and is a Regional concern.
  - d. As per the requirements of the recommendations of this report, the developers of the subject property are responsible for improvement costs and a contribution to the future park as per the AVSRPS. The area of the park land will be determined in the future when applications for other parts (NDMC area) of AVSRPS blocks 3 and 6 are considered. Proposed Block 24 on Document 5 is to be conveyed as a memorial site, and is not part of the proposed park contribution. Cash-in-lieu of parkland is considered appropriate to help fulfill the intent of AVSRPS for park land. The number of units in the development will be controlled by the proposed zoning and limited to the equivalent of 200 units as per the AVSRPS.
  - e. The proposed zoning will limit the height of the new housing to the standard maximum of 8.0 metres for single dwellings in this area of the city and 12.5 metres for other uses, which addresses the concept of human scale. Site Plan Control Approval for the future townhouse developments will also provide an opportunity to address human scale and the sensitivity of development.
  - f. Please see response 5.b. above.
  - g. Half of the buildings along Smyth Road will be oriented to the road with entrances

facing south and proposed Street #2 will be used for rear yard access to these units.

- h. The proposed zoning limits the subject proposal to having a maximum considered to be the equivalent of 200 dwelling units, with rooms in a senior citizens residence counting as half a unit. With staff, etc., a senior's unit is not considered to generate a higher demand on water and sewer systems than a normal residence. The per capita water and sewer use of a seniors' residence is considered to be about the same as an average residential area, and the average household size in the City is about 2.2 persons per unit and in Alta Vista the average is about 2.5 per unit.
6. The proposed single dwelling area is to be zoned R1G with a minimum lot area of 464 square metres, however the average size of the proposed lots is about 575 square metres.
  7. No Regional and City Official Plan Amendments are needed for the proposed development to proceed.
  8. As a result of this application there is no need or obligation to realign the NDMC access road leading to Alta Vista Drive nor to improve the intersection. There are two segments to block 6 in the AVSRPS, a southern part, which is involved in this application and a northern part, which is where the Alta Vista Drive intersection is located and is not part of the land owned by the applicant.
  9. Please see response 8 above. The applicant has a right of access over the NDMC access road to Alta Vista Drive which will allow for construction traffic. A new traffic signal will be required at the intersection of proposed Street No. 1 and Smyth Road on Document 5, but not at the intersection of Fairbanks Road and Smyth Road.
  10. The hospitals have agreed in principle to allow access to proposed Block 24 on Document 5 from the hospital's ring-road, which has signalized access to Smyth Road. The Region has control over private approaches to Smyth Road.
  11. Sanitary sewer facilities in the area have been recently improved and there are no storm sewer nor water capacity problems anticipated in order to serve the property.
  12. Both Map 3 in the AVSRPS showing a two-storey office building and the applicant's proposal showing four storeys are conceptual illustrations. The AVSRPS calls for a three-to-four-storey building height limit. There is no specific office building proposed as part of the current subdivision and zoning amendment proposals, and the parking standards of the City's zoning bylaw are minimum requirements recently reviewed as part of the comprehensive review that supported the new zoning by-law. Experience with developments such as the Ottawa Business Park has demonstrated that developers

of suburban office projects will provide the parking they need whether or not it exceeds minimum zoning by-law requirements.

13. The proposed cash-in-lieu of storm water management and the physical methods of stormwater management such as retention ponds are accepted approaches to stormwater management needs throughout much of the City. Stormwater is not considered to be “sewage”. The roof and foundation drain elimination project is an ongoing program run by the City on a voluntary basis to promote the disconnecting of roof and foundation drains from sanitary sewer lines.
14. The NOSS objectives pertaining to the property will be realized through the creation of proposed Block 27 on Document 5 on the revised subdivision plan and the proposed implementation of an ES, Environmentally Sensitive Area Zone to that block. Proposed Block 27 on Document 5 includes all the “woods” area and parking will not be permitted in the ES1 zone.

#### Response to Public Comments

1. The AVSRPS, approved by City Council on November 6, 1996 established planning guidelines for the larger area, including the NDMC site as part of an overall plan. The proposed subdivision is in keeping with the AVSRPS. There have been numerous discussions on this proposed development. Possible affects on the neighbourhood have been given significant consideration and have been addressed through revisions to the proposed draft plan and conditions for approval. Hospital development is not part of this application, and municipal restructuring has no role in this.
2. Smyth Road is a Regional road with most intersections adjacent to the subject property functioning at level of service “B”, the exception being one at level “A”, indicating that by regional standards they are functioning at very acceptable levels. Right-of-way width and design, access, and traffic control on Smyth Road are Regional responsibilities. The Alta Vista Parkway is a proposed Regional road. A study and subsequent discussions regarding the effects on Smyth Road traffic indicates that traffic signals and a north-bound left turn lane will be required at the intersection of Smyth Road and the NDMC access road. This application does not pertain to any part of the hospitals’ area or roads. No new intersections are proposed along Smyth Road as part of this application. There is approval in principal for access from proposed Block 25 Document 5 onto the CHEO road on. Construction traffic for the project will be allowed to use Alta Vista Road between Smyth Road and the NDMC access road.
3. The AVSRPS supports a future access road link between Alta Vista Drive and Smyth Road across the NDMC lands.
4. It is acknowledged that major Regional roads generate noise and air pollution. The

revised proposal includes seven units requiring sound attenuation barriers and eight that do not along Smyth Road as per Regional requirements. The Smyth Road streetscape plan also includes saving numerous existing trees and shrubs plus additional planting. More signalized intersections may cause a minor, localized increase in bus noise.

5. The location of the CHEO heli-pad is not within the subject property and therefore cannot be addressed as part of this application. Special Conditions 1.4 m. and 1.11a. of the related Subdivision Approval report are intended to address the sound attenuation needs for dealing with the noise associated with emergency helicopter flights. Decibel levels of 103 are not representative of normal emergency helicopter movements, actual levels anticipated over the property are between 77dBA and 97dBA lasting for five to ten seconds and occurring between five to twenty times a month.
6. Smyth Road power lines are the responsibility of the utility agencies or companies that own them.
7. No school board authorities have indicated a need for a school at this location, nor was a school proposed in the AVSRPS.
8. A proposal for a maximum of 200 units will have only a minor effect on community services.
9. The proposal is in keeping with the AVSRPS and Official Plan Amendment 22, which establish the planning and land use principles to guide development of this area.
10. The zoning proposed for Block 19 on Document 5 (Area "B" on Document 3) is I2B, which is consistent with the zoning of adjacent properties facing Alta Vista Drive and varies in terms of uses with the existing I2[316] F(1.5) zoning only through the addition of a pharmacy as a permitted use if it is at grade in a building containing a medical facility. Other commercial uses permitted in the existing and proposed zoning are limited to 10% of the gross floor area of a permitted use and are to be located such that they are not visible from a public street. These types of commercial uses are intended to serve the needs of the employees and clients of the primary I2 uses, rather than the surrounding community.
11. A study has been undertaken indicating that the proposed development will have no affect on the pond on the south side of Smyth Road.
12. The proposed parkland to serve the area will be consistent with the AVSRPS, as approved by City Council, which is to be about two hectares located on the NDMC lands to the north when these lands are considered for development. The subject development will provide cash-in-lieu of parkland, on a deferred basis of up to five years, to be used for provision of the larger park facility in the future. Block 25 on Document 5 will be set aside in public ownership as a memorial site in recognition of

the of the former resident veterans and will provide for the protection of significant oak trees on the property. Block 27 on Document 5 will be zoned ES1 Environmentally Sensitive Area and will thus save and protect the westerly woods and creek area. Much of the vegetation along the south edge of the property will be retained, and may include some lilac shrubs as per requirements of the related Subdivision Approval report. The area of the proposed future park, including some of the running and walking areas on the NDMC site, is used by residents now and this activity is not anticipated to change in the future. Previous development in the area developed in an institutional park-like manner but was not required to provide formally dedicated parkland at the time of development. The parkland that would be owing if the hospitals and NDMC were to be developing today would be approximately two hectares and would likely be required as cash-in-lieu of parkland. The proposed future park as per the AVSRPS is also about two hectares.

13. The number of proposed units will not cause sewer capacity problems and the applicant will pay for any needed sewer upgrades.
14. The parking standards of the City's zoning bylaw are minimum requirements recently reviewed as part of the comprehensive review that supported the new zoning by-law. Experience with developments such as the Ottawa Business Park has demonstrated that developers of suburban office projects will provide the parking they need whether or not it exceeds minimum zoning by-law requirements.
15. The size of the new houses is not controlled by the City . Special Condition 1.11 b. of the related Subdivision Approval report is intended to help address the concern for aesthetics along Smyth Road. Half of the buildings along Smyth Road will be oriented to the road with entrances facing south and proposed Street #2 on Document 5 will be used for rear yard access for these units.
16. The city has no control over the value and appearance of new single, townhouse, and other proposed dwellings. The proposed zoning will allow for up to 183 town houses. The proposed R1G zone allows for a development of lower density homes. See response 2 above regarding traffic issues. The proposed R5 zones allow for retirement homes and apartments. The applicant has indicated in a letter of November 26, 1999, that they will not market proposed Block 25 for any other use other than seniors project for a period of two years from the approval of the Draft Plan of Subdivision.
17. The cost of the purchase or sale of the land is not germane to the subject planning applications. Staff are unaware of "any planned or existing tenders ready to go on this property".
18. The proposed zoning limits the subject proposal to having a maximum considered to be the equivalent of 200 dwelling units, with rooms in a senior citizens residence counting as half a unit. With staff, etc., a senior's unit is not considered to generate a higher

demand on water and sewer systems than a normal residence. The average household size in the City is about 2.2 persons per unit and in the Alta Vista the average is about 2.5 per unit. The proposed single dwelling area is to be zoned R1G with a minimum lot width of 15.0 metres and a minimum lot area of 464 square metres, however the average size of the proposed lots is about 555 square metres with an average width along Smyth Road of about 18.9 metres. The minimum lot area for an R1G lot is 464 square metres whereas the R1D minimum lot area is 557 square metres. The R3, and R5 zones will have a 10.7 metre height limit, and the I zone height limit will be 11.0 metres. The maximum gross residential density will be approximately 27 units per hectare, reflecting a medium density development potential. The density in the surrounding communities such as Faircrest Heights or Elmvale Acres reflects the low density suburban expansion of the 1950's and 1960's.

19. See response 16 above.
20. It is the City's mandate to interpret the Zoning By-law, not future developers.
21. Preliminary geotechnical studies show no potential for effects on existing houses from building on shale and the applicants geotechnical engineer has indicated that no such problems are anticipated. Condition 1.6 of the related Subdivision Approval report addresses the need to take precautions to avert the possible effects of blasting for construction.
22. Through the related Subdivision Approval report Block 25 on Document 5 will be set aside in public ownership as a memorial site in recognition of the former resident veterans and will provide for the protection of significant oak trees on the property. There will be a plaque to commemorate the veterans on the site; and it is agreed that the Royal Canadian Legion and the Korean War Veterans' Association should be consulted on this.
23. Development of the subject property will not impinge on future hospital expansion.
24. The revisions to the proposed development to provide for some homes to face Smyth Road, studies on the effect on the existing pond on the south side of Smyth Road, protection of the westerly woods, and setting aside monies for a future central park on the adjacent lands help address the quality of life of existing residents living in the neighbourhood.

#### APPLICATION PROCESS TIMELINE STATUS

The application, which was submitted on February 10, 1999, was subject to a project management timeline, as recommended by the “A Better Way Task Force”, and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was not undertaken as Early Notification had already been completed prior to the implementation of Pre-consultation and Mandatory Information Exchange procedures on April 20, 1999.

This application was not processed according to the maximum 135 calendar days timeframe established for the processing of zoning applications to allow for additional public consultation opportunities.

#### INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

##### COUNCILLOR'S COMMENTS

Councillor Allan Higdon indicated that he is aware of the application and the comments submitted by the Faircrest Heights Community Association.

January 26, 2000

ACS1999-PW-PLN-0184  
(File: OLV1999/009)

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

### **3. 363 Smyth Road - Subdivision Application**

#### **363, chemin Smyth - Demande de lotissement**

#### **Recommendation**

That City Council approve the forwarding of the City's position as contained in Document 1, regarding the application for draft plan of subdivision for 363 Smyth Road, to the Region of Ottawa-Carleton.



January 28, 2000 (10:43a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DAB:dab

Contact: Douglas Bridgewater - 244-5300 ext. 1-3387  
Julie Sarazin - 244-5300 ext. 1-3872



January 28, 2000 (2:48p)

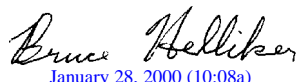
Approved by  
John S. Burke  
Chief Administrative Officer



## Financial Comment

All costs shall be the responsibility of the applicant including the commemorative display.

The financial security (trees compensation deposit, commemorative display deposit, subdivision approval deposits) will be retained by the City Treasurer until advised that all conditions have been met and the security is to be released.



January 28, 2000 (10:08a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

#### Context

The subject property, known municipally as 363 Smyth Road, is the former site of the Rideau Veterans Home and is currently zoned I2[316] F(1.5). The 8.55 hectare (21.14 acre) site is located along the north side of Smyth Road, immediately east of Alta Vista Drive. The property was purchased by Canada Lands Company (CLC) in December 1998. The Rideau Veterans Home is a thirteen building complex that was erected in 1946 to provide care and accommodation to military veterans and seniors. The facility was closed and the buildings vacated in October 1995. The Administration Building and Treatment/Pool Building were reviewed in February 1996, by the Federal Heritage Buildings Review Office (FHBRO) and were "Recognized" under the FHBRO review system. City Council approved recommendations on June 16, 1999, providing for the commemoration of Canadian veterans at the site and to have staff pursue finding a new user for the existing Pool/Treatment Building. The latter was not successful.

To the north of the property is the National Defence Medical Centre (NDMC), the Rotel residence and the TransAlta Thermal Plant. To the north of NDMC, across the Ontario Hydro corridor, lies the Riverview Park residential community. Nearby on the south side of Smyth Road are single family homes in the Alta Vista community. Adjacent to the east is the Ottawa Health Sciences complex, including the Children's Hospital of Eastern Ontario and the Ottawa Hospital, Smyth Road campus (General Hospital). Further to the east lies the Ottawa Life Sciences Technology Park, and the new Perley Hospital/Rideau Veterans' Home. To the west are office buildings along Alta Vista Drive, including the national headquarters of the Conference Board of Canada, the Canadian Medical Association, the

Canadian Dental Association, the Canadian Pharmacists Association and, across Alta Vista Drive, the Canadian Red Cross Society.

#### Conformity With Official Plan

City Council approved the Alta Vista Smyth Road Planning Study (AVSRPS) on November 6, 1996, which proposed general planning and development principles for the subject property and the surrounding institutional lands. Official Plan Amendment 22 (OPA 22) affecting the subject property was approved by Regional Council on October 1, 1997. OPA 22 provided for the formal policy implementation of the AVSRPS and changed the land use designation of that portion of the subject lands situated generally east of the NDMC access road (proposed Street No.1 and Block 20) from Major Institutional to Residential on Schedule "A". OPA 22 also added Site Specific Policies to Volume II of the Official Plan, which are to guide future development and pertain to all of the subject property. The proposed subdivision, in combination with the proposed residential zones, will facilitate implementation of the Residential designation in the Official Plan. The area of the proposed institutional parcel is within an area designated Major Institutional on Schedule "A".

A number of the Site Specific Policies of OPA 22 relate to matters addressed through the subdivision approval process. The proposed draft plan and related conditions of approval contained in Document 1 fulfill the intent of these policies as follows:

- The proposed pattern of lots and blocks has been designed to allow for medium density development on the northerly portion of the property and single dwellings on the south side along Smyth Road.
- The revised plan on Document 3 and Documents 4, 5 and 6 illustrate provisions intended to reduce the impact of sound attenuation walls, to save as much vegetation along Smyth Road as possible, and to reduce access to Smyth Road.
- The proposed walkways in Blocks 26 and 34 are intended to provide a north-south link from the proposed residential development to the residential community to the south, and to the potential NDMC development lands to the north and beyond that further north to the existing residential community.
- The proposed subdivision establishes a safe and efficient roadway system serving the entire property, with access to Smyth Road at the location of its existing intersection with the NDMC access road.
- Sound attenuation walls and building construction requirements will address noise concerns from Smyth Road and the CHEO air-ambulance service respectively.
- The provisions outlined in studies submitted and required as conditions of approval have

addressed the requirements for providing adequate water, sewer and stormwater services.

### Subdivision Design

In addition to the subdivision fulfilling the intent of the policies relating to OPA 22, the proposal has merit for other reasons. The proposed establishment of Block 27 and the lotting pattern have also been designed to maximize the potential to save the westerly woods and the existing trees on the property respectively. Conveyance of proposed Block 24 to the City will facilitate development of a memorial area to Canadian veterans with commemorative plaques, in keeping with City Council's decision of June 16, 1999, and also provide for the retention of a group of significant trees, including an oak estimated to be about 300 years old.

### Conditions of Approval

Based on the analysis of the proposal the City of Ottawa recommends the approval of the proposed Draft Plan of Subdivision. The proposal conforms with the criteria as set out in the Planning Act [Section 51(24)] and the City's Subdivision Policy. Furthermore, it satisfies the policies of the Official Plan.

The City's position is based on a number of conditions that must form part of the Plan of Subdivision approval. These include special conditions for approval, conditions pertaining to financial security and the requirement for an agreement. The rationale for these conditions is as follows:

#### Condition 1.1

This condition includes the standard conditions for subdivision approval and results in the inclusion of all engineering conditions and standards and other related items for the subdivision agreement.

#### Conditions 1.2

This condition will ensure that the Owner provides services in accordance with municipal standards and that servicing of the proposed development can be integrated with future servicing needs for surrounding properties.

#### Condition 1.3

This condition will limit the areas for the parking of construction workers' vehicles and the routing of construction vehicles going to and from the property in order to diminish the effects of future construction on the adjacent community to the south.

#### Condition 1.4

This condition is intended to ensure that future purchasers are aware of the characteristics of the existing and future urban environment on and around the subject property before purchasing property in the proposed subdivision.

#### Condition 1.5

This condition will ensure that the developer does not engage in the practice of processing topsoil on the property, which would be an industrial type use and is incompatible with the surrounding institutional and residential uses.

#### Condition 1.6

This condition is intended to ensure that controlled blasting techniques are used to minimize vibrations on surrounding properties if any blasting is required in the future construction of the development.

#### Conditions 1.7 to 1.10

These conditions will ensure that many of the existing mature trees and the wooded area in the southwest corner of the property are saved and protected during construction, as well as providing financial security for the loss of any individual trees to be saved.

#### Condition 1.11

This condition will ensure that the visual design of any noise attenuation walls maintains the standard represented in the conceptual drawings provided by the applicant, and that adequate measures are employed in the construction of single residential units to mitigate noise from the air-ambulance helicopters serving the nearby hospital complex.

#### Condition 1.12

The provisions of Condition 1.12 are intended to ensure that standard requirements for completion of environmental assessment, site remediation and the disposal of hazardous materials are fulfilled during demolition of existing buildings and future new construction works on the property.

#### Conditions 1.13 and 1.14

The Moses Pepper Drain flows as a creek along the westerly edge of the property. The purpose of these conditions is to protect the integrity of the Moses Pepper Drain during construction and to ensure that the City will continue to have adequate access to the drainage channel for maintenance purposes through the provision of an easement.

Condition 1.15

On June 16, 1999, City Council approved a recommendation relating to heritage buildings at the Rideau Veterans' Home that included provision of commemorative displays on the property in honour of Canadian veterans and the Home. This condition establishes a time frame, financial security and a location, Block 24, for the provision of the commemorative display.

Condition 1.16

This condition addresses the provision of parkland for the proposed subdivision. As per the AVSRPS, parkland to serve the subject property is to be provided with the future development of the NDMC land adjacent to the north, which is to include provision of a centrally located park of about two hectares. This condition establishes that cash-in-lieu of parkland will be taken for the subject property and that the funds shall be applied towards the provision of that future central park. The condition also allows for a delay of up to five years in paying the cash-in-lieu of parkland charge or until the funds can actually be applied to the future central park, whichever ever occurs first. The applicant is setting aside other lands in the public interest through the conveyance of Block 24 to the City for the veterans' memorial site, and through the ES Environmentally Sensitive Area zoning of Block 27 to help protect the westerly woods.

Conditions 1.17 to 1.25

This group of conditions ensures that City standards for roads, sidewalks and streetscape development will be fulfilled in the construction of the new subdivision. This includes undertaking a functional design study of the proposed intersection of Street No. 1 and Smyth Road to determine the appropriate right-of-way width and final design for the Street No.1 segment of the intersection.

Conditions 1.26 and 1.27

These conditions are intended to ensure that a proper public street connection will be available in the future to give access to the NDMC lands adjacent to the north in keeping with the AVSRPS development concept, while maintaining the existing private access to the NDMC site.

Conditions 1.28 to 1.31

These conditions provide for the design and construction of the north-south pathway connections as per OPA 22 and an east-west pathway system linking the proposed residential development to the adjacent hospital complex at the time of development of Block 25.

#### Condition 1.32 and 1.33

These conditions address the need to follow through with control and detailed planning at the Building Permit stage for the unique driveway access design proposed for the single dwelling lots facing Smyth Road.

#### Condition 2.1

This condition is required to ensure that there are sufficient financial resources available to implement works required within certain conditions set out above.

#### Condition 2.2

Condition 2.2 recognizes that any future Site Plan Control approval application for this property will provide many of the detailed requirements of the property and also provide the appropriate time for obtaining the necessary financial security.

#### Condition 3

This condition is required to provide for a legal agreement between the Owner and the City, incorporating all the recommendations and conditions pertaining to the approval of this application.

## Economic Impact Statement

### FISCAL/ECONOMIC IMPACT STATEMENT

363 Smyth Rd	<b>Est Investment:</b>	\$15,966,241
<b>CITY COSTS:</b>	2000	2001-2008 *
Extraordinary Costs **	\$0	\$0
Admin & Services	\$1,582	\$26,755
Inspection & Control	\$1,896	\$32,069
Roadways, parking	\$18,050	\$305,221
Garbage & Storm Sewer Maint.	\$1,668	\$28,201
Social & Family Services	\$368	\$6,215
Rec & Culture	\$3,558	\$60,167
Planning & Development	\$1,437	\$24,296
	Sub-total	\$28,558 \$482,924
<b>CITY REVENUES:</b>		
Property Tax	\$20,166	\$346,289
Building Permit	\$60,981	\$95,474
Tax from Indirect Impacts	\$10,217	\$175,454
License/Permit	\$8,045	\$136,040
	Sub-total	\$99,409 \$753,257
	<b>NET TO CITY</b>	<b>\$70,851 \$270,333</b>
<b>EMPLOYMENT</b>		
New Jobs (excl. construction)		0
Net New Jobs (construction) ***		50
New Jobs (indirect/induced)		88
	Total	138

\* Present value at a discount rate of 8.5%

\*\* Includes: n/a

\*\*\* After excess capacity has been absorbed

## Environmental Impact

A series of studies were submitted with the application addressing existing vegetation, soils, wildlife, topography and drainage, potential methane gas, possible effects on a nearby pond, noise, preliminary geotechnical factors, and environmental issues associated with the demolition of the existing buildings. In all cases where any environmental concerns were identified appropriate mitigation measures have been undertaken or will be completed as per the conditions of approval of this subdivision application.

## Consultation

Consultation for this application has included provision of a notification sign on the site, written public notification and a public meeting on September 16, 1999. The issues raised through the public consultation are summarized and addressed in Document 2.

## Disposition

1. Department of Corporate Services, Statutory Services Branch to notify the agent (297 Sunnyside Avenue, K1S 0R9) and the Regional Municipality of Ottawa-Carleton, Development Approvals Division, of City Council's decision.
2. Office of the City Solicitor to prepare the required Subdivision Agreement.

## List of Supporting Documentation

Document 1	Special Conditions for Subdivision Approval.
Document 2	Consultation Details
Document 3	Proposed Draft Plan of Subdivision
Document 4	Smyth Road Composite Plan
Document 5	Smyth Road Streetscape Approach
Document 6	Smyth Road Streetscape



## Part II - Supporting Documentation

Document 1

### 1. SPECIAL CONDITIONS FOR SUBDIVISION APPROVAL

1.1 The Owner shall develop the property in accordance with the requirements of Part 1 of the City of Ottawa Subdivision policy, except as otherwise amended.

#### Services

1.2 Prior to the signing of the Subdivision Agreement by the City of Ottawa, a Master Servicing Plan shall be prepared to the satisfaction of the Commissioner of Urban Planning and Public Works. This Plan shall detail, but not necessarily be limited to, the following:

- a) the proposed servicing or alternative servicing scenarios;
- b) confirmation of servicing capacity;
- c) determination and fulfilment, as required, of any cash-in-lieu obligations for storm water quality in the Rideau River Watershed ;
- d) determination and fulfilment, as required, of any cash-in-lieu obligations for the Rideau River Sanitary Collector Sewer identified by the Region of Ottawa-Carleton Environment and Transportation Department;
- e) the proposed timing of any major infrastructure construction and in particular, the nature and timing of any stormwater management requirements and specialized construction requirements in consideration of geotechnical conditions, etc.
- f) the post development run-off coefficient for the site shall not exceed the pre-development run-off coefficient for the site.
- g) the site will be required to retain the 100 year storm prior to accessing an overland flow route.
- h) the Master Servicing Plan shall also address how the proposed development may accommodate any necessary future servicing connections that could be required for the other potential development identified in the Alta Vista / Smyth Road Planning Study, as approved by City Council on November 6, 1996.

- 1.3 a) The Registered Owner agrees that during the construction of any development on any part of the proposed subdivision, no parking of construction vehicles, including the vehicles of any construction worker, will be allowed on Fairbanks Avenue, Faircrest Road, Barnhart Place, Broadmoor Avenue, South Haven Place and Simpson Road.
- b) Heavy vehicles will be permitted to use Alta Vista Drive between Smyth Road and the National Defence Medical Centre access located approximately 500 metres north of Smyth Road. This permission applies only for the duration of demolition and construction activities on the subject property and is contingent on the following:
- i) Should the condition of Alta Vista Drive deteriorate as a result of its use by heavy vehicles, the developer will be responsible for any remedial works as determined by the Commissioner of Urban Planning and Public Works.
  - ii) An oversized “Heavy Vehicles Prohibited” sign is to be installed facing northbound traffic on Alta Vista Drive, immediately north of the National Defence Medical Centre access road, the cost of which will be recovered from the developer.
  - iii) The developer will provide copies of the letter authorizing use of this portion of Alta Vista Drive to the drivers of the heavy vehicles in order to assist enforcement of improper use of the road by other heavy vehicles. This will also confirm to the drivers that Alta Vista Drive north of the National Defence Medical Centre access road is not to be used.
- 1.4 The Owner covenants and agrees that prospective purchasers are to acknowledge in writing in the agreement of purchase and sale that they were notified of the following items by the registered owner:
- a) The location of the purchaser's lot on the registered plan of subdivision.
  - b) The location of the purchaser's unit on the plan showing the lot line and the existing or proposed surrounding structures, and the relationship of the purchaser's lot and/or block to the surrounding area within 200 metres .
  - c) The drainage and topographic plan of the subdivision.
  - d) The landscape plan for the area of the subdivision.
  - e) Information, such as brochures and plans explaining the whole development

including, but not limited to, the location of all future external roads leading to the proposed subdivision, the proposed land uses of all blocks, the proposed road alignment and lands uses of the undeveloped areas of the subdivision and the proposed location for future transit routes or stops near the subdivision, as well as the fact that further information pertaining to the above is available from the City of Ottawa.

- f) A plan showing the ownership of the lots and blocks and land and proposed roads surrounding each individual proposed residential lot and block.
- g) In accordance with By-law 165-73, home owners are responsible for the care of all grass boulevards abutting their property.
- h) The City Council and Ontario Municipal Board approved zoning plan for the subdivision and surrounding area.
- i) The location and function of any pedestrian paths and parks in the surrounding area in relation to the purchaser's lot.
- j) The location, type and size of any utility plant or easement, including any hydro electric facility to be located on or near the purchaser's lot.
- k) That the purchaser whose lot and/or block is adjacent to any fencing is responsible to maintain the integrity of that fence in a good and safe condition, including the replacement or reconstruction of the fence.
- l) The nature and operation of on-site stormwater management methods.
- m) That the development is located within close proximity to major hospitals and the occupants of any residence may from time to time hear air-ambulance helicopters and the warning systems of emergency vehicles.

1.5 The Owner shall not engage in the practice of processing topsoil (i.e., filtering and cleaning) on the subject site nor the abutting sites.

#### Blasting

1.6 If blasting is required for any aspect of building or infrastructure construction for the proposed development, controlled blasting techniques shall be employed to minimize vibrations on surrounding properties.

## Existing Woodland/Trees

- 1.7 The Registered Owner acknowledges and agrees that Block 27 is a sensitive, treed Protection Area and will manage and limit all uses and functions within the woodland to ensure its long term preservation.
- 1.8 The Registered Owner convenants and agrees to implement the following measures, to the satisfaction of the Commissioner of Urban Planning and Public Works, in order to ensure protection and long term survival of the individual existing trees contained within Lots 1 to 15 and located outside the maximum building envelope, as shown on Document 4, "363 Smyth Road, Composite Plan, Drawing No. 1", prepared by FoTenn Consultants Inc., dated January 14, 2000:

- a) the proposed grading plans for the subject subdivision and all subsequent re-subdivisions and Site Plan Control applications for the property, must be signed by a Landscape Architect and indicate minimal disturbances (cut, fill or cultivation) within the following minimum setbacks from the tree trunks:

Trunk Diameter (dbh cm)	Minimum Setback (m)
less than 30	3.0
30 to 60	4.5
60 to 100	6.0
100 or more	12.0

- b) immediately prior to any on-site construction activity, particularly clearing, grubbing, and grading, solid tree protection barriers, having a minimum height of 1.5 metres, must be installed around all trees to be retained. As much as possible, the location of barriers should reflect the minimum setback distances outlined in "a" above. Barriers should be frequently checked to ensure they are in proper condition and functioning to protect the trees. Barrier installation must be verified by a City of Ottawa inspector (Contact Neil Dillon for inspection, 244-5300, ext.1-3507, Building Code Services Division), prior to the issuance of a Building Permit for a lot containing a tree to be protected or adjacent to such a lot.
- c) no equipment or materials must be stored within the zone of protection around the trees.
- d) trees that have been subjected to soil compaction within the setback zone, as a result of construction activities, must have the soil aerated and be thoroughly watered to help off-set damage.
- e) all broken branches and trunk wounds must be treated using proper arboricultural practices.

- f) a plan(s) shall be submitted with each Building Permit application to address the provisions of parts a) to e) above to the satisfaction of the Chief Building Official in consultation with the Planning Director.

1.9 Prior to the signing of the subdivision agreement by the City, the Subdivider shall post a Tree Compensation Deposit in the amount of 100% of the value, to a maximum total value for all trees of Fifteen Thousand dollars (\$15,000.00), for the existing trees that are situated within Lots 1 to 17 inclusive, as described in condition 1.8 above and shown on Document 4, "363 Smyth Road, Composite Plan, Drawing No. 1", prepared by FoTenn Consultants Inc., dated January 14, 2000. The tree compensation deposit shall be retained by the City Treasurer as follows:

- a) 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 deposit is non-retrievable shall only commence upon occupancy of all the lots, or as otherwise determined by the Commissioner of Urban Planning and Public Works.
- b) To request a release of the Tree Compensation Deposit, the Owner must provide the Commissioner of Urban Planning and Public Works with a certified inspection and statement indicating:
  - i) whether the specific tree(s) remains structurally stable and healthy;
  - ii) to what extent a tree(s) is damaged during construction;
  - iii) whether the tree(s) will die primarily as a result of development;
  - iv) whether or not an existing tree(s) will require replacement, primarily as a result of the effects of development.
- c) The required inspection and statement must 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.
- d) 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. 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:
  - i) one or more new deciduous tree(s) with a combined calliper size equal

to those removed, but in no case shall each replacement deciduous tree be less than seventy-five (75) millimeters calliper,

- ii) 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
- iii) a combination of the above.

1.10 Any tree protection and compensation for existing trees on Blocks 19, 21, 22, 23, 25 and 27 on the Plan of Subdivision shall be determined through the Site Plan Control approval process or re-subdivision and shall employ tree protection criteria similar to those prescribed in 1.8 above.

#### Noise Attenuation

- 1.11 a) Prior to the issuance of the first Building Permit for the subject property the Owner shall submit a detailed description of all required building construction methods and materials intended to mitigate the undesirable noise effects of air ambulance helicopters as per the recommendations, which shall include as a minimum to the satisfaction of the Chief Building Official:
- i) In all bedrooms all windows shall be double pane sealed units having a 6.0 millimetre thick panes and an interpane spacing of 19.0 millimetres.
  - ii) All dwelling units shall be air conditioned so that windows will not need to be open for ventilation.
- b) The Owner shall provide information to all future purchasers, from a qualified engineer, describing additional building construction noise mitigation measures that, if implemented, will provide increased reduction in the undesirable noise effects of air ambulance helicopters.
- c) The design for landscaping, the proposed sound attenuation barrier and the grading along the south side of proposed Lots 1 to 15 as generally shown on Document 5, "363 Smyth Road, Ottawa, Streetscape Approach", prepared by James A. Colizza Architect Inc. and FoTenn Consultants Inc., and Document 6, "363 Smyth Road, Ottawa, Smyth Road North Streetscape", dated December 8, 1999, prepared by James A. Colizza Architect Inc. and FoTenn Consultants Inc., shall be installed to the satisfaction of the Commissioner of Urban Planning and Public Works. The landscaping and grading and the general visual design of any required sound attenuation

barrier along the south side of Block 25 shall be determined at the time of Site Plan Control approval.

#### Environmental Assessment, Site Remediation and Demolition

- 1.12 a) Prior to registration of the Plan of Subdivision, the Registered Owner shall retain the services of a qualified engineer to undertake the Phase II Environmental Site Assessment and designated substance survey as recommended in the report entitled "Canada Lands Company, Phase I Environmental Site Assessment and Methane Investigation, Rideau Veteran's Land" prepared by Jacques Whitford Environment Limited (April 20, 1998) and submit the report(s) to the Manager of the Environmental Management Branch for review.
- b) The Registered Owner covenants and agrees to remediate the subject site as appropriate for residential/commercial uses, as directed in the Ministry of Environment and Energy's Guideline for Use at Contaminated Sites in Ontario (Revised, February, 1997).
- c) Prior to demolition of the existing buildings on site, that the Registered Owner shall submit a Waste Audit and Waste Reduction Work Plan in accordance with Ontario Regulation 102/94 *Waste Audit and Waste Reduction Work Plan* to the satisfaction of the Commissioner of Urban Planning and Public Works to ensure that best management practices are followed regarding the disposal of debris.
- d) Prior to demolition of the existing buildings on site, all friable asbestos identified through the substance survey shall be removed in accordance with *Asbestos on Construction Projects (O.Reg 838/90)*.
- e) Prior to the demolition of the existing buildings on site, any lead substances identified through the substance survey, shall be managed in accordance with the *Proposed Regulation Respecting Lead on Construction Projects Made Under the Occupational Health and Safety Act, 1996*.
- f) Prior to demolition of the existing buildings on site, an inspection of fluorescent light ballasts shall be undertaken through the substance survey to determine the presence of PCB's, and if PCB's are encountered, they shall be disposed of in accordance with *Regulation 362, Waste Management - PCBs*.
- g) During construction and/or development, the Registered Owner shall agree to maintain a ten metre buffer zone around the existing decommissioned well located in the central portion of proposed Block 21, and to limit development in this buffer zone area. All future Site Plan and Re-Subdivision applications

for Block 21 shall show the well location.

- h) The existing decommissioned water well shall be bored out and resealed to ensure a proper seal and therefore limit the migration of methane vapors to the surface.
- i) All the above ground storage tanks shall be removed from all buildings that are no longer heated by oil.
- j) If construction is to be undertaken below a depth of 4.6 metres (e.g. for elevator shafts, underground parking), further assessment of methane levels shall be undertaken. Should further assessment determine that acceptable methane levels are exceeded, appropriate mitigation measures shall be identified and undertaken.

(Contact: Deborah Irwin, Environmental Management Branch, 244-5300 Ext. 3000)

#### Moses Pepper Drain

- 1.13 Prior to the issuance of the first Building Permit for Lots 1 to 17, the Registered Owner shall prepare and implement an erosion and sediment control plan to the satisfaction of the Manager of the Environmental Management Branch, appropriate to site conditions, prior to undertaking any site alterations (filling, grading, removal of vegetation, etc.) and during all phases of site preparation and construction in accordance with the current Best Management Practices for Erosion and Sediment Control.
- 1.14
  - a) Immediately after registration of the Subdivision Agreement, the Owner(s) shall grant, at no cost to the City, a sewer easement to the City across proposed Blocks 19 and 27 to the satisfaction of both the Office of the City Solicitor and the Commissioner of Urban Planning and Public Works. The Owner(s) shall pay for all costs associated with the registration of the sewer easement. The Owner(s) shall provide at no cost to the City a Legal Survey (Reference Plan) acceptable to the City's Chief Surveyor, setting out the above easement as Part(s) on said plan.
  - b) The easement shall meet the following criteria to the satisfaction of the Commissioner of Urban Planning and Public Works:
    - i) Have a minimum width of 10 metres and is to be centred over the Moses Pepper Drain.
    - ii) To achieve this easement the Owner shall use its best efforts to obtain Registered Easements from the owners of abutting properties.



- iii) The easement is to be perpetual and registered on title with the property.
- c) In cases where a building foundation or road foundation is proposed to abut the easement, the following will be required and apply:
- i) An engineering report outlining the effect the proposed structure and its foundation will have on the Drain; and the effect the existing Drain will have on the proposed structure and its foundation.
  - ii) Prior to the start of construction, the Registered Owner agrees to contact the City of Ottawa, Operations Branch (Luc Dugal at 798-8899) to ensure City staff are present during the excavation of any foundations adjacent to the easement.
  - iii) The Registered Owner will be liable for any damages to the Drain during the construction of the foundations and will be responsible for undertaking the necessary repairs at its expense.
  - iv) Parking and driveways may be constructed within the required easement subject to the requirements of the City's Zoning By-law, Site Plan Control approval and all other applicable City By-laws.

## Heritage

- 1.15 a) Immediately after registration of the Subdivision Agreement, proposed Block 24 shall be conveyed to the City, at no cost to the City, for memorial site purposes as described in 1.15b. below.
- b) The owner shall provide, before the issuance of the first Building Permit for redevelopment of the subject property and to the satisfaction of the Director of Planning, a design and financial security for 100% of the cost, to a maximum of Ten Thousand Dollars (\$10,000.00) of erecting an interpretive display or panel(s) commemorating the contribution of Canadian veterans and the history of the Rideau Veterans Home. The display or panel(s) is to be located within proposed Block 24. The installation of the display or panel(s) shall be completed within three years of registration of the Plan of Subdivision, unless a longer period of time is deemed acceptable by the Planning Director.

## Parkland

- 1.16 a) The City shall require payment of cash-in-lieu of parkland for this entire subdivision, but the requirement for payment will be deferred until the earlier of either:
- i) five years from the date of registration of the Subdivision Agreement; or
  - ii) until such time as the funds can be applied to the provision of the larger park facility to be provided from the National Defence Medical Centre (NDMC) property abutting to the north, in keeping with the intent of "Map 2: Proposed land Use" and "Map 5: Implementation Plan", both of the Alta Vista/Smyth Road Planning Study, Final Plan, approved by City Council, November 6, 1996,
- b) The City shall ensure that the cash-in-lieu of parkland funds are used for the development of the "Public Park" shown conceptually as "Block 8" on "Map 2: Proposed Land Use" and as "Public Park" on "Map 5: Implementation Plan" both of the Alta Vista/Smyth Road Planning Study, Final Plan, approved by City Council, November 6, 1996.

## Roads and Sidewalks

- 1.17 An 18.0 metre right-of-way shall be provided for Street No. 2.
- 1.18 The right-of-way to be provided for Street No. 1 shall be determined through the study to be undertaken as set out in Condition 1.19 below. In determining the right-of-way, consideration will be given to the right-of-way width identified on the City's CR-90 standard for residential collector roads.
- 1.19 The Registered Owner shall undertake a functional design study to determine the final right-of-way width to be provided for Street No. 1 and to determine the lane requirements for Street No. 1 at the approach to Smyth Road. The functional design must accommodate below-grade services and above-ground utilities identified in the City's CR-90 standard for collector roads, and the required lanes, boulevards and sidewalks as detailed in Conditions 1.20 and 1.21 below. The study shall be completed to the satisfaction of the Commissioner of Urban Planning and Public Works and the Region of Ottawa-Carleton prior to commencing construction of Street No.1.
- 1.20 The Registered Owner shall be responsible for 100% of the cost, design and construction of the proposed roads to full urban cross-sections and all associated works, including the following requirements to be completed to the satisfaction of

the Commissioner of Urban Planning and Public Works:

- a) For Street No. 1, to provide the number of driving lanes determined through the study to be undertaken as set out in Condition 1.19 and to develop Street No. 1 between Smyth Road and Street No. 2 with an outside-curb-to-outside-curb width that is not less than 11.0 metres. Details with respect to the final outside- curb-to-outside-curb width, number of lanes and the geometrics for the Smyth Road/Street No. 1 intersection, shall be to the satisfaction of the Commissioner of Urban Planning and Public Works and the Region of Ottawa-Carleton.
- b) For Street No. 2, to provide two driving lanes with an outside-curb-to-outside-curb width of 9.0 metres in accordance with the Corporation's CR-90 standard for local roads, and to the satisfaction of the Commissioner of Urban Planning and Public Works.

1.21 The Registered Owner shall be responsible for 100% of the cost, design, and construction of the following sidewalks to the satisfaction of the Commissioner of Urban Planning and Public Works:

- a) A concrete sidewalk along the west side of Street No. 1 extending from the existing sidewalk along the north side of Smyth Road to Block 20.
- b) A concrete sidewalk along the east side of Street No. 1 extending from the existing sidewalk along the north side of Smyth Road to Street No.2.

1.22 The Registered Owner shall use best efforts to construct the sidewalks required by Condition 1.21 with a 2.0 metre width (as set out in the Alta Vista Smyth Planning Study) and to provide outer boulevards that have a minimum width of 2.0 metres. Deviation from these requirements will only be permitted where it is necessary to provide for the protection of existing trees and in no case shall the sidewalks have a width that is less than 1.5 metres, and outer boulevards must have sufficient width to provide for snow storage to the satisfaction of the Commissioner of Urban Planning and Public Works.

1.23 A conceptual streetscaping plan showing the design of all the roadways, sidewalks, lighting, and street furniture shall be prepared by the Registered Owner and be approved by the Commissioner of Urban Planning and Public Works, prior to the final registration of the Plan of Subdivision.

1.24 The Registered Owner shall be responsible for 100% of the cost and installation of all street name signs and traffic signs that may be required to the satisfaction of the Commissioner of Urban Planning and Public Works. All required signage shall be installed prior to the City's acceptance of the roads within the

subdivision.

- 1.25 The Registered Owner shall comply with the provisions of the Corporation's Private Approach By-law for the location of all private approaches, except for the private approach provided for the existing private road through Block 20, which will be exempt from the private approach by-law.

#### Right-of-Way Reserve

- 1.26 The subdivision plan shall be revised to provide a minimum width for Block 20 as determined by the study required by 1.19 above. Block 20 shall be conveyed to the City, at no cost to the City, immediately after registration of the Subdivision Agreement, to be held by the City as a Right-of-Way Reserve for purposes of providing a future public road access from Smyth Road along Street No. 1 to the lands occupied by the National Defense Medical Center (NDMC) when development approvals are sought and obtained for development of these lands as provided for in the Alta Vista/ Smyth Road Planning Study approved by City Council on November 6, 1996. Should Block 20 not be required for a future public road connection the City shall reconvey Block 20 to the Registered Owner at the Owner's expense.
- 1.27 The Registered Owner shall assume all responsibility for maintenance and liability associated with the existing road within Block 20 that extends from Street No. 1 north to the NDMC road and shall post a sign where Street No. 1 ends at Block 20 identifying the existing road as a private road. These signage and maintenance and liability responsibilities shall rest with the Registered Owner until such time as the road connection through Block 20 is developed to municipal collector road standards and a bylaw has been enacted by Council to formally dedicate the road as a public highway, or until such time as the private road connection is physically closed, should it not be required for a future public road connection.

## Pedestrian/Bike Path Connections

- 1.28 The Registered Owner shall convey to the City, at no cost to the City, Block 26 and Block 34, immediately after registration of the Subdivision Agreement, for a public pedestrian and bicycle connection from Smyth Road into the subdivision (Block 34) and from the subdivision to the lands located to the north (Block 26), and shall negotiate with the owner of the lands to the north for a right to allow public access from the Subdivision through Block 26 onto these adjacent lands. Should the owner not be successful in these negotiations, Block 26 shall be held by the City as a pedestrian/bicycle path reserve, and in lieu of Condition 1.29 below, the Registered Owner shall post Financial Securities for 100 % of the cost of the works associated with Condition 1.29 as it applies to Block 26. These securities will be held and used by the City to develop the pedestrian/bicycle path connection when development approvals are sought and obtained for development of these lands as provided for in the Alta Vista/ Smyth Road Planning Study approved by City Council on November 6, 1996.
- 1.29 The Registered Owner shall be responsible for 100% of the cost for the design, construction and landscaping of the pedestrian/bicycle path provided within Blocks 26 and 34. The final design for the paths and proposed landscaping, including fencing, shall be to the satisfaction of the Commissioner of Urban Planning and Public Works, and may allow for reduced pathway width and alternative surface materials in order to reduce the impact on existing trees to be saved.
- 1.30 The Registered Owner shall provide, and be responsible for 100% of the cost, for the design, construction and landscaping of a pedestrian/bicycle path through Block 24 between Street No. 2 and Block 25. The pathway shall be a hard surface with a minimum width of 2.0 metres and shall be designed in a manner that will not permit a vehicular connection from Street No. 2 to Block 25. The final design for the pathway shall show the entire area of Block 24, and shall also illustrate the requirements of 1.15b above. All works shall be completed within three years of the registration of the plan of subdivision, to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.31 The Owner shall agree to provide the following, to the satisfaction of the Commissioner of Urban Planning and Public Works and at no cost to the Corporation, through the first Site Plan Control approval for development of proposed Block 25:
- a) a paved pedestrian pathway, having a minimum width of not less than 2.0 metres, linking the east side of the subject property to proposed Block 24; and

- b) a registered easement for public access having a minimum width of not less than 2.5 metres to contain the required walkway.

#### Single Lots Access

- 1.32 Lot access and conceptual driveway configurations to lots 3, 4, 7, 8, 11, 12, 14 and 15 shall be generally as per Document 4, "363 Smyth Road, Composite Plan, Drawing No. 1", prepared by FoTenn Consultants Inc., dated January 14, 2000 and Document 5, "363 Smyth Road, Ottawa, Streetscape Approach", prepared by James A. Colizza Architect Inc and FoTenn Consultants Inc. Prior to the issuance of a Building Permit for each of these lots a lot development plan, generally in keeping with Document 4 and Document 5 noted above, shall be submitted to the City, to the satisfaction of the Chief Building Official, illustrating on-site turn-around capacity to ensure the ability to exit the lot in a forward direction.
- 1.33 The Owner shall convey to the City, at no cost to the City, immediately after registration of the Subdivision Agreement, 30 centimetre reserves as shown on Document 3, the proposed Draft Plan of Subdivision, to limit and control all vehicular access to lots 1 to 15.

## 2. FINANCIAL SECURITY FOR SUBDIVISION APPROVAL

### Financial Securities

- 2.1 Financial security for the amount of 100 percent, or at the applicable rate commensurate with the City of Ottawa Subdivision Policy, of the actions and works required in Recommendations 1.1, 1.9, 1.15, 1.20, 1.21, 1.24, 1.28, and 1.30 shall be filed by the Owner with the City Solicitor prior to the execution of the subdivision agreement by the Corporation.
- 2.2 The detailed design and financial securities necessary to fulfil the streetscape landscaping for proposed Blocks 19, 21, 22, 23, and 25 shall be determined through the Site Plan Control approval process, where applicable.

## 3. AGREEMENT FOR SUBDIVISION APPROVAL

- 3.1 The Owner shall sign a subdivision agreement with the City of Ottawa with respect to all matters contained in Conditions 1 and 2 above.

**CONSULTATION DETAILS**

Document 2

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with the Early Notification Procedure P&D/PPP/N&C#7 approved by City Council for Subdivision applications.

PUBLIC INPUT

## Faircrest Heights Community Association Comments

The Faircrest Heights Community Association (FHCA) cited the following summarized concerns about the proposed development in a response dated May 14, 1999 and at a public meeting held on September 16, 1999:

1. The zoning and subdivision applications are premature until further study is done.
2. The FHCA is anxious to see housing on Block 3 of the Alta Vista /Smyth Road Planning Study (AVSRPS) as quickly as possible.
3. The applicant proposes a noise barrier along Smyth Road of only 2.5 metres as compared to the recommended height of 3.5 metres. How will this height work and how will Regional guidelines for acceptable noise levels in outdoor living areas be satisfied? The CHEO heli-pad must be relocated before there is any new residential zoning or development due to excessive noise and vibration, especially at night, that greatly disturbs existing residents and would have detrimental effects on future residents. All levels of government should work at establishing standards for helicopter noise. The landing pad should be relocated along the hospital ring road to the east and south of the Eye Institute before any new homes are occupied. Based on the application of N. R. C. noise research, the noise level from helicopters using the CHEO heli-pad, should be considered in conjunction with the Provincial Policy Statement for facilities like airports.
4. The AVSRPS anticipated development of block 6 of the study in 5 to 10 years when the issues of new roads, traffic, transit and sewers had been resolved.
5. The proposal does not fulfil the intent of the AVSRPS for the implementation actions and guidelines for block 3 of that study as follows:
  - a. policy 6.10 was amended to indicate that helicopter noise may result in restrictions to landuse and/or building siting or construction. Tree height restrictions within 1000 feet (305 m.) of helicopter pads will limit tree planting in the proposed development.
  - b. there should be a new east-west road linking the National Defence Medical Centre (NDMC) road and the Ottawa Health Sciences Centre ring-road

- c. the intersection of Smyth Road and the NDMC access road is to be upgraded and no additional accesses should be permitted onto Smyth Road. Air pollution from Smyth Road and cut-through traffic are major concerns. The Alta Vista Parkway is the only solution to peak hour traffic.
  - d. developers of AVSRS blocks 3 and 6 are to be responsible for improvement costs and a park. The park should be at least 10% of the area of the property if AVSRS blocks 3 and 6 area both to be rezoned, in keeping with the 1994 Alta Vista Visioning Study. Proposed park block 24 is inadequate, just 1.1% of the property, and cash-in-lieu of parkland is opposed. The area of AVSRPS blocks 3 and 6 should be used in calculating the park requirement. Providing 10% parkland would also help solve the problem of too many units in the development.
  - e. new housing is to be of human scale; sensitive and improving the area
  - f. new residential area should include a road separating it from NDMC which is tree lined and aligned to focus views on the CHEO entrance
  - g. buildings along Smyth Road should be oriented to the road with entrances facing south; proposed Street #2 should only be used for rear yard and garage parking access
  - h. block 3 is to have a maximum of 200 units, the proposal by Canada Lands calls for about 240 units, by suggesting that a unit in a seniors' residence is less than a normal dwelling. This is unacceptable because it is proven that with staff etc. a senior's unit has a higher demand on water and sewer systems than a normal residence.
6. All new single dwelling lots should be a minimum of 7200 square feet (669 sq. m.) as per the R1 standard in Faircrest Heights.
  7. Regional and City Official Plan Amendments are needed and cannot be completed until the NDMC access road becomes public and the road improvements as per #8 below are completed
  8. The NDMC access road should be realigned leading to Alta Vista Drive and the intersection improved, and as the developer of block 6 (AVSRPS) the applicant is responsible for the intersection costs estimated at \$170,000.00.
  9. Proposed rezoning of block 6 (AVSRPS) ignores the requirement in the study for access to Alta Vista Drive in Phase 2 implementation and other Phase 2 upgrading requirements totalling \$2,260,000.00. The availability of the NDMC access road as vehicular link from the subject property to Alta Vista Drive must be clarified for the purpose of traffic analysis and to allow for construction traffic. Did the traffic analysis assume there will be a new traffic signal at the intersection of Fairbanks Road and Smyth Road? Given the Region's reduced standards for acceptable intersection operation, care should be taken to avoid grid-lock along Smyth Road.
  10. Access to proposed Block 24 should be from the hospital's ring-road not from Smyth



Road. If there is a new access to Smyth Road here will it be signalized.

11. Sanitary and storm sewers, and water services should be improved.
12. Map 3 in the AVSRPS shows a two storey office building and the applicant's proposal shows four storeys. The size of the proposed office building is unrealistic given the amount of parking proposed and the existing parking problems in the area, which are caused by the hospitals. Compliance with the City's zoning bylaw is irrelevant, because its parking requirements are too low.
13. The proposed cash-in-lieu of storm water management and the physical methods of stormwater management are unacceptable, especially the "surface wet pond" which is considered to be an "open sewer". What would be the impact on the community of the proposed roof and foundation drain elimination project?
14. The NOSS objectives pertaining to proposed Block 19 will be unattainable under the current development proposal, especially the inadequacy of the assumed parking need, which will put pressure on making use of the woods for parking.

#### Public Comments

Comments received from the public cited concerns regarding the following summarized issues:

1. It is premature to proceed with the proposed development without including the NDMC site as part of an overall plan; this will hamper future development; there are too many problems to proceed with the development, there needs to be more discussion. The project should be delayed until all effects on the neighbourhood are known. There should be no more discussion on this project until after the decision on municipal government restructuring. Hospital development should be frozen, including leased parking until all issues are resolved.
2. Smyth Road is over loaded now and the traffic moves too high of a speed. Photo radar should be used to control Smyth Road traffic. Turning onto Smyth Road at rush-hour is often impossible. The Smyth Road /Alta Vista Drive intersection is now dangerous. The Alta Vista Parkway or an east-west road should be built across the area to provide a link to Alta Vista Drive or to Riverside Drive and Industrial Avenue. Even if the Alta Vista Parkway is built there is no guarantee of access to the hospitals or the local community; it could be controlled access. There should be a study on the effects on Smyth Road traffic. Smyth Road should not be widened. Smyth Road should be reduced to two lanes with the woods along the north forming a wooded boulevard and three lanes added parallel to the north to serve the hospitals; the wooded boulevard could be a memorial to the veterans. The hospital road should be widened parallel to Smyth Road and extended to the NDMC access road. Without a study, traffic signals

along Smyth Road are a problem not a solution. Traffic signals along Smyth Road should be right at Fairbanks Avenue. Any new intersections along Smyth Road are unacceptable; the NDMC access road should be the only access to the property. The road from blocks 24 and 25 should go onto the CHEO road not onto Smyth Road such as opposite to Broadmoor Avenue where it will add to existing traffic problems. Construction traffic for the project should be diverted away from Smyth Road. Trucks should be prohibited along Smyth Road, it wasn't always a truck route. Access via the hospital ring road is unacceptable.

3. Do not want Alta Vista Drive to become another Smyth Road with a new road connecting to the hospital parking.
4. Smyth Road traffic causes a substantial noise and air pollution problem; it is difficult to sleep, windows can not be opened and it is impossible to sell a house along Smyth Road. No sound walls should be built along Smyth Road; the land use should be changed or berms should be built because walls will deflect the noise back to the neighbours on the south side of the road. If there is a sound barrier it should be north of the trees. There is no proof that sound attenuation barriers work. More signalized intersections will increase bus noise.
5. The air-ambulance helicopter creates a noise problem and the landing pad should be moved to NDMC or on top of a parking structure. Decibel levels of 103 and above have been recorded from helicopters in the Smyth Road area. Warning clauses regarding helicopters on future agreements of purchase and sale are inadequate to deal with the problem.
6. Smyth Road power lines are a safety hazard and should be buried.
7. A school should be added to this property; the existing schools are over capacity and portables are unacceptable.
8. This proposal along with others will put too much strain on community services.
9. The proposal is not in keeping with the existing suburban community.
10. The residential area has sufficient commercial space nearby. There should be no new commercial space. Commercial space will fail in the proposed office building.
11. There should be a study of the pond, which is located on the south side of Smyth Road to find out if the ecology will be destroyed and the water level reduced. The pond is a unique feature and must be saved and the natural water level protected.
12. There needs to be more green space because the area is heavily populated. The park-like areas of the Rideau Veterans' site should be saved and the woods around the creek,

which should be a community park. This would help the hospital environment. The proposed park will not serve the existing residents. Saving the trees is a good idea, including on proposed Block 28 where development should be north of the trees; the NDMC trees should also be saved. The lilacs on the Rideau Veterans' site are also important. The running and walking areas should be kept, there is little parkland in the area, it should all be park. The community sees the parkland issue as the loss of a large parcel of open space in the development site - all owned by the crown. Previous development in the area did not provide parkland and this is the time for the community to get dedicated parkland. What is proposed as parkland in the development is only a fraction of what should have been provided over the years of development of the hospitals, NDMC, Perly Hospital etc.

13. Are the number of units going to cause sewer capacity problems and who will pay for needed sewer upgrades?
14. The proposed required parking ratio is inadequate; it should be 4/1000. If there is not more parking the new area will suffer from the same overflow parking problems as the existing neighbourhood.
15. The size of the new houses must match current community trends. The aesthetics along Smyth Road must satisfy the existing community. The single units along Smyth Road should have front doors facing Smyth Road with rear lane parking and garage access, if the lots are reversed on Smyth the new area will be disconnected from the existing.
16. The new single, townhouse, and other proposed dwellings should be the same value and appearance on both sides of Smyth Road. How many townhouses will there be? A development of lower density quality homes can be justified. Housing on the property is OK, traffic is the problem. The R5 zone is needed to encourage seniors housing, even if it means cheap walk-up apartments may get built. The developer should provide some form of "understanding" to guarantee that only a seniors project will be built on the easterly block.
17. Canada Lands Corporation is owned by the people so the cost of the buying or selling any of the land should be made public. Are there any planned or existing tenders ready to go on this property?
18. The development must not exceed the 200 unit limit and the only compromise can be for seniors residents or convalescent use at a ratio of 1.5:1. The R1 residential lots should not exceed R1D density. The R3, R5 and I zones should have three storey height limits. Minimum lot sizes should be 7500 square feet (697 sq. m.) with a minimum width along Smyth Road of 90 feet (27.5 m.). What will be the density of development and how does it compare to surrounding communities such as Faircrest Heights or Elmvale Acres?

19. The R5 zone should be related to seniors housing only. There should be a guarantee that blocks 24 and 25 will be seniors housing only.
20. How will future owners (developers) interpret the Zoning By-law?
21. Will building on shale effect existing houses. In the past blasting for construction and the use of heavy equipment broke china etc.
22. There must be a plaque to commemorate the veterans on the site; the Royal Canadian Legion and the Korean War Veterans' Association should be consulted on this. There should be more parkland to commemorate the veterans.
23. Development will impinge on future hospital expansion. The "medical Park" should be kept for medical purposes; the old buildings should be demolished and grass planted until the area is needed for medical use.
24. There is more concern for the quality of life of future residents than for existing people living in the neighbourhood.

#### Response to the Faircrest Heights Community Association Comments

1. The zoning and subdivision applications are not considered premature. The Alta Vista /Smyth Road Planning Study (AVSRPS) which covered the entire area was approved by City Council on November 6, 1996, and the applicant submitted seven technical and planning studies in support of the applications. The proposed subdivision is in keeping with the AVSRPS.
2. Agreed.
3. The Regional Municipality of Ottawa-Carleton has jurisdiction over the height of noise barriers and after due consideration has accepted a noise barrier along Smyth Road of 2.5 metres. The location of the CHEO heli-pad is not within the subject property and therefore cannot be addressed as part of this application. Recommendation 1.11a. is intended to address the sound attenuation needs for dealing with the noise associated with emergency helicopter flights. The Provincial Policy Statement 1.1.3 is clearly intended to address future or existing airports with NEF/NEP mapping and does not pertain to the CHEO air ambulance heli-pad. Policy 1.1.3 states: "Long term prosperity will be supported by: g) planning so that major facilities (such as airports, transportation corridors, sewage treatment facilities, waste management systems, industries and aggregate activities) and *sensitive land uses* are appropriately designed, buffered and/or separated from each other to prevent *adverse effects* from odour, noise and other contaminants."
4. It is the Department's position that all issues of new roads, traffic, transit and sewers

generated by the subject development proposal have been resolved, or addressed by the proposed conditions of approval.

5. a) Helicopter noise is addressed in 3 above. It is agreed that tree height restrictions within 1000 feet (305 m.) of helicopter pads will place some limits on tree planting in the proposed development. However, planting of a wide variety of trees with low to moderate height potential will be acceptable within the restricted area.
- b) The conceptual new east-west road proposal in the AVSRPS for linking the National Defence Medical Centre (NDMC) road and the Ottawa Health Sciences Centre ring-road along the northerly edge of the subject property was intended to serve a series of apartment buildings, but is not considered necessary nor appropriate to serve the proposed single and townhouse dwelling proposal under consideration.
- c) The intersection of Smyth Road and the NDMC access road is to be upgraded as per the recommendation 1.19. Other access onto Smyth Road will be limited to four driveways serving eight single dwelling units. Residential intensification can help reduce the level of air pollution caused by suburban growth and the increased use of personal vehicles. The proposed development is expected to have negligible effects on cut-through traffic. The Alta Vista Parkway is not part of this application and is a Regional concern.
- d) As per the requirements of the recommendations of this report, the developers of the subject property are responsible for improvement costs and a contribution to the future park as per the AVSRPS. The area of the park land will be determined in the future when applications for other parts (NDMC area) of AVSRPS blocks 3 and 6 are considered. Proposed block 24 is to be conveyed as a memorial site, and is not part of the proposed park contribution. Cash-in-lieu of parkland is considered appropriate to help fulfill the intent of AVSRPS for park land. The number of units in the development will be controlled by the proposed zoning and limited to the equivalent of 200 units as per the AVSRPS.
- e) The proposed zoning will limit the height of the new housing to the standard maximum of 8.0 metres for single dwellings in this area of the city and 12.5 metres for other uses, which addresses the concept of human scale. Site Plan Control Approval for the future townhouse developments will also provide an opportunity to address human scale and the sensitivity of development.
- f) Please see response 5.b. above.
- g) Half of the buildings along Smyth Road will be oriented to the road with entrances facing south and proposed Street #2 will be used for rear yard access to these units.
- h) The proposed zoning limits the subject proposal to having a maximum considered to be the equivalent of 200 dwelling units, with rooms in a senior citizens residence counting as half a unit. With staff, etc., a senior's unit is not considered to generate a higher demand on water and sewer systems than a normal residence. The per capita water and sewer use of a seniors' residence is

considered to be about the same as an average residential area, and the average household size in the City is about 2.2 persons per unit and in Alta Vista the average is about 2.5 per unit.

6. The proposed single dwelling area is to be zoned R1G with a minimum lot area of 464 square metres, however the average size of the proposed lots is about 575 square metres.
7. No Regional and City Official Plan Amendments are needed for the proposed development to proceed.
8. As a result of this application there is no need or obligation to realign the NDMC access road leading to Alta Vista Drive nor to improve the intersection. There are two segments to block 6 in the AVSRPS, a southern part, which is involved in this application and a northern part, which is where the Alta Vista Drive intersection is located and is not part of the land owned by the applicant.
9. Please see response 8 above. The applicant has a right of access over the NDMC access road to Alta Vista Drive which will allow for construction traffic. A new traffic signal will be required at the intersection of proposed Street No. 1 and Smyth Road, but not at the intersection of Fairbanks Road and Smyth Road.
10. The hospitals have agreed in principle to allow access to proposed Block 24 from the hospital's ring-road, which has signalized access to Smyth Road. The Region has control over private approaches to Smyth Road.
11. Sanitary sewer facilities in the area have been recently improved and there are no storm sewer nor water capacity problems anticipated in order to serve the property.
12. Both Map 3 in the AVSRPS showing a two-storey office building and the applicant's proposal showing four storeys are conceptual illustrations. The AVSRPS calls for a three-to four-storey building height limit. There is no specific office building proposed as part of the current subdivision and zoning amendment proposals, and the parking standards of the City's zoning bylaw are minimum requirements recently reviewed as part of the comprehensive review that supported the new zoning by-law. Experience with developments such as the Ottawa Business Park has demonstrated that developers of suburban office projects will provide the parking they need whether or not it exceeds minimum zoning by-law requirements.
13. The proposed cash-in-lieu of storm water management and the physical methods of stormwater management such as retention ponds are accepted approaches to stormwater management needs throughout much of the City. Stormwater is not considered to be "sewage". The roof and foundation drain elimination project is an ongoing program run by the City on a voluntary basis to promote the disconnecting of roof and foundation drains from sanitary sewer lines.

14. The NOSS objectives pertaining to the property will be realized through the creation of proposed Block 27 on the revised subdivision plan and the proposed implementation of an ES, Environmentally Sensitive Area Zone to that block. Proposed Block 27 includes all the “woods” area and parking will not be permitted in the ES1 zone.

#### Response to Public Comments

1. The AVSRPS, approved by City Council on November 6, 1996 established planning guidelines for the larger area, including the NDMC site as part of an overall plan. The proposed subdivision is in keeping with the AVSRPS. There have been numerous discussions on this proposed development. Possible effects on the neighbourhood have been given significant consideration and have been addressed through revisions to the proposed draft plan and conditions for approval. Hospital development is not part of this application, and municipal restructuring has no role in this application.
2. Smyth Road is a Regional road with most intersections adjacent to the subject property functioning at level of service “B”, the exception being one at level “A”, indicating that by regional standards they are functioning at very acceptable levels. Right-of-way width and design, access, and traffic control on Smyth Road are Regional responsibilities. The Alta Vista Parkway is a proposed Regional road. A study and subsequent discussions regarding the effects on Smyth Road traffic indicates that traffic signals and a north-bound left turn lane will be required at the intersection of Smyth Road and the NDMC access road. This application does not pertain to any part of the hospitals’ area or roads. No new intersections are proposed along Smyth Road as part of this application. There is approval in principal for access from proposed Block 25 onto the CHEO road. Construction traffic for the project will be allowed to use Alta Vista Road between Smyth Road and the NDMC access road.
3. The AVSRPS supports a future access road link between Alta Vista Drive and Smyth Road across the NDMC lands.
4. It is acknowledged that major Regional roads generate noise and air pollution. The revised proposal includes seven units requiring sound attenuation barriers and eight that do not along Smyth Road as per Regional requirements. The Smyth Road streetscape plan also includes saving numerous existing trees and shrubs plus additional planting. More signalized intersections may cause a minor, localized increase in bus noise.
5. The location of the CHEO heli-pad is not within the subject property and therefore cannot be addressed as part of this application. Special Conditions 1.4 m. and 1.11a. are intended to address the sound attenuation needs for dealing with the noise associated with emergency helicopter flights. Decibel levels of 103 are not representative of normal emergency helicopter movements, actual levels anticipated over the property are between 77dBA and 97dBA lasting for five to ten seconds and occurring between five to twenty times a month.

6. Smyth Road power lines are the responsibility of the utility agencies or companies that own them.
7. No school board authorities have indicated a need for a school at this location, nor was a school proposed in the AVSRPS.
8. A proposal for a maximum of 200 units will have only a minor effect on community services.
9. The proposal is in keeping with the AVSRPS and Official Plan Amendment 22, which establish the planning and land use principles to guide development of this area.
10. The zoning proposed for Block 19 is I2B, which is consistent with the zoning of adjacent properties facing Alta Vista Drive and varies in terms of uses with the existing I2[316] F(1.5) zoning only through the addition of a pharmacy as a permitted use if it is at grade in a building containing a medical facility. Other commercial uses permitted in the existing and proposed zoning are limited to 10% of the gross floor area of a permitted use and are to be located such that they are not visible from a public street. These types of commercial uses are intended to serve the needs of the employees and clients of the primary I2 uses, rather than the surrounding community.
11. A study has been undertaken indicating that the proposed development will have no affect on the pond on the south side of Smyth Road.
12. The proposed parkland to serve the area will be consistent with the AVSRPS, as approved by City Council, which is to be about two hectares located on the NDMC lands to the north when these lands are considered for development. The subject development will provide cash-in-lieu of parkland, on a deferred basis of up to five years, to be used for provision of the larger park facility in the future. Block 25 will be set aside in public ownership as a memorial site in recognition of the of the former resident veterans and will provide for the protection of significant oak trees on the property. Block 27 will be zoned ES1 Environmentally Sensitive Area and will thus save and protect the westerly woods and creek area. Much of the vegetation along the south edge of the property will be retained, and may include some lilac shrubs as per attached Document 5. The area of the proposed future park, including some of the running and walking areas on the NDMC site, is used by residents now and this activity is not anticipated to change in the future. Previous development in the area developed in an institutional park-like manner but was not required to provide formally dedicated parkland at the time of development. The parkland that would be owing if the hospitals and NDMC were to be developing today would be approximately two hectares and would likely be required as cash-in-lieu of parkland. The proposed future park as per the AVSRPS is also about two hectares.
13. The number of proposed units will not cause sewer capacity problems and the applicant



will pay for any needed sewer upgrades.

14. The parking standards of the City's zoning bylaw are minimum requirements recently reviewed as part of the comprehensive review that supported the new zoning by-law. Experience with developments such as the Ottawa Business Park has demonstrated that developers of suburban office projects will provide the parking they need whether or not it exceeds minimum zoning by-law requirements.
15. The size of the new houses is not controlled by the City. Special Condition 1.11 b. is intended to help address the concern for aesthetics along Smyth Road. Half of the buildings along Smyth Road will be oriented to the road with entrances facing south and the side facing proposed Street #2 will function as the rear yard access for these units.
16. The city has no control over the value and appearance of new single, townhouse, and other proposed dwellings. The proposed zoning will allow for up to 183 town houses. The proposed R1G zone allows for a development of lower density homes. See response 2 above regarding traffic issues. The proposed R5 zones allow for retirement homes and apartments. The applicant has indicated in a letter of November 26, 1999, that they will not market proposed Block 25 for any other use other than seniors project for a period of two years from the approval of the Draft Plan of Subdivision.
17. The cost of the purchase or sale of the land is not germane to the subject planning applications. Staff are unaware of "any planned or existing tenders ready to go on this property".
18. The proposed zoning limits the subject proposal to having a maximum considered to be the equivalent of 200 dwelling units, with rooms in a senior citizens residence counting as half a unit. With staff, etc., a senior's unit is not considered to generate a higher demand on water and sewer systems than a normal residence. The average household size in the City is about 2.2 persons per unit and in the Alta Vista the average is about 2.5 per unit. The proposed single dwelling area is to be zoned R1G with a minimum lot width of 15.0 metres and a minimum lot area of 464 square metres, however the average size of the proposed lots is about 555 square metres with an average width along Smyth Road of about 18.9 metres. The minimum lot area for an R1G lot is 464 square metres whereas the R1D minimum lot area is 557 square metres. The R3 and R5 zones will have a 10.7 metre height limit, and the I zone height limit will be 11.0 metres. The maximum gross residential density will be approximately 27 units per hectare, reflecting a medium density development potential. The density in the surrounding communities such as Faircrest Heights or Elmvale Acres reflects the low density suburban expansion of the 1950's and 1960's.
19. See response 16 above.
20. It is the City's mandate to interpret the Zoning By-law, not future developers.

21. Preliminary geotechnical studies show no potential for effects on existing houses from building on shale and the applicant's geotechnical engineer has indicated that no such problems are anticipated. Condition 1.6 addresses the need to take precautions to avert the possible effects of blasting for construction.
22. Block 25 will be set aside in public ownership as a memorial site in recognition of the former resident veterans and will provide for the protection of significant oak trees on the property. There will be a plaque to commemorate the veterans on the site; and it is agreed that the Royal Canadian Legion and the Korean War Veterans' Association should be consulted on this.
23. Development of the subject property will not impinge on future hospital expansion.
24. The revisions to the proposed development to provide for some homes to face Smyth Road, studies on the effect on the existing pond on the south side of Smyth Road, protection of the westerly woods, and setting aside monies for a future central park on the adjacent lands help address the quality of life of existing residents living in the neighbourhood.

#### **APPLICATION PROCESS TIMELINE STATUS**

The application, which was submitted on March 5, 1999, was subject to a project management timeline, as recommended by the "A Better Way Task Force", and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was not undertaken as Early Notification had already been completed prior to the implementation of Pre-consultation and Mandatory Information Exchange procedures on April 20, 1999.

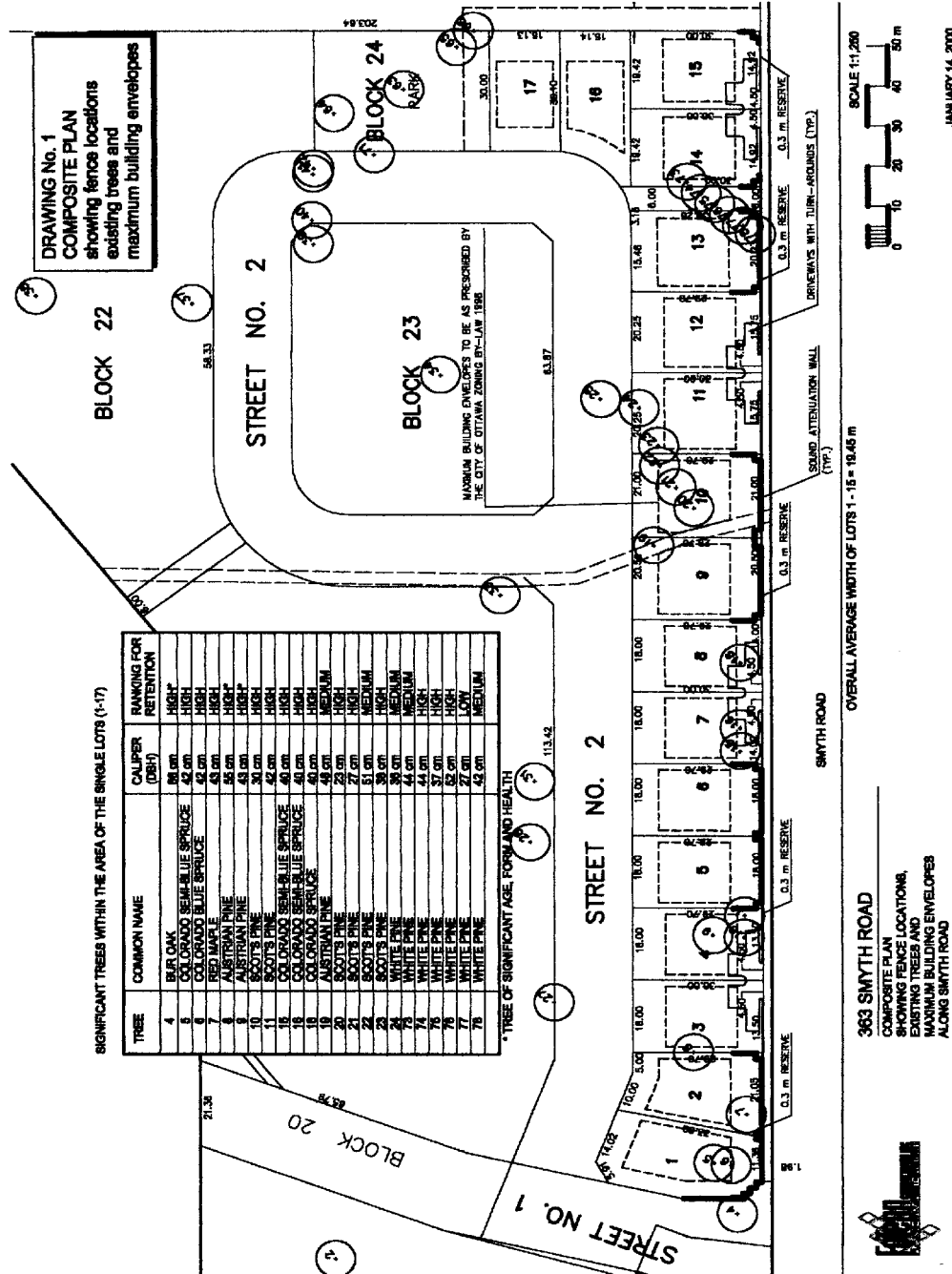
This application was not processed according to the maximum 129 calendar days timeframe established for the processing of subdivision applications to allow for additional public consultation opportunities.

#### **INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES**

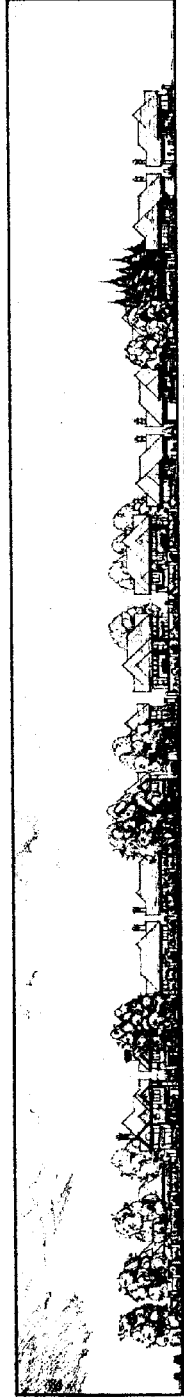
##### COUNCILLOR'S COMMENTS

Councillor Allan Higdon indicated that he is aware of the application and the comments submitted by the Faircrest Heights Community Association.





363 SMYTH ROAD, OTTAWA

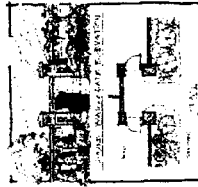


SMYTH ROAD NORTH STREETScape

DECEMBER 9, 1999



WALLSCAPE VIEW



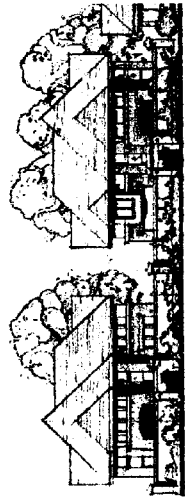
WALL & GATE VIEWS



TYPICAL CROSS SECTION VIEW



WALKWAY VIEW



HOMES BACKING ONTO SMYTH ROAD



HOMES FACING SMYTH ROAD (showing walkway)



JAMES A. COLIZZA  
ARCHITECT INC.

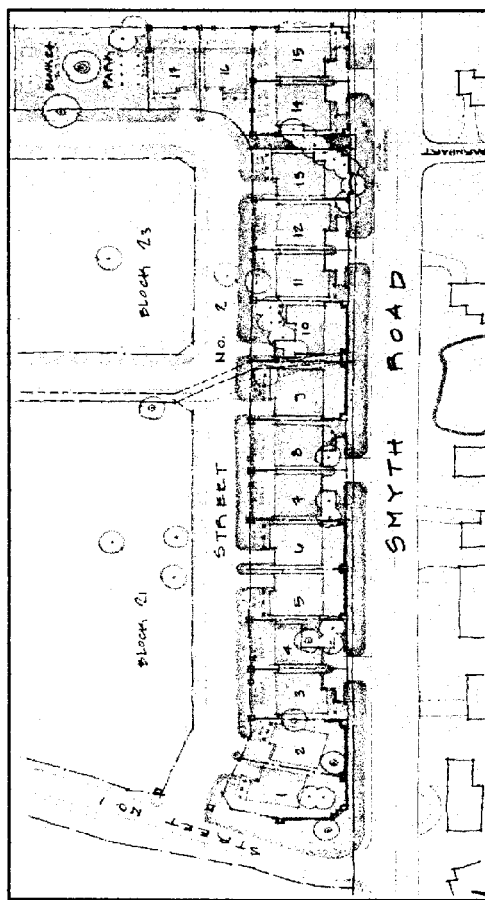
363 SMYTH ROAD, OTTAWA



# STREETSCAPE APPROACH

## OBSERVATIONS

- SMYTH ROAD STREETSCAPE IS A RHYTHM OF DECORATIVE SOUND ATTENUATION WALLS & HOUSES
- "SHARED" DRIVEWAYS & TURNING AREAS TO LIMIT SMYTH ROAD VEHICULAR ACCESSES
- FOUR ENTRY POINTS ONTO SMYTH ROAD AS COMPARED WITH FIVE ENTRY POINTS ONTO SOUTH SIDE OF SMYTH
- WALKWAY LOCATION RELATED TO TREE STAND, PARK, EXISTING BUS SHELTER AND OPPOSITE BARNHART PLACE
- PLACEMENT OF LOTS AND SOUND ATTENUATION FEATURES ENSURE MOST SIGNIFICANT TREES ARE RETAINED
- NATURAL GAS EASEMENT RECONFIGURED
- SOUND WALL SHOULD BE DESIGNED RE:
  - COLOUR
  - TEXTURE
  - DETAILS AT EDGES
  - REVEALS
  - MATERIAL
  - OPENINGS
  - VEGETATION
  - HEIGHT



JAMES A. COLIZZA ARCHITECT INC.

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January 17, 2000

ACS1999-PW-PLN-0177  
(File: OSP1999/047)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT5 - Bruyère-Strathcona

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

Action/Exécution

#### **4. Site Plan Control - 770 King Edward Avenue Plan d'emplacement - 770, avenue King Edward**

### **Recommendations**

1. That the Site Plan Control Application (OSP1999/047) be **APPROVED**, as detailed in Document 1, and as shown on the following plans:

**“Site Plan, School of Information Technology and Engineering, S. I. T.E. - University of Ottawa”**, Drawing Number PC-1, prepared by IKOY, revised to January 13, 2000, and dated as received by the City of Ottawa on January 14, 2000.

**“Landscape Planting, School of Information Technology and Engineering, S. I. T.E. - University of Ottawa”**, Drawing Number L-2, prepared by Corush Sunderland and Wright, Landscape Architects, and dated as received by the City of Ottawa on January 14, 2000.

2. That the Site Plan Control approval shall not come into effect until such time as the Cash-in-Lieu of Parking application has been approved and Agreement-in-Lieu of Parking has been signed.



January 20, 2000 (7:31a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



January 20, 2000 (1:09p)

Approved by  
John S. Burke  
Chief Administrative Officer


GH:gh

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



## Financial Comment

Subject to Planning and Economic Development Committee approval, the required financial security will be retained by the City Treasurer until advised that all conditions have been met and the security is to be released. Tree compensation will be credited to the Department of Urban Planning and Public Works account 0810038 -8311.

  
January 19, 2000 (2:57p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

This application is to construct a new University of Ottawa School of Information Technology and Engineering (S.I.T.E.) building. It will be dedicated to the study, research, and teaching of information technology. The site is located at the northwest corner of King Edward Avenue and Mann Avenue and abuts the Transitway to the west. The property is currently vacant land.

The building will be six storeys (24.5 metres) in height and contain 17 334 square metres of gross floor area. The lowest floor (Level 0) will address King Edward Avenue and will be constructed at approximately 1metre above the street grade. An outdoor plaza is proposed on the east side of the building along with a main pedestrian entrance to the building. Uses on Level 0 will include student lecture theatres, teaching labs, and ancillary support space for students.

The project will have two connections to the adjoining Colonel By Building to the north at Level 1, which is the main floor. A weather-protected link is proposed at the southern stairwell of the Colonel By Building and a second open-air bridge will link the project to a proposed student rally courtyard on the east side of the Colonel By Building. A second outdoor student plaza is proposed along the southwest edge of Level 1 which will be approximately 1metre above the grade of the adjacent Transitway. This outdoor plaza will provide seating areas which will be accessible to the food services concessions on Level 1.

Additional uses on Level 1 include the main administrative area for the building, along with the provision of space for shared faculty resources. Level 2 will provide student research labs and teaching labs with support space. Levels 3 and 4 will accommodate research labs with graduate student workstation space. Level 5 will accommodate faculty offices, graduate workstations, and a small food services area.

It is anticipated that the new facility could accommodate approximately 45 new professors and up to 500 new students.

A minor variance application was approved by the Committee on December 10, 1999, and there were no appeals.

A Cash-in-Lieu of parking application was submitted and approved by the Director of Planning on December 22, 1999, in accordance with Section 16.6 of Official Plan Amendment #23.

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

- the proposal represents good and orderly development,
- The University of Ottawa campus is designated "Major Institutional Area" in the Official Plan. The proposal conforms with policies in the Plan that address adequate parking to meet the demand, minimizing the amount of spill-over parking on adjacent local streets, adequate design of the internal traffic circulation plan such that traffic is diverted, wherever possible, to major collector roads serving the institution, the provision of adequate landscaping, and the provision of an appropriate building profile, massing, and design that acts as a transition between the institution and adjacent residential uses.
- The project will create a demand for 105 parking spaces which will not be provided on site, but elsewhere on the campus.
- A parking and demand study demonstrated no adverse impact will result in terms of spill-over of University parking on adjacent areas.
- Consideration has been made to ensure that the building is accessible to the handicapped. Handicapped parking will occur in the existing parking lot near the Colonel By Building and will be increased to provide additional spaces for this new building, if required.
- There is a proposed weather-protected pedestrian/service linkage linkage to the existing Colonel By Building. This will facilitate movement between the existing and the proposed engineering buildings.
- A open-air bridge linking a plaza to the main entrance provides for a second alternative access to the building from the ground level of the Colonel By Building.
- Given the anticipated high volumes of pedestrian traffic to this facility a large portion of the landscaping will consist of a hard-surface treatment in the form of plazas. Two plazas are proposed. The plaza adjacent to King Edward Avenue contains a study court

with 20 canopy trees planted in raised planter boxes with study tables, and a paving surface of macadam pavers. The other outdoor plaza functions as a pedestrian link between King Edward Avenue and the Transitway corridor and will provide additional seating areas which will be accessible to the food services concessions on Level 1. Soft landscaping on site will consist of pockets of coniferous planting along King Edward Avenue and deciduous and coniferous planting adjacent to the Transitway.

- The major servicing area will be via the Colonel By Building, however, there will be a service entrance for small trucks located at the southwest side of the building adjacent to the Transitway.
- The site plan provides for 50 cycle spaces near the building entrances.

### **Economic Impact Statement**

The construction of this facility will have long-term economic impacts for Ottawa. While these cannot be fully quantified at this time, the actual construction of this new building will attract an estimated \$12.0 million of investment in construction activity. This activity will generate 267 direct and indirect person year jobs during construction and an indeterminate number of permanent new jobs in the years after construction is complete. The City will earn no new property tax revenue from this development.

## FISCAL/ECONOMIC IMPACT STATEMENT

		770 King Edward Ave	Est Investment:\$12,127,906
CITY COSTS:	2000	2001-2009*	
Extraordinary Costs	\$0	\$0	
Admin & Services	\$252	\$1,539	
Inspection & Control	\$302	\$1,845	
Roadways, parking	\$2,870	\$17,563	
Garbage & Storm Sewer Maint.	\$265	\$1,623	
Social & Family Services	\$58	\$358	
Rec & Culture	\$566	\$3,462	
Planning & Development	\$228	\$1,398	
	Sub-total	\$4,541	\$27,788
<b>CITY REVENUES:</b>			
Property Tax	\$0	\$0	
Building Permit	\$109,709	\$0	
Tax from Indirect Impacts	\$7,924	\$48,490	
License/Permit	\$1,279	\$7,828	
	Sub-total	\$118,913	\$56,318
	<b>NET TO CITY</b>	<b>\$114,372</b>	<b>\$28,530</b>
<b>EMPLOYMENT</b>			
New Jobs (excl. construction)	-	-	
Net New Jobs (construction) **	0	97	
New Jobs (indirect/induced)	0	170	
	Total	0	267

\* 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 indicated that potential adverse environmental impact(s) were identified, but were acceptable due to built-in mitigation and monitoring.

## Consultation

One comment was received from Action Sandy Hill (ASH) which welcomes the proposal to construct a new University of Ottawa Information and Technology building.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner (University of Ottawa, 141 Louis Pasteur St., P.O. Box 450, Station A, Ottawa K1N 6N5, Attention: Cláudio Brun del Re), agent (Delcan Corporation, 2001 Thurston Drive, P.O. Box 8004, Ottawa, K1G 3H6, Attention: Ronald A. Clarke) and the Region of Ottawa Carleton, Development Approvals Division, of City's decision.

## List of Supporting Documentation

- Document 1 Supporting Documentation
- Document 2 Site Plan
- Document 3 Landscape Planting Plan
- Document 4 Municipal Environmental Evaluation Process Checklist (on file with the City Clerk)
- Document 5 Consultation Details

## Part II - Supporting Documentation

Document 1

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

#### **SPECIFIC CONDITIONS**

1. The University of Ottawa will be required to meet with the City regarding long-term servicing issues and written confirmation will be required that work has commenced on a Master Servicing Plan for the University of Ottawa campus. (Contact Dave Wright, 244-5300 ext. 3829 Engineering Branch)

#### **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, in accordance with the Canadian Nurseries Association, 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, 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)

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

The Owner(s) must provide compensation in the amount of \$2,354.88 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 two 25 cm Norway Maple Regional trees. (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

## **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 Region 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 2.16.2 - Release of Site Plan Control Agreement for Non-residential or Mixed Use 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 five years after 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**

### **SPECIFIC CONDITIONS**

- 1 The Owner(s) agrees to prepare and implement an erosion and sediment control plan to the satisfaction of the Commissioner of Urban Planning and Public Works, appropriate to site conditions, prior to undertaking any site alterations (filling, grading, removal of vegetation, etc.) and during all phases of site preparation and construction in accordance with the current Best Management Practices for Erosion and Sediment Control. (Contact Deborah Irwin, 244-5300, ext. 1-3000, Environmental Management Branch)

### **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 0.35, (if the uncontrolled stormwater runoff exceeds the requirement specified, an application to the Ministry of Energy and the Environment for stormwater management will be required);
- 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**

### **SPECIFIC CONDITIONS**

1. Prior to the issuance of any Occupancy Permit, the Owner(s) shall require that the site servicing contractor perform field tests for quality control of all sanitary sewers. Specifically the leakage testing shall be completed in accordance with OPSS 410.07.01.16 and 407.07.26. The field tests shall be performed in the presence of a certified professional engineer who shall submit a certified copy of the tests results to the satisfaction of the Director of Engineering Branch. (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)
2. The Owner(s) acknowledge and agrees to implement and monitor the approved Erosion and Sediment Control Plan during all phases of site preparation and construction to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Deborah Irwin, 244-5300, ext. 1-3000, Environmental Management Branch)

### **STANDARD CONDITIONS**

#### **STC 4.3 - Approval of Work on Municipal Property or Easements**

The Owner(s) must receive written approval from the Director of Engineering prior to any work commencing on City or Regional property or easements. A description of the proposed work along with twenty-four (24) copies of the plan illustrating the work must be submitted and will be circulated to all underground utilities for their comments, prior to any approval. (Contact Larry Lalonde, 244-5300, ext. 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 4.6 - Construction Materials on Public Road Allowances**

The Owner(s) must ensure that:

- i) construction vehicles are to be loaded and driven in such a manner so that the contents will not fall, spill or be deposited on any road that has been given preliminary or final acceptance for use during construction;
- ii) all spills, dirt, mud, stone or other transported material from the road must be removed at the end of each day;
- iii) the road is cleaned immediately should this material pose a hazard to vehicles or pedestrians, and in the event of a dispute, the Commissioner of Urban Planning and Public Works will be the judge of what constitutes a hazard. In the event the material is not removed as required, it may be removed by the City at the expense of the Owner(s). (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch and Neil Dillon, 244-5300, ext 1-3507, Building Code Services Division)

**STC 4.8 - Pumping of Liquids Into Sewers During Construction**

The Owner(s) in accordance with the Sewer By-law (By-law Number 163-73, as amended), must obtain authorization from the Commissioner of Urban Planning and Public Works prior to the pumping of any liquid or liquid with sediment into sanitary, storm or combined sewers during construction. Failure to obtain authorization may result in the owner(s) having to bear the full cost of removing all sediment and debris downstream from the construction site. (Contact Sewer Inspector, 798-8892, Operations Branch)

**STC 4.9 - Inspection of Service Connections**

The Owner(s) in accordance with the Sewer By-law (By-law Number 163-73, as amended), must contact the Department of Urban Planning and Public Works, Sewer Operations Inspections staff, to view the connection of deep services to municipal sewer lines. Compliance regarding service connections can only be determined if this inspection has been carried out. (Contact Sewer Inspector, 798-8892, Operations Branch)

**STC 4.15 - 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 4.16 - Requirement for Asphalt Overlay**

The Owner(s) must install an asphalt overlay over the total area of the public driving surface fronting the site, because of the number of road cuts required to provide utility services to the development, to the satisfaction of the Commissioner of Urban Planning and Public Works. All cost(s) are to be borne by the Owner(s). (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

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

The Owner(s) must provide the Department of Urban Planning and Public Works with "As Built" drawings of all private sewer systems, lot grading and drainage, prior to the issuance of a final occupancy permit. (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

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

1. A manhole located entirely on private property is required in each private sanitary and storm sewer connection to allow observation and sampling of the sewage and stormwater in accordance with the Regional Regulatory Code. (Contact Steve Dover, 560-6033, ext. 2661, ROC)

**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 may be eligible for release according to the City Council approved policy, at the cost of the Owner(s). (Contact Compliance Reports Section, 244-5300, ext. 1-3907, Planning Branch)

**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)

**STI 11 - ROC Jurisdiction**

King Edward Avenue and the Transitway are under the jurisdiction of the Region of Ottawa-Carleton.

**REGION OF OTTAWA-CARLETON****ENVIRONMENT****Water**

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

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

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

**Industrial Waste**

IW1 In accordance with the Regional Regulatory Code, the owner shall install and maintain in good repair in each connection a suitable manhole to allow observation and sampling of sewage and stormwater by the Region of Ottawa-Carleton. The manhole type and location shall be consistent with the requirements of the Regional Regulatory Code.

IW2 Any sanitary or storm drainage from the site must comply with the provision of Section 5.2 of the Regional Regulatory Code.

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 Inspector at 560-6086, extension 3326.

### **Stormwater Management**

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

### **Finance**

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

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

## **TRANSPORTATION**

### **General Transportation**

T25 The owner is advised that prior to undertaking any utility work under King Edward Avenue (Regional Road 99), a road cut permit must be obtained and that this will not be issued until the proposed utility work has been submitted to and reviewed by the Region.

## **ENVIRONMENT**

### **Water**

W1 Fire flow records indicate a flow of 2900 IGPM at 20 PSI from the hydrant located on King Edward Avenue. This test was performed in June 1998. This flow reflects system conditions on the test day; however, there are variations in flow and pressure depending on the time of day. The owner may be required to undertake an engineering analysis of the water supply certified by a professional engineer to ensure that the water supply meets municipal/regional standards.

W3 The owner shall submit drawings for approval prior to tendering and make application to the Regional Environment and Transportation Department for the water permit

prior to the commencement of construction.

W7 The owner shall satisfy the requirements of the Building Code with respect to hydrants(s).

### **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 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 program co-ordinated by the Region and area municipality within the area tributary to the affected Regional facility.

### **Solid Waste**

SW4 Waste collection and recycling collection will not be provided by the Region. The applicant should make appropriate arrangements with a private contractor for waste collection and recycling collection.

SW5 The owner should consult a private contractor regarding any access requirements for waste collection and/or recycling collection.

### **Additional comments due to close proximity to Transitway:**

- University of Ottawa, (U of O), are to be entirely responsible for the relocation of any utilities required for this project.
- All landscaping is to be located on U of O Property and all the maintenance of the landscaped areas will be the U of O's responsibility. (It should be noted that this is a harsh environment, and OC Transpo cannot be held responsible for any impacts that may result from their winter maintenance operations and/or Transitway operations, including salt spray, bus fumes, etc.).
- All the landscaping that may be required for this project will be the responsibility of the U of O.
- It is noted that the Region and OC Transpo are operating a Transitway in the transportation corridor adjacent to this site and their bus operations do produce a certain amount of noise, fumes and vibrations. This is an existing condition and the Region will not be responsible for or required to address any mitigation measures that may be considered at any time.

- The U of O will be entirely responsible for all operational and maintenance activities on all pedestrian and recreational connections, paths and areas located on their property, over which they will also have all responsibility, jurisdiction and liability.
- Construction activities must not impact Transitway operations.
- A pedestrian thoroughfare must be maintained at all times during construction.
- Any damage caused to the existing concrete sidewalk by construction activities must be repaired to the Region's satisfaction at the cost of U of O.
- The structural stability and integrity of the Transitway must be maintained and not compromised at any time by the construction of this project, and any protective/mitigation measures required for the Transitway during construction, including all required safety measures, are to be undertaken as required, to the satisfaction of the Region (any excavation protection measures that may be required adjacent to the Transitway corridor are to be submitted to the Region for their review and approval prior to construction).

### **OTTAWA HYDRO**

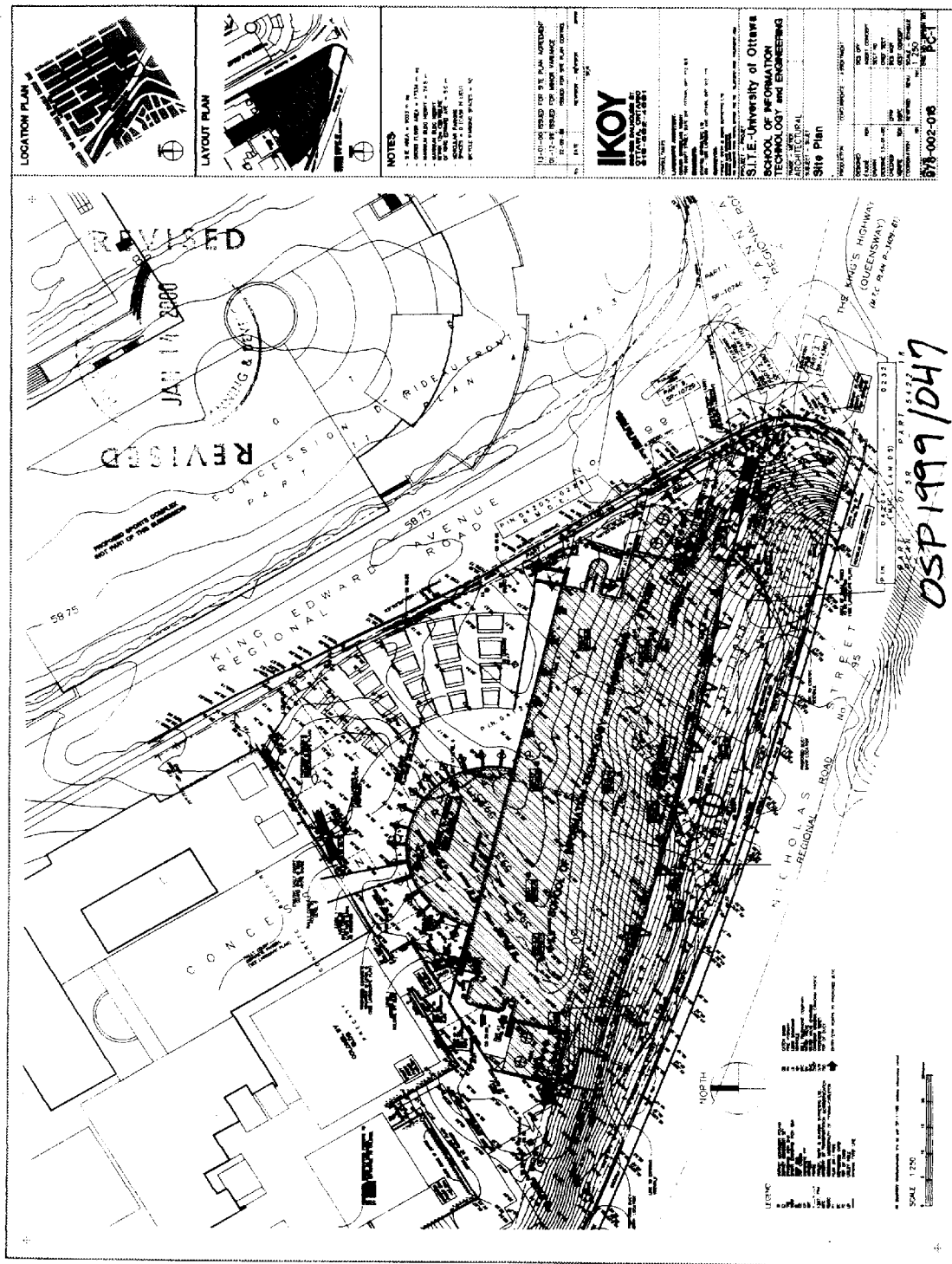
Ottawa Hydro, Engineering Department should be contacted regarding the necessity of providing a transformer and vault, pad mounted transfer and easements. (Contact Daniel Desroches, 738-5499, ext. 210)

### **BELL CANADA**

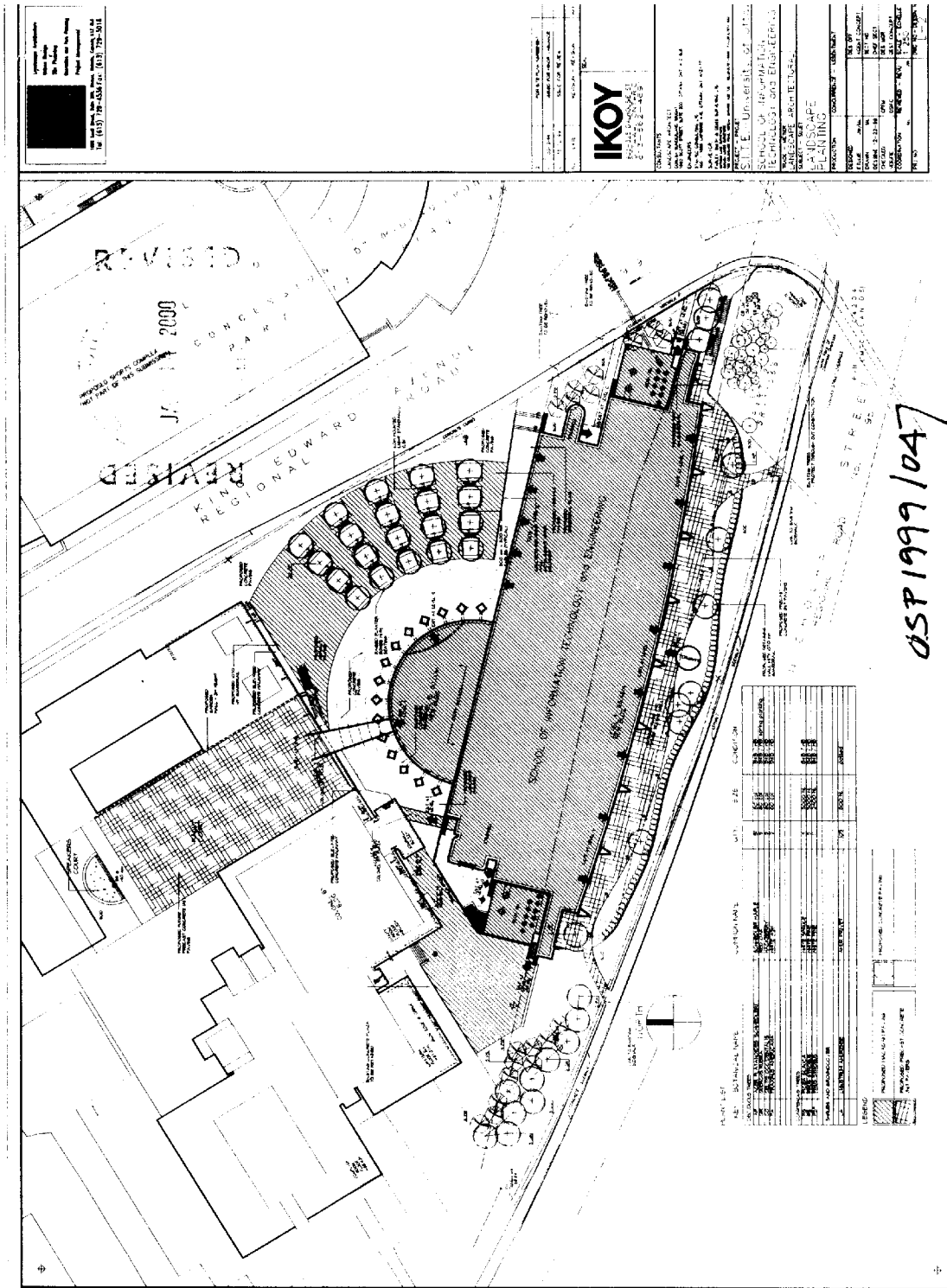
Bell Canada should be contacted three months in advance of any construction. (Contact Rick Watters, 742-5769)

### **CANADA POST CORPORATION**

The mail delivery services and requirements will be determined in conjunction with the University of Ottawa and Canada Post Corporation.







**CONSULTATION DETAILS**

Document 5

NOTIFICATION AND CONSULTATION PROCESS

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

PUBLIC INPUT

One public comment from Action Sandy Hill (ASH) was received as a result of the posting of the on-site information sign. Several meetings occurred in the community with Action Sandy Hill (ASH) before the application was received.

ASH indicated that they welcome the proposal to construct a new University of Ottawa School of Information Technology and Engineering which has a weather-protected pedestrian/service linkage to the Colonel By building. They further indicated that the facade of the building facing Nicholas Street and Colonel By appeared to be impressive especially as seen from the canal. They stated that the architectural piping design seemed too modern for the heritage character of the area, although it may possibly work for the building's function. They hoped that the repetitive windows on the King Edward side will not be too monotonous from that perspective.

They also hoped and expected that the implementation of the University's "Transportation Management (TDM) Plan" will contribute to meeting the demand for parking displaced by this project.

ENVIRONMENTAL ADVISORY COMMITTEE

This committee has no comment on this application.

DISABILITY ISSUES ADVISORY COMMITTEE (DIAC)

A meeting with the applicant and DIAC occurred December 16, 1999 to address the issues of handicapped parking adjacent to the entrances. Additional handicapped parking will be provided, if necessary, at the location to the existing Colonel By Building.

COUNCILLOR'S COMMENTS

Councillor Stéphane Émard-Chabot has no objections to the application. He indicated that he had hosted a public meeting with area residents and that the proposal for the construction of the University of Ottawa School of Information Technology and Engineering on this site was well received.

**APPLICATION PROCESS TIMELINE STATUS**

The application which was submitted on September 22, 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. This application was processed within the twelve week timeframe established for the processing of Site Plan Control Approval applications for which approval authority is delegated to the Planning and Economic Development Committee and where early notification is applicable.

January 26, 2000

ACS2000-PW-PLN-0007  
(File: JPD4840BRON506)

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

## 5. Signs By-law Minor Variance - 506 Bronson Avenue

### Dérogation mineure de l'Arrêté municipal sur Les enseignes - 506, Rue Bronson

#### Recommendation

That the application to vary the Signs By-law 311-90, to permit relief from the maximum area, dimension and location provisions of the by-law to install an oversized ground mounted identification sign adjacent to Bronson Avenue, as detailed in Document 2 and illustrated in Documents 4 and 5, be APPROVED, subject to the following:

#### SPECIAL CONDITIONS

- that the pressure treated wood sign face and overall structure be painted in a light neutral colour,
- that there be a significant visual contrast between the text and the background of the sign face, and
- that a directional arrow be added to the sign face.



January 27, 2000 (12:57p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DRB:drb

Contact: Donald Brousseau - 244-5300 ext. 1-3118




January 27, 2000 (2:31p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

N/A.

  
January 26, 2000 (2:25p)

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 sign area, dimension height and location provisions of the by-law, to install an over-sized non-illuminated ground-mounted sign on the south side of the access road within the brick landscaped walkway, to identify a rooming house owned by City Living located at the rear of the subject property.

The proposed sign has a sign face area of 1.67 square metres at an overall height of 2.5 metres. The sign would be mounted perpendicular to Bronson Avenue. The text of the sign is to be painted directly onto unfinished pressure-treated wood.

The allowable scale of a sign is based on factors applicable to the land use on which the sign is to be located and the adjacent land use, with regard to protection from any potentially negative visual impact. The factors relate to the proportion of the property frontage and setback from the adjacent land use. In this case, since the building is set behind an existing building (504 Bronson Avenue), the applicable frontage is only 7.5 metres and, therefore, the maximum permitted area is only .23 square metres at an overall height of 1.6 metres. In addition, ground signs are not permitted within 30 metres of any adjacent residential use located in a residential zone. The property directly to the south (520 Bronson Avenue) is a residential apartment building. Finally, to protect the overall character of a neighbourhood, ground signs must be mounted parallel to the street so that the sign is only visible within close proximity of the property.

In this case, the rooming house, the building in front of the rooming house and the apartment building (504, 506 and 520 Bronson) are all under public ownership. Bronson Avenue is a

major Regional collector roadway with a mix of residential, office and retail/commercial land uses within the immediate area. The neighbourhood is not, therefore, predominantly low density single family residential. In terms of permitted area, if the full width of the property could be used for calculation purposes, a sign measuring .78 square metres at a height of 1.76 metres would be acceptable. The above notwithstanding, due to the location of the building, a somewhat larger sign is needed for clear identification purposes, in particular, for emergency service vehicles.

With regard to setback, technical concerns have been raised that the proposed 1.0 metre setback from the front property line would not be sufficient to provide clear visibility for pedestrian circulation and vehicular access. As such, the recommended setback from the property line is 2.0 metres, which would provide an approximate setback from the sidewalk of 3.0 metres.

In terms of design, maintenance and safety (with respect to readability), staff expressed concern that the natural wood material would weather and become unsightly. Further, the two support piers may affect the integrity of the adjacent deciduous tree roots. In response the applicant indicated that the two-tier support system was the standard sign format for City Living. However, to help prevent the weathering of the wood the applicant has agreed to paint the sign a light mushroom grey with the text in black. Painting the sign a light colour with black letters will provide the needed contrast for improved visibility.

With respect to orientation, the upcoming new Signs By-law will have eliminated the requirement for signs to be parallel with the street line. It has been determined that, in most cases, there is a greater negative impact on those properties located directly across from a sign which has been mounted parallel to the street.

Finally, since the subject building is set back from the roadway and is not clearly visible from the street, and given that there is a residential apartment building located directly adjacent to the intended location of the sign, it is recommended that a directional arrow be added to the sign.

In light of the above, the Department is in support of the application to increase the maximum permitted area and height, to reduce the minimum setback from an adjacent residential use, and to allow the sign to be aligned perpendicular to the roadway; subject to the sign being setback 2.0 metres from the front property line, being painted in a contrasting colour to the text of the sign, and installing a directional arrow on the sign face.

The Department is of the opinion that the recommended conditional approval would be consistent with the purpose and intent of the by-law.

## Consultation

In response to the standard early notification to area businesses/community groups, four responses, all in support of the application, were received. Specific comments are provided within Document 2. The ward Councillor was also in support, stating that the proposed sign would provide easier access and recognition for the rooming house.

## Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Grant Matthew, 525 Roosevelt Avenue, Ottawa, Ontario, K2A 1Z9, and City Living Non-Profit Housing Corporation, #800 - 2301 St. Laurent Blvd., Ottawa, Ontario, K1G 4J7, of City Council's decision.

## List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Recommended 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 - 506 Bronson Avenue  
JPD4840/BRON506

Current Zoning:	R6F H(13.8)Multi1098 (Pending) R13 (Z-2K)
Sign Level Use:	Level 2
Defined Special Signage Area:	N/A
Existing Development/Use:	Residential Rooming House
Site Plan Control (Cross Reference):	N/A
Existing Signs Under Permit: (For the Subject Occupancy)	None
<b>Requested:</b>	<b>Permitted or Maximum allowable:</b>
Type: On-Premises ground sign	Permitted
Classification: Identification sign	Permitted
Illumination: Non-illuminated	Permitted
Location: setback 1 metre from adjacent residential development	Not Permitted - 30 metre minimum setback from residential
Area of Face: 1 @ 1.67 square metres	Not Permitted - Maximum 1.6 square metres.
Sign Height: 2.5 metres	Not Permitted - Maximum 1.6 metres

### NOTES:



**Details of Recommended Minor Variance**

Document 2

Relief from articles 1.1.2.5., 1.1.2.7. and paragraphs 1.1.3.3.(a), 1.1.4.1.(a) of Schedule A of By-law 311-90, as amended, to permit one on-premises non-illuminated identification ground sign mounted perpendicular to the street line that:

- has a maximum sign area limitation of 1.67 square metres,
- has a maximum dimension height limitation of 2.5 metres, and
- has a minimum setback from the front property line of 2.0 metres.

**Consultation Details**

In response to the standard early notification circulated to area residents and businesses located within 30 metres plus the ward councillor, business and community groups, four responses in support of the application were received. The following specific comments were provided:

- Police and fire vehicles that frequent this building on a regular basis often have difficulty locating the property which creates congestion and puts the public at risk on this very busy roadway.
- The increased height will likely discourage graffiti that a lower sign would attract.

**Ward Councillor Arnold**

I support this application for a larger ground-mounted identification sign. It will provide easier access and recognition for the rooming house property at 506 Bronson Avenue.

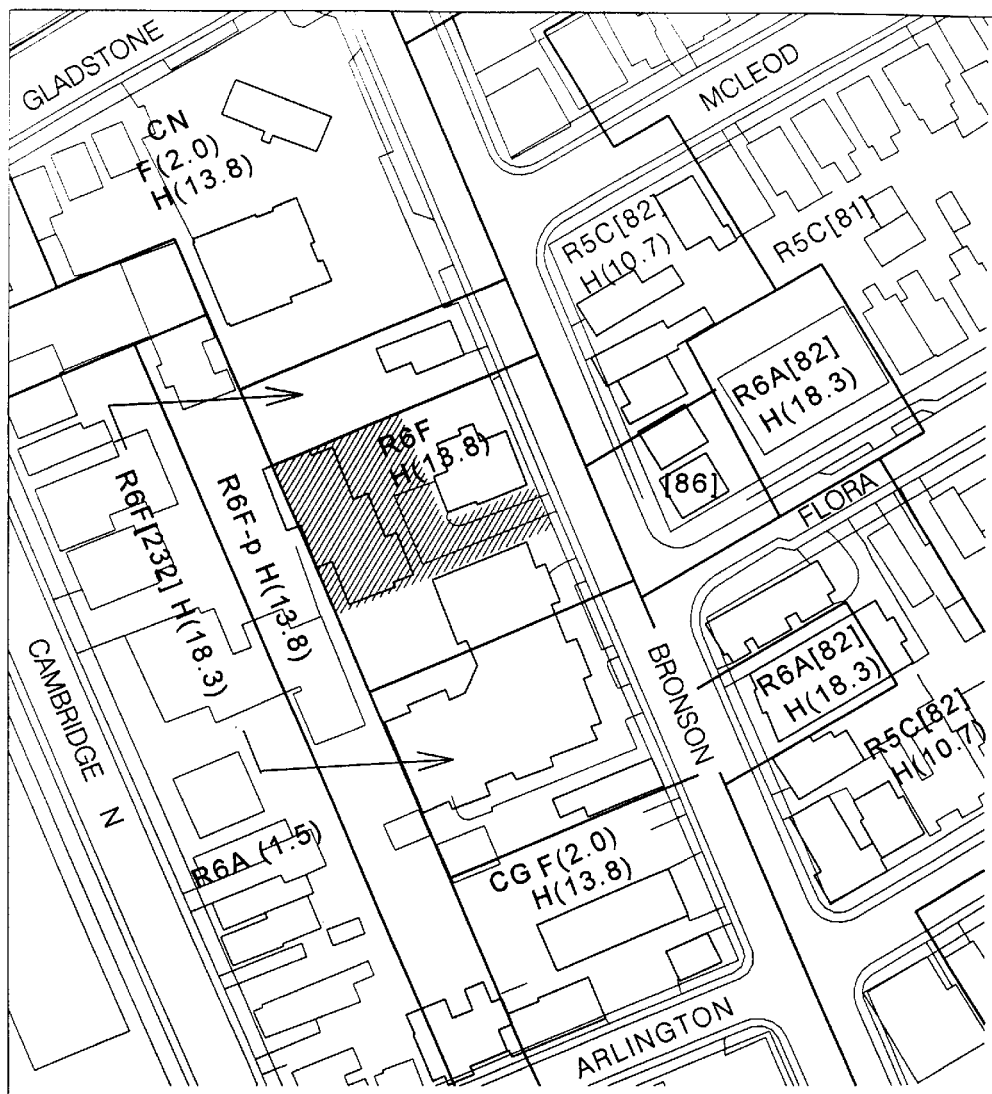
**Region of Ottawa-Carleton**




The Regional Environment and Transportation Department has no objections to the subject minor variance application subject to the following:

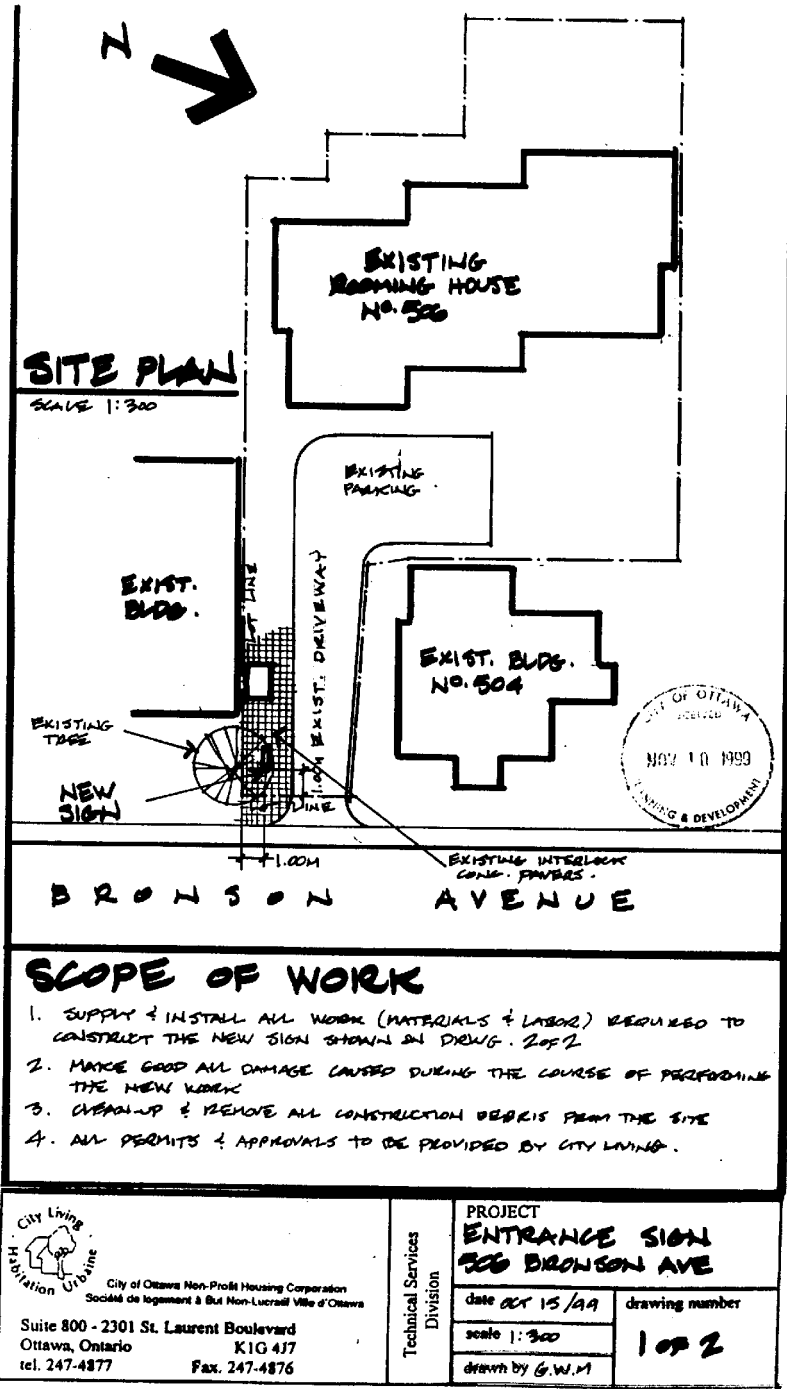
- the sign must be located on private property but not less than 11.5 metres from the existing centre-line of Bronson Avenue (Regional Road No. 79).
- the sign should be a minimum distance of 10 metres from any traffic signal head.

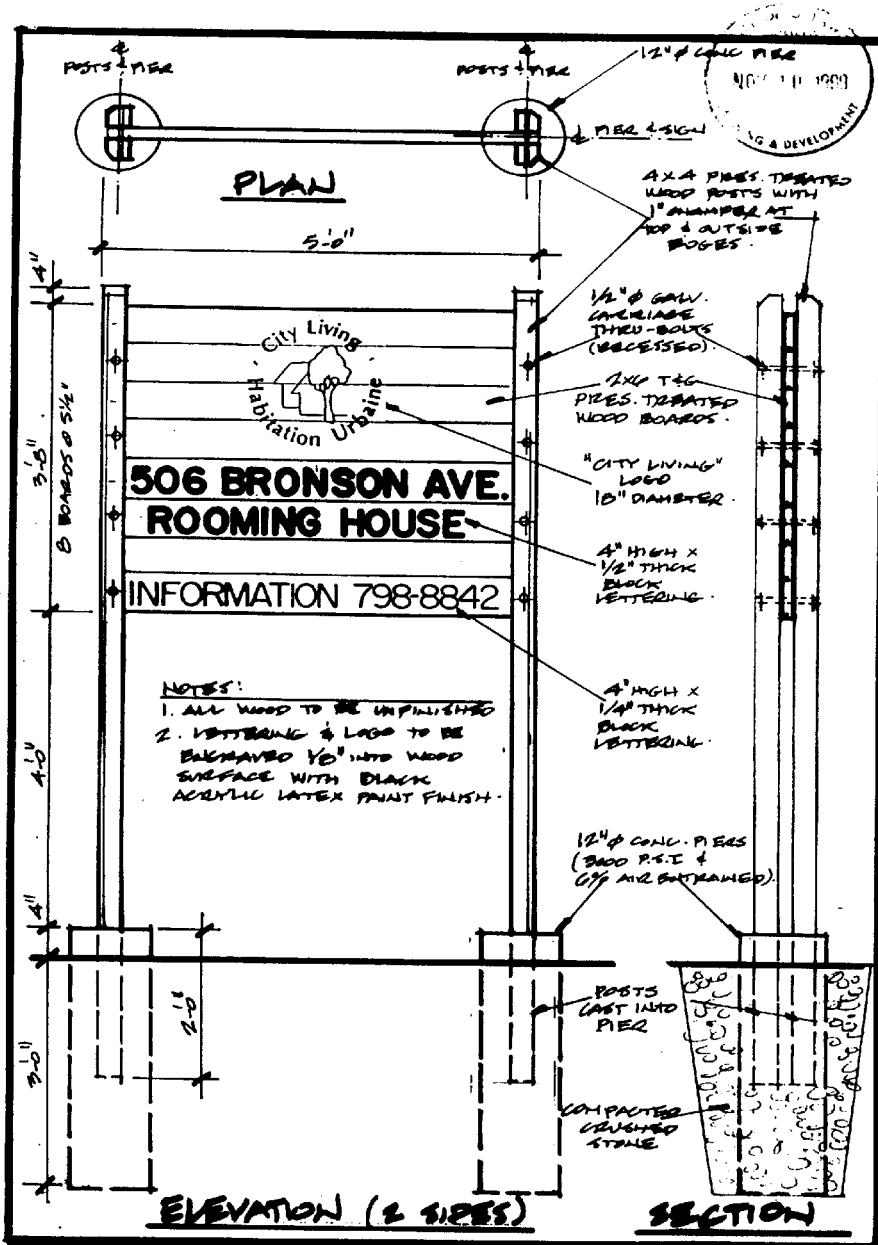
**Departmental Comments**


At a setback of 2.0 metres from the front property line, the sign will be located entirely on private property and outside of the required 11.5 metre setback.



 <p><b>City of Ottawa</b>          Produced by Planning Branch          Department of Urban Planning and Public Works  <small>Transportation Information Provided by the MCC</small>  <small>© Copyright City of Ottawa 1999</small></p> <p>JPD 4840 K-447-99          i:\cda\ Bron506</p> <p>NOV 24, 1999          REVISION DATE</p>	 <p><b>LOCATION MAP          SIGNS BY-LAW</b></p> <p><b>506 BRONSON AVE.</b></p>	 <p>SCALE          N.T.S.          METRES</p>
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 <p>City of Ottawa Non-Profit Housing Corporation Société de logement à but Non-Lucratif Ville d'Ottawa</p> <p>Suite 800 - 2301 St. Laurent Boulevard Ottawa, Ontario K1G 4J7 tel. 247-4877 Fax. 247-4876</p>	<p>Technical Services Division</p>	<p>PROJECT <b>ENTRANCE SIGN 506 BRONSON AVE.</b></p>	
		<p>date OCT. 15/99</p>	<p>drawing number <b>2 of 2</b></p>
		<p>scale 3/4" = 1'-0"</p>	
		<p>drawn by G.W.M</p>	

