

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

Agenda 7  
Ordre du jour 7

**Tuesday, April 11, 2000 - 9:15 a.m.**  
**Le mardi 11 avril 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 6 (March 28, 2000)  
In-Camera Minutes 3 (March 28, 2000)

Procès-verbal 6 (Le 28 mars 2000)  
Procès-verbal 3 huis clos (Le 28 mars 2000)

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|    | Ref.: ACS2000-PW-PLN-0029  | <b>City Wide</b> |

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Councillor/Conseillère Elisabeth Arnold, Chairperson/Présidente

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

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

- |    |  |    |                |
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Councillor/Conseiller Ron Kolbus

LZF

March 28, 2000

ACS2000-PW-PLN-0029  
(File: NTA3000/0120)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

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

## **1. Environment - Tree Protection on Private Property: education**

### **Environnement - Protection des arbres sur la propriété privée: éducation**

#### **Information**

At its meeting of March 30, 1999, Planning and Economic Development Committee was forwarded an Action Plan detailing the components of an educational program for the protection of trees on private property (Ref. ACS1999-PW-PLN-0041). At this same meeting, staff was directed to bring forward a Status Report in March 2000 on the status of the implementation of the Action Plan. The Action Plan is attached to this report as Document 1 for ease of reference.

A significant amount of staff time and effort have been spent with the Centretown Citizen's Community Association Tree Committee to expand the scope of the educational program in order to improve the deliverables and ensure a successful program of tree protection on private property. Although these deliverables had not been part of the approved Action Plan, it was felt that the success of the program really depended on these additional components. The details of the implementation of the various activities described below shows the Department's commitment to working in partnership with communities to develop the components put forward in the Action Plan.

#### Action Plan Tasks / Activities

##### *1. Develop Brochure*

The Action Plan suggested the development of a brochure as a means of educating the public. This idea since has been greatly expanded and now focuses on a more comprehensive educational program. The main components of the program include:

- two public workshops on tree identification and tree inventory

## 2

- ‘working group’ established to provide input to staff
- development of a promotional brochure
- development of a tree inventory guidelines handbook
- development of a tree inventory database program and user guide
- development of a media/public event for the program launch

Two workshops were held during the Fall of 1999. The workshops dealt with tree identification and tree inventory techniques. While both workshops were open to the public, the City hosted one while the Centretown Citizen’s Community Association (CCCA) hosted the other. Due to the high interest of the participants and a request from the CCCA, staff agreed to develop a tree inventory database program. This program will be made available to all community associations so that individuals can inventory the significant trees on private property in their communities. Results achieved could be used for educational purposes.

A user guide is being developed to assist users of the database program. A handbook describing the approach required to conduct tree inventories and describing tree species will also be made available. A brochure will be designed to encourage property owners and residents to participate in conducting a tree inventory in their community. Finally, a media/public event is proposed during Environment Week (first week in June) to launch the program. Various activities are being planned for this event.

A ‘Tree Working Group’ was initiated to assist staff in the development of these components. The Group consists of members of the CCCA Tree Committee, other interested citizens, the Lisgar Collegiate Youth Environmental Group, Tree Canada Foundation, and Councillor Arnold.

### *2. Provision of In-Kind support to environmental groups*

The Department is prepared to assist various environmental groups by making meeting space available and volunteering staff time.

### *3. Develop list of technical experts on trees*

The handbook which is being developed contains a reference list which provides an inventory of resources available for someone who is looking for help in identifying trees, in inventorying trees, in developing a tree-related project, or simply in taking care of trees.

### *4. Involvement with and assistance to the Urban Forest Citizen’s Committee*

The UFCC was disbanded in 1999 and the structure/role of the Committee has moved from a citizen’s advisory committee to a Council advisory committee. However, it’s membership has yet to be finalized. The Department has instead worked closely with the ‘Tree Working

Group' as described above.

#### *5. Development of a tree information hotline*

The objective in developing a tree information hotline was to provide residents with an opportunity to call someone at City Hall if they had any questions, comments or required information regarding trees. The City Arborist already fulfills this role in an advisory capacity. As well, educational materials on the care of trees is made available to the public. The decision was reached to use the expanded private property tree inventory program and its promotion as the means of reaching out to the public. The provision of a tool such as the tree inventory database program and related literature will enable citizens to participate in protecting trees and use this acquired knowledge to "teach" or train others the benefits of protecting trees. The Department feels that this will be more valuable and effective than having a phone line.

Finally, information on the City's tree inventory program has been established on the City's internet web page and regular updates will be provided. The Department had proposed to place this information on the City's 'Green Information Line'; however, the results of a staff review of the Line has shown that the line is not as effective as had been expected and that it needed an overhaul. As a result of the findings, the Green Information Line is currently being revamped.

#### *6. Review of Subdivision and Site Plan Control Approval processes*

A review of both development processes has resulted in the following findings and observations:

- there are adequate regulatory mechanisms in place which promote tree retention and tree protection;
- the protection of significant tree removals appears to be for those properties not captured under Site Plan Control; ie. single detached dwellings;
- the Region, in its new Official Plan, requires applicants to submit a tree planting and land conservation plan prior to development of a subdivision. The Plan determines which tree warrants retention, outlines measures for those trees being retained, indicates tree planting, investigates the use of native species in tree planting strategies, and provides a reference document on the care of trees on private property. As this requirement is new, we have yet to see the full benefit from this practice yet;
- the City incorporates conditions in both subdivision and site plan control agreements on tree retention, tree replacement and tree compensation deposits: financial securities are released after three years for an existing tree if the tree is healthy. The agreement is registered on-title;

- current Standard Conditions 1.1 and 2.0 with respect to existing trees for Site Plan Control require that developers submit a statement regarding the health and condition of the trees prior to construction and another statement prior to the release of securities;
- the City's new Zoning By-law allows for flexibility within a regulatory framework when dealing with subdivision proposals. Conservation easements established through the subdivision process and registered on-title are implemented through the Zoning By-law by way of exception which restricts the use of the land to landscape open space only. This mechanism allows for the retention of existing trees and/or planting of new trees;
- when reviewing development applications, staff provide comment on the technical circulation in terms of various aspects which promote the retention of existing trees, such as erosion control, bank stabilization, and alternative site designs to maximize tree retention.



March 28, 2000 (10:49a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

PPL:ppl

Contact: Pierre Lacroix - 244-5300 ext. 1-3877

### **Financial Comment**

N/A.



March 28, 2000 (10:12a)

for Mona Monkman  
City Treasurer

CP:cds

### **List of Supporting Documentation**

Document 1    Action Plan  
Document 2    Consultation Details

## Part II - Supporting Documentation

### Action Plan

Document 1

| TASK / ACTIVITIES   | TIMEFRAME               | PRODUCT / RESULT                            |
|---|-------------------------|---|
| Forward Action Plan to PEDC   | March 30, 1999          | Action Plan                                 |
| Develop brochure <ul style="list-style-type: none"> <li>- literature review</li> <li>- edit and receive input</li> <li>- translation</li> <li>- graphics</li> <li>- printing</li> <li>- distribution</li> </ul> | April -<br>September    | Educational brochure                        |
| Investigate provision of in-kind support to programs, groups  | May - June              | Policy on in-kind support                   |
| Develop list of technical experts on trees  | May - June              | List of tree expertise                      |
| Investigate provision of assistance to Urban Forest Citizen's Committee for the significant tree inventory  | September -<br>December | Tree Inventory                              |
| Investigate implementation of a tree information hotline service  | September -<br>December | Tree Information Hotline                    |
| Review Subdivision and Site Plan Control Approval Processes   | May - June              | Subdivision and Site Plan Control Processes |
| Implementation of various components  | Fall 1999               | Implementation                              |
| Evaluate effectiveness of program   | June 2001               | Program Evaluation                          |



**Consultation Details**

Document 2

This Information Report was circulated for information to the Chair of the Centretown Citizen's Community Association Tree Committee, the Environmental Advisory Committee, and Councillor Arnold.

March 17, 2000

ACS2000-PW-PLN-0028  
(File: OZP99-41)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT4 - Rideau

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

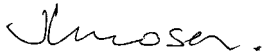
Action/Exécution

## 2. Zoning - 840 Montreal Road

### Modification de zonage - 840, chemin Montréal

#### Recommendation

That an amendment to *Zoning By-law, 1998* for the property located at 840 Montreal Road from CD [469] sch. 52 to R6A sch. 52 within area "D" on Document 3, and R5A sch. 52 within area "C" on Document 3, be **APPROVED**.



March 21, 2000 (11:18a)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



March 21, 2000 (2:36p)

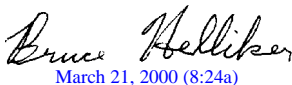
Approved by  
John S. Burke  
Chief Administrative Officer

CL:cl

Contact: Charles Lanktree - 244-5300 ext. 1-3859

#### Financial Comment

N/A.



March 21, 2000 (8:24a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

The property is located on the southwest corner of Montreal Road and Carson's Road and includes a 1.8 hectare parcel which was zoned C1-c [184] under Zoning By-law, Z-2K as a result of an OMB ruling which was issued October 8, 1991 and subsequently to CD [469] sch. 52 under the new *Zoning By-law, 1998*. Currently this property is designated as a Special Study Area on Schedule "A" to the Official Plan. The study of this area, which is close to completion, pertains to an investigation of its potential as an Environmentally Sensitive Area (ESA). In association with the Natural and Open Space Study (NOSS) of such areas across the city it was determined that, due to the outcome of the above noted OMB hearing, the area could not be protected in total but only to the extent that was set out in the zoning of the property as approved by the Board. Therefore, this area will not be designated as an ESA but will revert to the previous Residential designation. As this redesignation may not be in place prior to the passing of the zoning by-law for the proposed residential use, this application is subject to the requirement for studies as set out in Section 13.17.1 c) i) of the OP concerning the interim zoning of lands in Special Study Areas. As the required studies have been completed to the satisfaction of the Board with respect to its zoning approval, and are considered to pertain equally to the subject proposal, the zoning of this property can now proceed.

The OMB ruling was the culmination of two hearings which were specifically pertaining to the this land as part of the broader consideration of the Carson Woods area generally located between Montreal Road on the north, the Gloucester boundary on the south, Bathgate Road on the east and the Aviation Parkway on the west. The OMB hearing resulted from the submission of an appeal by Thomas C. Assaly Corporation Limited with respect to applications for an Official Plan Amendment (OPA), Zoning Amendment and Site Plan Control to permit the construction of 12, 542 square metres of office space and 1858 square metres of retail space in the format of an office tower with a retail strip plaza.

As a result of this hearing the Board required a number of changes to the Official Plan which were passed as Amendments 156 and 194 respectively. These amendments were subsequently incorporated into the Official Plan as Site Specific Policy (SSP) 5.0. This policy section essentially sets out a number of prerequisites to the development of this property. In its decision, the Board, after a number of changes by the applicant to make the development acceptable to the City, deemed that these requirements were met and approved the OPA, Zoning, and Site Plan. The question that now must be answered with respect to this current application is whether the zoning amendment to permit a high rise residential building or retirement home is similar enough to the development approved by the OMB that it also meets the conditions of SSP 5.0.

As set out in SSP 5.4.2 there are three studies which need to be addressed in the context of a Plan of Development prior to the enactment of any zoning amendment, plan of subdivision or

site plan affecting these lands. These studies include traffic, sanitary servicing and stormwater management. Each of these matters was satisfactorily addressed in an original Plan of Development for this property as approved by the Board. With respect to the traffic impact of a residential high-rise building or retirement home which would fit within the building envelope established by the height and setback parameters in schedule 52 to the *Zoning By-law, 1998*, it is considered that the traffic generated would be no greater than that which would be created by the original office and retail development approved by the OMB. The building concept for this site is an eleven storey structure with 176 apartment units. It would retain the .65 hectare woodlot which was incorporated into schedule 52 of the *Zoning By-law*. Also, the flow of traffic directly to Montreal Road would be the same as the original proposal, and therefore, would have less impact on Carson's Road which is currently designated as a local road. However, it is anticipated that a further traffic study would be necessary with respect to a residential subdivision of the lands to the south and an associated connection to Carson's Road from Den Haag Drive to the west.

Concerning the storm and sanitary flows from this site, the Engineering Branch has no objection to this zoning amendment if the flows are directed to the Den Haag Drive sewer systems. Therefore, the storm and sanitary flows expected from this site are to be consistent with the flows identified in the Master Servicing Report for the CMHC Lands, as prepared by J.L. Richards & Associates. Any increase in flows will, as a minimum, require the approval of the City of Ottawa and City of Gloucester.

Therefore, as the traffic, sanitary sewer, and stormwater concerns have been satisfactorily addressed in accordance with SSP 5.4.2, the subject zoning proposal does not diverge from the approval granted by the OMB in October of 1991 and is considered appropriate and desirable at this time.

### Economic Impact Statement

The zoning of this property for a high-rise apartment building or retirement home will have no appreciable economic impact on the City.

### Environmental Impact

The site was identified as Protection Area #2501 - Assaly Woods through the Natural and Open Space Study (NOSS), however, it was subsequently determined that, due to the OMB ruling that permitted development of the property, protection was not feasible other than for the .65 hectare area which is preserved by means of the zoning. Therefore, the Environmentally Sensitive Area designation which was placed on this area in Schedule "A" to the Official Plan will be removed and this area will be designated as Residential as part of the land use rationalization process resulting from the NOSS.

## 10

### Consultation

Two written comments were made in response to the public notification of this application in opposition.

### Disposition

#### Department of Corporate Services

1. Statutory Services Branch to notify the applicant (Claridge Building Corporation, 210 Gladstone Avenue, Station 2000, Ottawa, Ontario K2P 0Y6) and the property owner (3173763 Canada Inc. c/o Amresco Canada, 26 Wellington Street East, Station 810, Toronto, Ontario M5E 1S2) and the Region of Ottawa-Carleton, Plans Administration Division, of City Council's decision.
2. City Solicitor's Office to forward the implementing By-law to City Council.
3. Department of Urban Planning and Public Works to write and circulate the implementing by-law.

### List of Supporting Documentation

|            |  |
|------------|--|
| Document 1 | Explanatory Note   |
| Document 2 | Schedule 52 to <i>Zoning By-law, 1998</i>  |
| Document 3 | Location Map   |
| Document 4 | Municipal Environmental Evaluation Process Checklist (on file with the City Clerk) |
| Document 5 | Consultation Details   |

## Part II - Supporting Documentation

Document 1

### **THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_**

By-law Number \_\_\_\_ amends *Zoning By-law, 1998*, the City's Comprehensive Zoning By-law. This amendment affects the zoning of the property located on the southwest corner of Montreal Road and Carson's Road and known municipally as 840 Montreal Road. The site is presently occupied by a woodlot. The attached map shows the location of the subject property.

#### Current Zoning

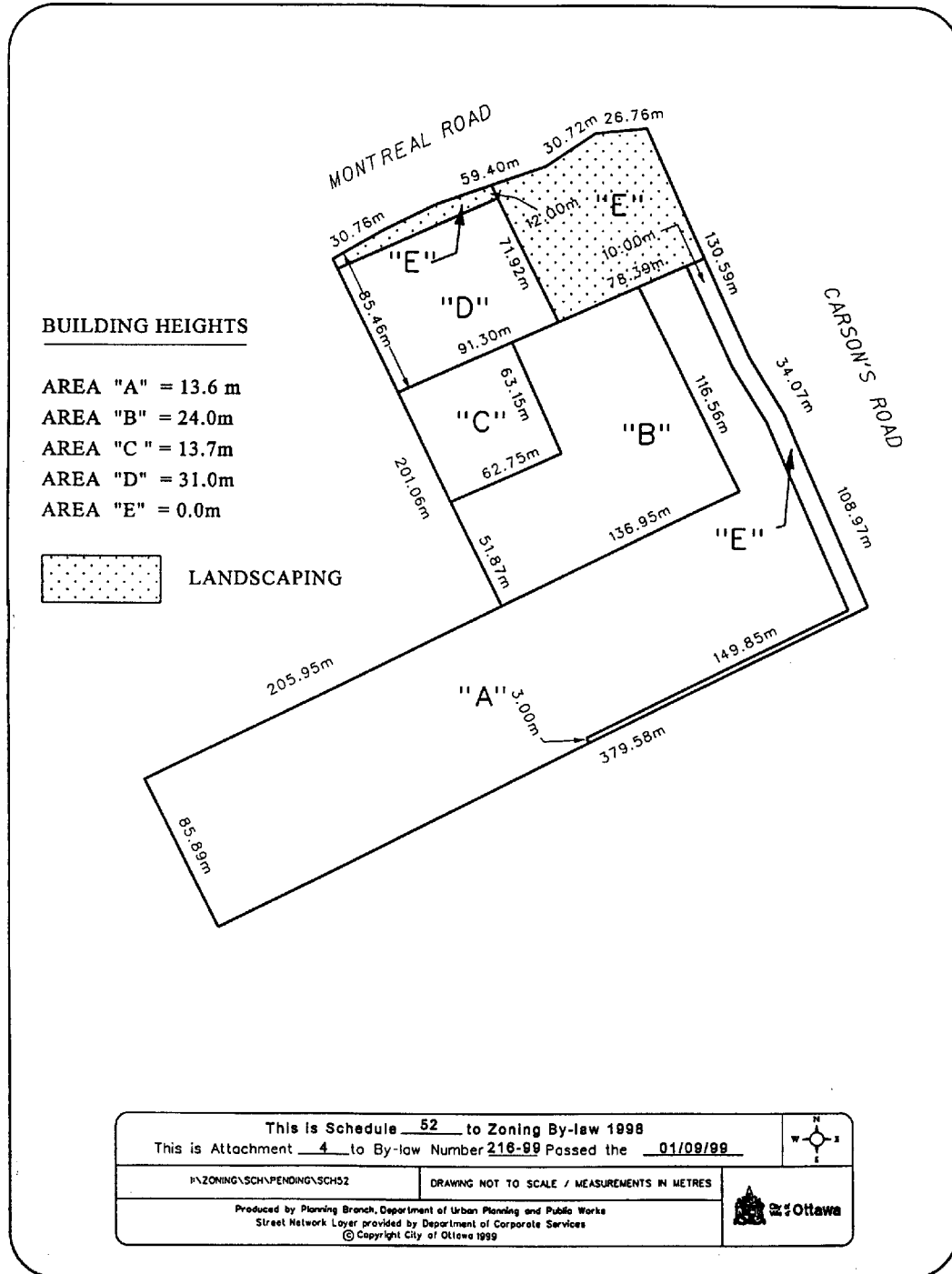
The subject property is currently zoned CD[469] sch. 52 for the corner parcel which would permit a limited range of neighbourhood-serving commercial uses including retail shops and offices within a limited floor area. Schedule 52 sets out the allowed building heights and the required landscape area within this zone.

#### Proposed Zoning

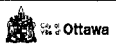
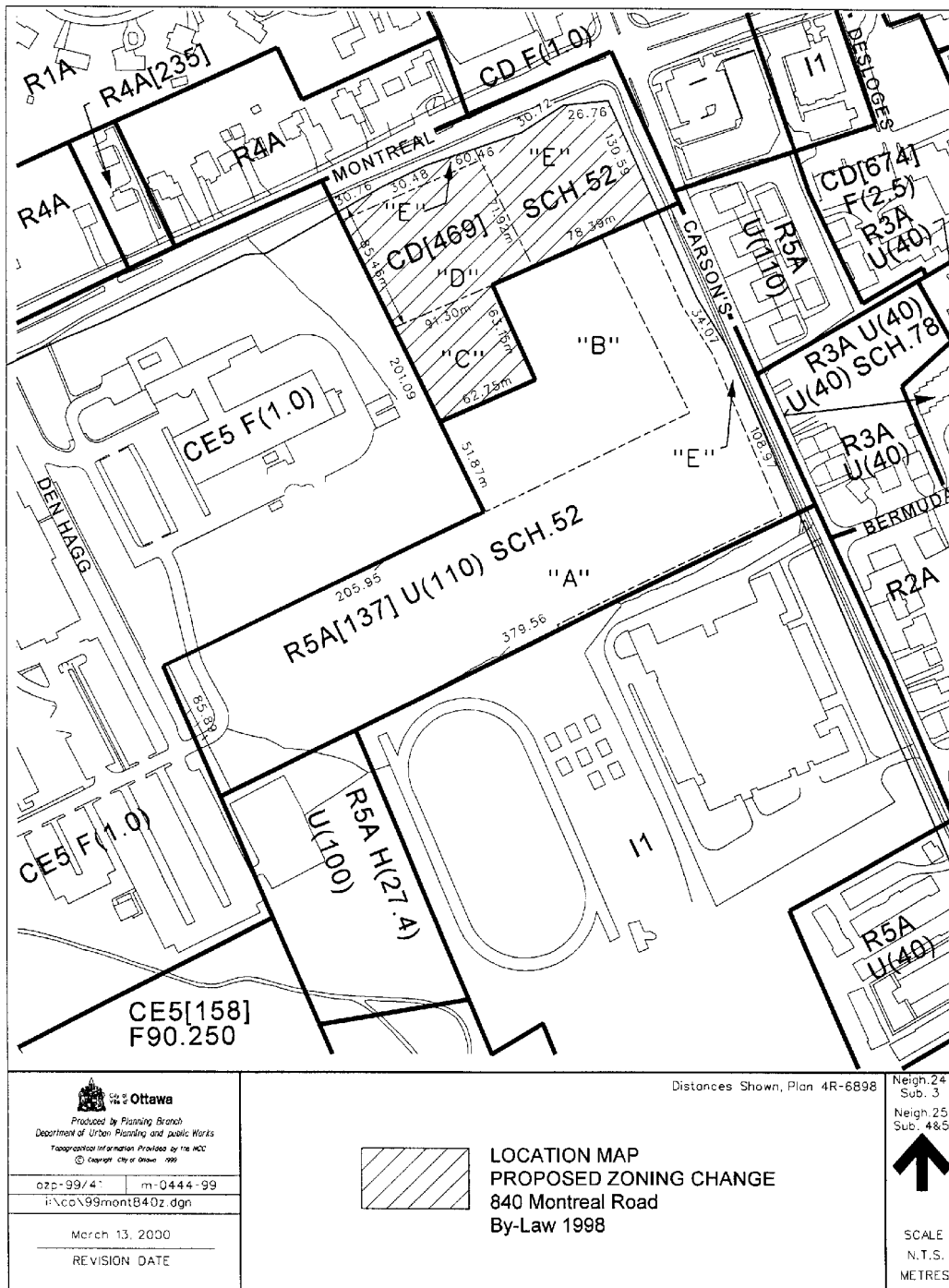
The proposed zoning is R6A sch. 52 within area "D", and R5A sch. 52 within area "C", as shown on the attached location map. These are principal zoning districts. The R6A zone permits a range of dwelling types up to a high-rise apartment building and retirement home. The R5A zone permits a range of dwelling types up to an apartment building. Both of these zones will be subject to Schedule 52 which sets out the allowed building heights and the required landscape area within the zone.

Further information on the proposed amendment, please contact Charles Lanktree at 244-5300 ext. 3859.

Schedule 52 to Zoning By-law, 1998



Location Map

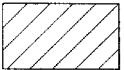


Produced by Planning Branch  
 Department of Urban Planning and Public Works  
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March 13, 2000  
 REVISION DATE

Distances Shown, Plan 4R-6898



**LOCATION MAP**  
**PROPOSED ZONING CHANGE**  
**840 Montreal Road**  
**By-Law 1998**

Neigh. 24  
 Sub. 3  
 Neigh. 25  
 Sub. 4&S



SCALE  
 N.T.S.  
 METRES



### Consultation Details

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

### Supplemental Notification and Consultation

This application was circulated to the Environmental Advisory Committee, however, no comments were received in response.

### Public Comments and Staff Response

The following comments were provided from the public with respect to this application. A staff response is provided immediately following each comment.

- Residents in the area received no information of this application.
  - ▶ It is the policy of the City to provide notice to the public by means of an on-site information sign that was installed on the property on December 16, 1999 at two locations within view of the surrounding residences. Written notice was also provided to the Community Associations for the area.
- The quality of life of the residents on the east side of Carson's Road would be negatively affected by this zoning change.
  - ▶ The woodlot area at the southwest corner of Montreal Road and Carson's Road is being retained as set out in the existing zoning schedule 52 (see Document 2). This was required by the OMB and is being preserved in this amendment. This area provides a generous setback which will mitigate any possible impacts on the adjacent residents.
- The Ontario Municipal Board ruling of October 10, 1999 imposed a condition of development that an Official Plan Amendment for the reclassification of Bathgate Drive, Lang's Road extension (since renamed Den Haag) and Carson's Road before any development could proceed which would result in increased traffic on said streets.
  - ▶ As stated earlier in this report, the traffic generated by the proposed apartment building or retirement home will be no greater than from the office and retail project approved by the OMB. Access and egress for this site will also be at the frontage on Montreal Road as it was with the Board approved project. Therefore, it is not considered necessary to redesignate the surrounding streets in association with this zoning amendment. However, a traffic study is being undertaken by the

applicants with respect to a subdivision of the their lands abutting to the south which proposes to access to Carson's Road. A redesignation of Carson's Road will be carried out in conjunction with the subdivision review.

- The OMB ruling imposed a condition to conserve the woodlot at the corner of the site including a 6 metre buffer along the western edge and 12 metres along Montreal Road. This was not indicated in the documentation circulated.
  - ▶ As noted above the woodlot conservation area, as delineated by the Board, will not be altered as a result of this application. The dimensions of the woodlot set out in Schedule 52 to *Zoning By-law, 1998* will not change and this schedule will be included in the new zoning of the property.
- The OMB ruling imposed a condition of development that there should be a green connection between the woodlot, Bathgate Park and the green land along the Aviation Parkway.
  - ▶ Details of such a "green connection" are not appropriately prescribed in a zoning by-law. However, this requirement of the Board is acknowledged and will be indicated in the required site plan prior to the development of this property. This feature will also be shown on the site plan for the proposed townhouse development to the south.
- The applicant is requesting increased density for the development of these lands which is excessive.
  - ▶ The development of a residential apartment building of 11 storeys with 176 units would be equivalent in density to the originally approved 14 865 square metre office and retail building. The population and traffic generated by either development are approximately the same although the general activity level, light and noise would be greater with the original commercial project.
- I have concerns as to whether the city is processing this application without reviewing the history of the land and the Committee of Adjustment record.
  - ▶ Having been a party to the extensive planning exercise for these lands that took place in the early 1990's, planning staff is well aware of the complex history of this property and the related larger Carson Grove area. Staff were in fact originators of many of the conditions of development, such as the conservation of part of the woodlot, which were adopted by the OMB and which found their way into the Official Plan policy and zoning for this property. Therefore, staff are most interested to see these planning measures reflected in any development that would be constructed on this property.

Councillor's Comments

Councillor Richard Cannings is aware of this application.

Application Process Timeline Status

This application, which was submitted on November 17, 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 within the fourteen to twenty week timeframe established for the processing of Zoning Amendment applications.

March 28, 2000

ACS2000-PW-PLN-0040  
(File: OZP1999/036)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT3 - Southgate

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

Action/Exécution

### 3. 1920 - 1950 Walkley Road Zoning Amendment

#### Modification de zonage - 1920-1950, chemin Walkley

#### Recommendation

That the application to amend the *Zoning By-law, 1998*, as it applies to 1920 to 1950 Walkley Road from CE [360] SCH.58 to CE [360] SCH.58 with amendments to the existing exception, be APPROVED as shown on Document 2 and in accordance with the details in Document 3.



March 29, 2000 (8:08a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



March 29, 2000 (1:51p)

Approved by  
John S. Burke  
Chief Administrative Officer

DAB:dab

Contact: Doug Bridgewater - 244-5300 ext. 1-3387  
Francoise Jessop - 244-5300 ext. 1-3862

#### Financial Comment

N/A.



March 29, 2000 (7:56a)

for Mona Monkman  
City Treasurer

BH:cds

## **Executive Report**

### **Reasons Behind Recommendation**

#### Context

The subject property, 1920 to 1950 Walkley Road, is within the Ottawa Business Park (OBP) and is currently zoned CE [360] SCH.58. The 2.966 hectare site is located along at the southwest corner of the intersection of two regional arterial roads, Walkley Road and Conroy Road (see attached location plan). The property is vacant, generally flat and occupied by indigenous vegetation consisting primarily of grasses and shrubs with some clusters of trees.

Across Walkley Road to the north is vacant land zoned R3A H(18.3), L2- tp3 and R3A[60] H(9.0), and to the west and northeast of these lands are low profile residential areas. To the south and west are developments in the OBP on lands zoned IP F(1.0). Across Conroy Road to the east is a commercial office development on a property zoned CE8[359]-h SCH.57.

The intent of existing zoning is to promote efficient use of land and infrastructure through a compact and pedestrian-oriented concentration of employment-generating uses, with easy public transit access, that are well served by roads, and that make the best use of existing public services and resources. The existing zone allows for various business employment uses such as a broadcasting station, hotel, and office; and under certain conditions, commercial uses such as an amusement centre, bank, day care, repair shop, restaurant, and retail store, but not a car-wash or gas-bar. The exception allows for light industrial uses, establishes maximum building heights, establishes a maximum floor area of 18,500 square metres, and allows conditional uses whether or not they are in the same building or on the same lot as permitted uses. The proposed re-zoning is to maintain the existing CE [360] SCH.58 zone and add a car-wash and a gas-bar as permitted uses.

#### Conformity With Regional Official Plan

The proposed re-zoning to allow for a gas-bar and a car-wash satisfies the intent of the Regional Official Plan (ROP), which designates the area as part of a Business Park. The ROP indicates that retail and other uses that can provide basic goods and services to employees shall be allowed in Business Parks. Development of a gas-bar and a car-wash is considered to be in keeping with the objective of providing basic goods and services to employees.

#### Conformity With City Official Plan

The Vision section of the City's Official Plan speaks to a range of commercial facilities providing the residents of Ottawa with the products and services required for day-to-day

urban living. The zoning amendment requested by the applicant would be consistent with the realization of this aspect of the Vision.

The subject property is designated as a Business Employment Area in the City's Official Plan. The proposed re-zoning is compatible with various aspects of the Strategic Approach of Chapter 4.0, Economic Development and Employment Areas of the Official Plan. The Strategic Approach calls for a limitation of retail uses in Business Employment Areas (4.1.8) in order to protect the main employment uses. The proposed re-zoning will not expand the area of retail use in the business employment area but rather allow for a more efficient concentration of compatible uses that will help serve the needs of local employees and others.

The application is also considered to be consistent with Official Plan objective 4.4.1b) for Business Employment Areas which encourages a mix of business employment uses in low density developments in selected areas. The OBP is considered to be such an area; and within all five phases of the Park there are no gas bar or car wash facilities available or permitted. The proposed re-zoning would address this objective for a mix of uses.

Policy 4.4.2a) indicates that permitted uses in Business Employment Areas may include business and personnel service uses to serve employees of the area and the general public from the immediate area surrounding. Policy 4.4.2a) also indicates that uses that would have a negative effect on the Business Employment Area or adjacent residential areas, in terms of noise, fumes or visual appearance, should not be permitted. There are no existing residential uses adjacent to the proposed site of the gas-bar and car-wash nor are the standards of development of modern gas-bar and car-wash facilities anticipated to generate problematic levels of noise or fumes. The application of the Design Guidelines for the Ottawa Business Park through the related Site Plan Control application will address issues of visual appearance, interface with adjacent lands and other potential urban design effects of the future development.

The locational attributes of the subject property make it a logical choice to zone for the development of a gas-bar and car-wash facility. It is at the corner of two Regional arterial roads, one, Walkley Road, leading directly to Highway 417, a few minutes drive to the east, and the other, Conroy Road, serving a growing residential and industrial area to the south and planned to be extended towards the Central Area in the future. Thus, this location allows for the servicing of high volumes of vehicles, including those from the nearby neighbourhoods and the adjacent business park. There is also no existing residential development adjacent to the property, minimizing the propensity for negative impacts of the proposed facilities on existing neighbourhoods.

The applicant also submitted a traffic impact analysis report that indicates that the proposed gas-bar and car-wash will have little effect on the volume of traffic on the adjacent public roads during weekday and Saturday peak hours.

An additional exception is also proposed to allow the waiting queue serving a drive-through

facility at a fast-food restaurant to be crossed by a pedestrian route or by other components of the on-site vehicular circulation system. This is intended to allow greater flexibility at the site design stage in order to foster a high level of functionality of all types of on-site circulation, especially when more than one drive-through facility is proposed on the same lot.

Therefore based on the conformity with the Regional and City Official Plans, and the planning rationale associated with the proposed car-wash and gas-bar at this location, the re-zoning application is recommended for approval.

### Environmental Impact

A Municipal Environmental Evaluation Process (MEEP) form was completed and submitted with the subject application. The information provided on the MEEP form indicated there would be some impact on soils, air quality, noise surface water and ground water as a result of the proposal. The level of all impacts is considered minor and mitigable.

### Consultation

The consultation for this application has included Pre-consultation by the applicant, provision of a notification sign on site, and written public notification. A Mandatory Information Exchange was not undertaken by staff since the proponent undertook Pre-consultation.

### Disposition

1. Department of Corporate Services, Statutory Services Branch to notify the agent (14 Woodlawn Avenue, K1S 2S9), the Corporate Finance Branch, Revenue Section, Assessment Control Supervisor and the Region 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 and Proposed Zoning Plan |
| Document 3 | Zoning Details                    |
| Document 4 | Consultation Details              |

## **Part II - Supporting Documentation**

EXPLANATORY NOTE

Document 1

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

The subject property, known municipally as 1920 to 1950 Walkley Road, is within the Ottawa Business Park (OBP) and is currently zoned CE [360] SCH.58. The 2.966 hectare (7.33 acre) site is vacant and located along at the southwest corner of the intersection of two regional arterial roads, Walkley Road and Conroy Road (see attached location plan).

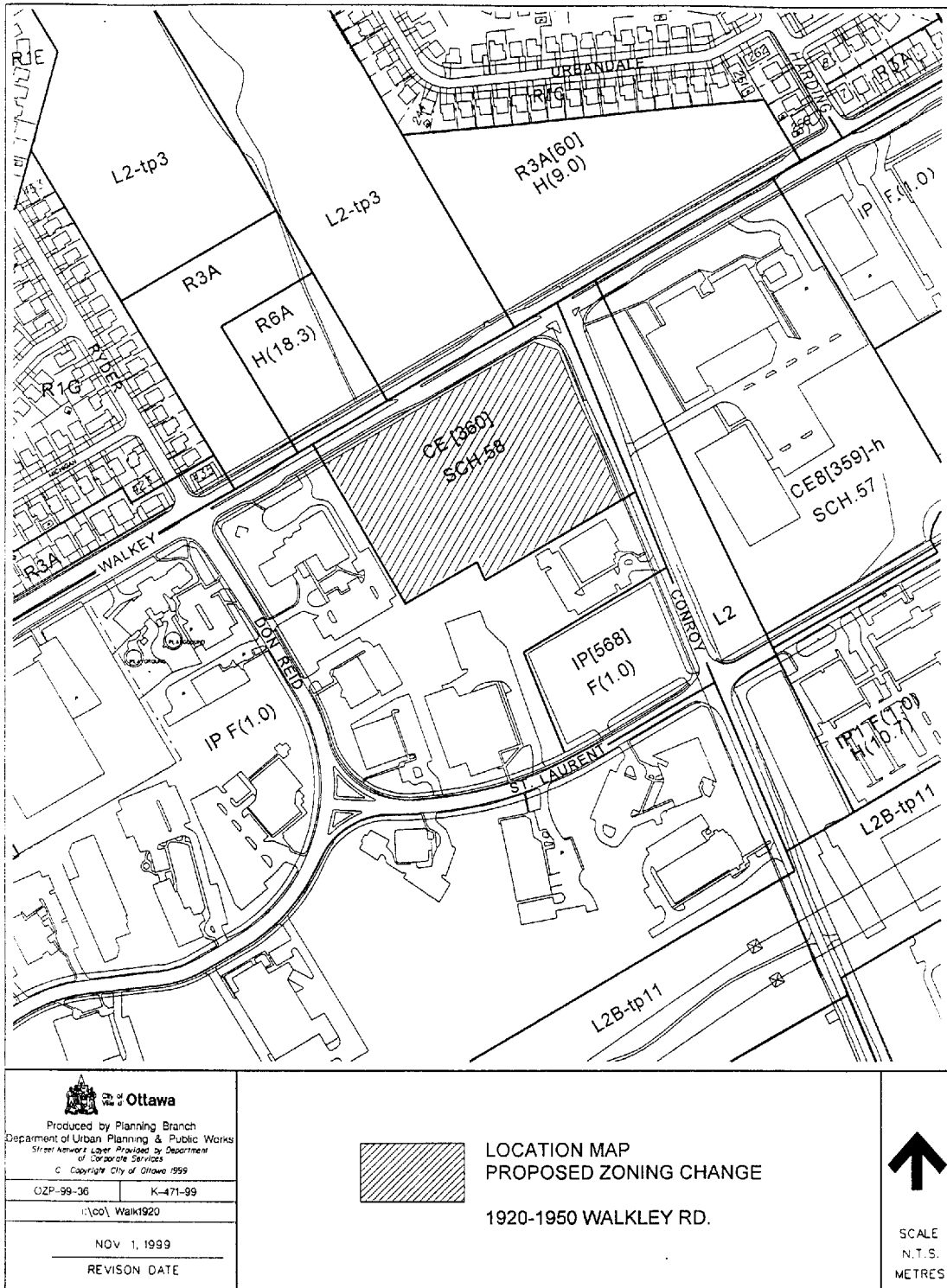
### **Current Zoning Designation**

The existing zoning of the property is an Employment Centre Zone: CE [360] SCH.58. The intent of existing zoning is to promote efficient use of land and infrastructure through a compact and pedestrian-oriented concentration of employment-generating uses, with easy public transit access, that are well served by roads, and that make the best use of existing public services and resources. The existing zone allows for various business employment uses such as a broadcasting station, hotel, and office; and under certain conditions commercial uses such as an amusement centre, bank, day care, repair shop, restaurant, and retail store, but not a car-wash or gas-bar.

### **Proposed Zoning Designation**

The proposed re-zoning is to maintain the existing Employment Centre Zone CE [360] SCH.58 zone and add a car-wash and a gas-bar as additional permitted uses in exception [360]. Provisions will also be added to the exception to allow the drive-through waiting line for a fast-food restaurant to be crossed to provide for pedestrian access or other vehicular circulation on the lot.





1. CE [360] SCH.58. New Exception: Zone
  - as shown on Document 2.
  - the exception is that “car-wash” and “gas-bar” are to be added to the list of uses permitted in the current Employment Centre Zone.
  - all current exceptions and schedule references in the zone are to be maintained, except that a waiting line for a drive-through serving a fast food restaurant may be crossed to provide for pedestrian and any form of vehicular circulation on the lot

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.

Comments In Favour

Ottawa Hawthorne Business Parks Association

In a response dated January 10, 2000, the Ottawa Hawthorne Business Parks Association indicated that the proposed development would be a great supplement to the business park, providing additional services to the business and residential communities that have grown tremendously over the past five years.

Public Comments

There was one individual comment in support of the proposal indicating that it was positive and well thought out.

Comments In Opposition

Hunt Club Park Community Association Comments

The Hunt Club Park Community Association (HCPCA) cited the following summarized concerns about the proposed development in a response dated December 21, 1999:

1. *Comment:* There should be no alterations to recently constructed Conroy Road.  
*Response:* There is no proposal to make alterations to Conroy Road related to the proposed gas-bar and car-wash that would be facilitated through this re-zoning application. This is an issue that the Region would address through the related Site Plan Control application.
2. *Comment:* The proposed gas-bar and convenience store at the corner will have “tremendous negative impact on traffic patterns”; cars west bound on Walkley will attempt to turn left onto Conroy Road causing delays and potentially accidents. Right-in and right-out “feeder” lanes at the corner will cause great congestion, especially with merging east-bound Walkley Road traffic. There should be no break in the median.  
*Response:* The traffic study submitted with the subject application indicates that the proposed “Esso Station” will have minimal effects on traffic patterns or level of service on the abutting Regional arterial roadways.

3. *Comment:* There is no need for additional gas-bars nor convenience stores in the area, which is already well served with these facilities, especially considering the potential traffic hazards involved.

*Response:* The applicant has indicated that their market analysis shows the subject location to have one of the highest marketability ratings for the proposed facilities in the entire Region. The market impact on established gas-bar and car-wash facilities is anticipated to be marginal inasmuch as the developer of the proposed gas-bar and car-wash, Esso, has actually closed two gas stations within this sector of the city during the past four years, one at Heron Road and Walkley Road and one at Bank Street and Riverside Drive. The proposed facility is intended as a replacement for the Bank/Walkley closure. As well, another gas station on the southeast corner of Heron Road and Bank Street also closed within the past few years. The “convenience store” is already a permitted on the property under the current zoning.

#### Canterbury Community Association

The Canterbury Community Association (CCA) cited the following summarized concerns about the proposed development in a response dated December 15, 1999:

1. *Comment:* The proposed car-wash and gas-bar uses are inappropriate and out of character at the gateway to a high quality development like Ottawa Business Park, which was intended to attract quality businesses to Ottawa.

*Response:* The design guidelines for the Ottawa Business Park will be applied to the proposed development through the related Site Plan Control application to ensure that the high standards of development for the Ottawa Business Park are maintained. The implementing by-law for the proposed re-zoning will not be brought forward until such time as the proposed Site Plan reflects the quality of development required by the guidelines.

2. *Comment:* The proposed car-wash and gas-bar uses are not needed given the close proximity of similar existing or approved facilities at Walkley Road and St. Laurent Boulevard and at Hunt Club Road and Conroy Road.

*Response:* The applicant has indicated that their market analysis shows the subject location to have one of the highest marketability ratings for the proposed facilities in the entire Region. The market impact on established gas-bar and car-wash facilities is anticipated to be marginal inasmuch as the developer of the proposed gas-bar and car-wash, Esso, has actually closed two gas stations within this sector of the city during the past four years, one at Heron Road and Walkley Road and one at Bank Street and Riverside Drive. The proposed facility is intended as a replacement for the Bank/Walkley closure. As well, another gas station on the southeast corner of Heron Road and Bank street also closed within the past few years.

## APPLICATION PROCESS TIMELINE STATUS

The application, which was submitted on October 27, 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 by staff since the proponent undertook Pre-consultation. This application was not processed within the maximum 135 calendar day timeframe established for the processing of zoning applications to allow for technical circulation stage of the processing of the related Site Plan Control application.

## INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

### COUNCILLOR'S COMMENTS

*Comment:* Councillor Diane Deans provided the following comment regarding the proposed re-zoning:

"I am aware of the application. I have discussed it with the affected community and business parks associations and I am not aware of any major objections to the re-zoning proposal. However, I am not in support of a median break on the newly constructed Conroy Road."

*Response:* The issue of a proposed median break on Conroy Road, which is a Regional road, will be addressed by the Region through the related Site Plan Control application.

March 21, 2000

ACS2000-PW-PLN-0022  
(File: LBT/3200/511)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT5 - Bruyère-Strathcona  
OT6 - Somerset  
OT7 - Kitchissippi

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

Action/Exécution

**4. Ontario Municipal Board Appeals against the *Zoning by-law, 1998*  
Appels interjetés devant la Commission des affaires municipales de  
l'Ontario contre l'Arrêté municipal sur le zonage de 1998**

**Recommendation**

That the amendments to the *Zoning By-law, 1998* resulting from the issue resolution process for the Ontario Municipal Board appeals against the new zoning by-law, be APPROVED, as detailed in the recommendations column of Document 1.



March 23, 2000 (9:40a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

JM:jm

Contact: John Moser - 244-5300 ext. 1-3860



March 23, 2000 (1:59p)

Approved by  
John S. Burke  
Chief Administrative Officer

**Financial Comment**

Subject to City Council confirmation, these By-laws will be forwarded to the Ontario Municipal Board for consideration, as City representation will be by City staff, there will be no additional cost to the City.



March 23, 2000 (8:53a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

This report deals specifically with the Centretown Citizens Ottawa Corporation's (CCOC) appeal against the *Zoning By-law, 1998*. The CCOC appealed three site-specific residentially-zoned properties as well as all R4-zoned lands in Sandy Hill, Centretown and Dalhousie. The "R4 residential downzoning" appeal was in common with those of Richcraft Homes and the Ottawa-Carleton Homebuilders, both of whom have since withdrawn their appeals.

As a result, the CCOC remains the only appellant with any residential zoning appeal. No date has been set for an Ontario Municipal Board hearing on the CCOC appeal.

The CCOC approached the Department of Urban Planning and Public Works to indicate its willingness to withdraw its entire appeal, subject to staff and Council giving reconsideration to its site-specific residential appeals. Attached as Document 1 are staff's recommendations to resolve the entirety of the CCOC appeal. Document 1 indicates the previous staff and PEDC recommendations all of which Council carried at its April 7, 1999 meeting, as well as any new staff recommendation regarding the specific appeals. The items shown shaded represent those for which no new decision is needed.

It should be noted that only three of the four CCOC properties were listed in its appeal against the *Zoning By-law, 1998*, and as such, only those three sites were specifically addressed in the April 1999 appeals report. It has been argued successfully in past appeals that a generic appeal, such as the CCOC's residential downzoning to R4 appeal, is also inclusive of all sites zoned R4, and as a result staff consider the new site, 171 Armstrong and 277 Carruthers, to also be under appeal specifically.

Staff continue to maintain its recommendations on two of the four properties, including:

- 20 Robinson Avenue, as shown on Document 2, which should retain its R5D zoning; and
- 212-216 Carruthers, as shown on Document 3, which should retain its R4D zoning,

based on the established neighbourhood character surrounding both sites, as discussed in detail in Document 1.

The third site, identified on Document 4, and known as 220-222 Booth Street and 129 -135 Primrose consists of a converted house with four units at the northwest corner of Booth and Primrose, a detached house at 133 Primrose and a duplex house at 135 Primrose. The

CCOC has appealed these properties which were previously zoned R11-x[8] under By-law Number Z-2K and are zoned R4D in the *Zoning By-law, 1998*. The R11 zone permitted apartment buildings, and the [8] exception capped the height at 10.7 m. The CCOC has objected to the downzoning and resulting deletion of apartment building as a permitted land use. Document 1 indicates staff's previous recommendation to retain the R4D zoning given the absence of apartment buildings in the immediate vicinity of this site.

The Dalhousie Community Association has indicated that it has concerns with permitting an apartment in an area zoned R4, which prohibits apartments. It has also indicated that it would consider favourably a concrete development proposal which might require a rezoning to include apartments. Although there is no current development application for this site as it is under appeal, the CCOC has indicated that it is considering developing the site with a 20-unit apartment building. An R5 zone would permit all types of residential uses, with the exception of high-rise apartments, including townhouses, stacked townhouses and apartment buildings.

Staff supports a rezoning of 220-222 Booth Street and 129-135 Primrose to an R5 based on the following:

- the site is surrounded by R6 zoning both to the immediate north and east;
- the site is in a mixed-residential neighbourhood, with 3 storey-townhouses with balconies abutting to the north which have a bulk form comparable to a walk-up apartment;
- is located both east of, and across from, townhouses with individual grade level parking shelters beneath overhanging balconies;
- is located one block east of the City Living West Division's large R6-zoned townhouse development;
- is located one block south of a 5-storey apartment building with retail at ground level; and
- "looks out" to the east at the rear of the large building housing "Les Frères Prêcheurs Collège Dominicain de Philosophie et Theologie".

Though there is but the one apartment building located to the north on Booth Street, both the nearby R6 zoning as well as the variety of land uses and the bulk form of the type of townhousing along both Booth and Primrose, which resemble apartments due to the height and overhanging balconies, is such that an apartment building located at this intersection would not be considered an intrusion into the residential neighbourhood located west along Primrose.



An R5C zoning with a height suffix of H(10.7), rather than a permitted height of 13.5m for an apartment building under the new zoning by-law, is a reasonable compromise between the R6 lands to the north and east and the R4 lands to the south. The recommended 10.7m height limit would result in a building form comparable to the townhouses abutting to the north, to the east, as well as to those located opposite the site along Booth Street. In addition, the height cap will result in an apartment which is more in keeping with the scale of development along Primrose. Moreover, the height cap is the same as that which applied to the site under Zoning By-law Number Z-2K.

Finally, the new site being considered for a rezoning and identified on Document 5, 171 Armstrong and 277 Carruthers, is located on a corner lot and is developed with a converted house consisting of a two-storey building with a three-storey addition accommodating 13 units. It is a densely developed site in an R4D - Multiple Unit zone and was previously zoned R5 (1.0) under By-law Number Z-2K which permitted apartments. In light of the proximity of the R5A subzone proposed in the Hintonburg Zoning Study on the opposite side of the street as well as existing commercial uses along a portion of Armstrong Street and the current building density which approximates an apartment building, it is recommended that the zoning be amended to R5C - Low Rise Apartment zone which permits an apartment building.

The proposed rezoning is as a result of an issue-resolution process in which the Hintonburg Community Association has indicated that it has no concerns with rezoning the site to R5C to permit an apartment building.

It must be noted that if Council is unable to support the staff recommendations contained in this report, then planning consultants would need to be retained to support Council's position on these matters at the OMB.

## **Consultation**

Staff met with each of the affected Ward Councillors, met with the appellant, exchanged telephone calls with the representative of the Hintonburg Community Association and revisited the specific sites under appeal.

The Dalhousie Community Association submitted a letter dated February 18, 2000 stating, in part, in respect of 220-222 Booth & 129-135 Primrose, that:

*We expect that the Dalhousie Community Association would favourably consider a concrete development proposal which might require a rezoning to include apartments. However, it would be imprudent to establish apartment use 'as of right'.*

*In conclusion, we endorse the maintenance of the apartment-less R4 zoning for these sites as already passed by Council.*

The CCOC responded to Dalhousie Community Association's concerns in a letter to Councillor Arnold dated February 29, 2000. CCOC stated that because the site is surrounded by R6 to the north and east and that its previous R11 zoning permitted apartments of three storeys or less, its proposal for an R5 zoning is indeed appropriate and will help the City of Ottawa meet affordable housing goals.

The concerns regarding the Booth/Primrose site are discussed in the body of the report.

## **Disposition**

Department of Corporate Services, Statutory Services Branch to notify the Regional Municipality of Ottawa-Carleton, Development Approvals Division, of City Council's decision.

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

Department of Urban Planning and Public Works to prepare and circulate the implementing by-law (s).

## **List of Supporting Documentation**

- |            |  |
|------------|--|
| Document 1 | Status of Appeals against the <i>Zoning By-law, 1998</i> |
| Document 2 | Location Map - 20 Robinson Avenue                        |
| Document 3 | Location Map - 212-216 Carruthers Avenue                 |
| Document 4 | Location Map - 220-222 Booth St. / 129-135 Primrose St.  |
| Document 5 | Location map - 171 Armstrong St. / 277 Carruthers Avenue |

**Part II - Supporting Documentation**

Status of Appeals against the Zoning By-law, 1998

Document 1

| APPELLANT                                  | ZONING BY-LAW   | PARTICULARS   | DISCUSSION  | RECOMMENDATIONS   | COMMITTEE RECOMMENDATION/ ACTION (PEDC)                                   |
|--|---|---|---|---|---|
| 11. Centretown Citizens Ottawa Corporation | Map 14(1), (2), (3), (6), Map 9(6), (7), (9), (10), Map 20 (4), (5) | Appealing the R4 Zoning which removes apartments as permitted use where they were previously permitted and which will have major negative impact on redevelopment of existing stock from larger areas of Hintonburg, Dalhousie and Sandy Hill | <p><u>Original discussion:</u><br/>Pending review of the impact on the Regional Development Strategy</p> <p><u>Current discussion:</u><br/>recommend that the R4 zoning be retained in those areas of Dalhousie, Centretown and Sandy Hill based on facts that:<br/>1) the zoning reflects the residential neighbourhoods' character,<br/>2) there remain numerous R5-zoned areas within the downtown to permit apartment buildings, and<br/>3) there is ample supply of multi-unit residentially-zoned lands to meet the Regional Development Strategy</p> | <p><u>Original recommendation:</u><br/>Outstanding</p> <p><u>Current Recommendation:</u><br/>PROCEED TO OMB</p> | <p><u>Original recommendation:</u><br/>The Committee noted the status</p> |

| APPELLANT                                  | ZONING BY-LAW | PARTICULARS  | DISCUSSION  | RECOMMENDATIONS  | COMMITTEE RECOMMENDATION/ ACTION (PEDC)  |
|--|---------------|--|---|--|--|
|  | Map 9(6)      | 212-216 Carruthers downzoned from R5-x[38] to R4D  | <p><u>Original Discussion:</u><br/>The site is developed with townhouses, and is in a neighbourhood consisting of mostly semi-detached houses, duplex houses and townhouses. The R4D zone is the appropriate zone which was applied to permit some minor residential development, including such uses as stacked townhouses and fourplexes, as well as to maintain neighbourhood character. Staff recommend no change</p> <p><u>Current Discussion:</u><br/>No change</p> | <p><u>Original recommendation:</u><br/>PROCEED TO OMB</p> <p><u>Current recommendation:</u><br/>PROCEED TO OMB</p> | <p><u>Original recommendation:</u><br/>The Committee concurs and so recommends</p> |
| 11. Centretown Citizens Ottawa Corporation | Map 20(6)     | 20 Robinson - downzoned from R6-x[24] to R5D-[181] | <p><u>Original discussion:</u><br/>This site is developed with a three storey apartment building, which is permitted under the new R5D-[181] zone. The change in zoning results in the loss of high-rise apartment development in this area, but has been done to implement Official Plan residential policies which encourage the maintenance of neighbourhood character. Since there are no high-rise apartments in this</p>  | <p><u>Original recommendation:</u><br/>PROCEED TO OMB</p>  | <p><u>Original recommendation:</u><br/>The Committee concurs and so recommends</p> |

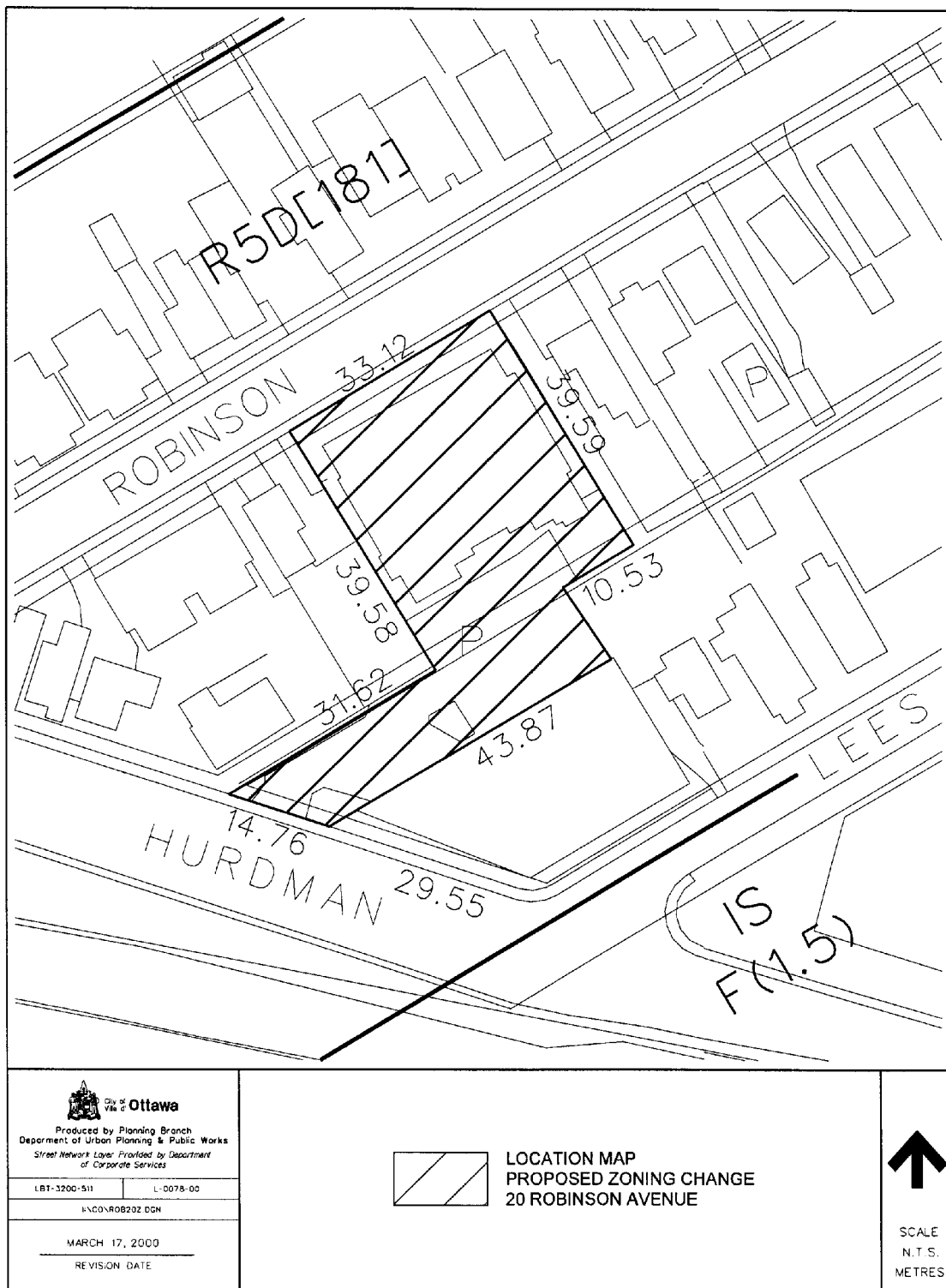
| APPELLANT | ZONING BY-LAW | PARTICULARS   | DISCUSSION   | RECOMMENDATIONS  | COMMITTEE RECOMMENDATION/ ACTION (PEDC)  |
|-----------|---------------|---|--|--|--|
|           |               |   | <p>neighbourhood, and the change in zone category does not render this site non-conforming, staff recommend no change.</p> <p><u>Current discussion:</u><br/>no change</p>   | <p><u>Current recommendation:</u><br/>PROCEED TO OMB</p>   |  |
|           | Map 14(2)     | 220-222 Booth & 129-135 Primrose - downzoned from R11-x[8] to R4D | <p><u>Original discussion:</u><br/>These lands are developed with a fourplex, detached houses and duplex house. The term fourplex did not exist under By-law Number Z-2K, but fell within the term apartment. The R4D zone permits fourplexes, as well as stacked townhouses and other lower density residential uses. This zone is appropriate given the existing built form and surrounding residential land uses. Staff recommend no change</p> <p><u>Current discussion:</u><br/>The variety of land uses and the bulk form of the type of townhousing near the site is such that an apartment building located at this intersection would not be considered an intrusion into</p> | <p><u>Original recommendation:</u><br/>PROCEED TO OMB</p> <p><u>Current recommendation:</u><br/>That Map 14(2) be amended by rezoning the lands known as 22-222 Booth and 129-135 Primrose to R5C H(10.7).</p> | <p><u>Original recommendation:</u><br/>The Committee concurs and so recommends</p> |

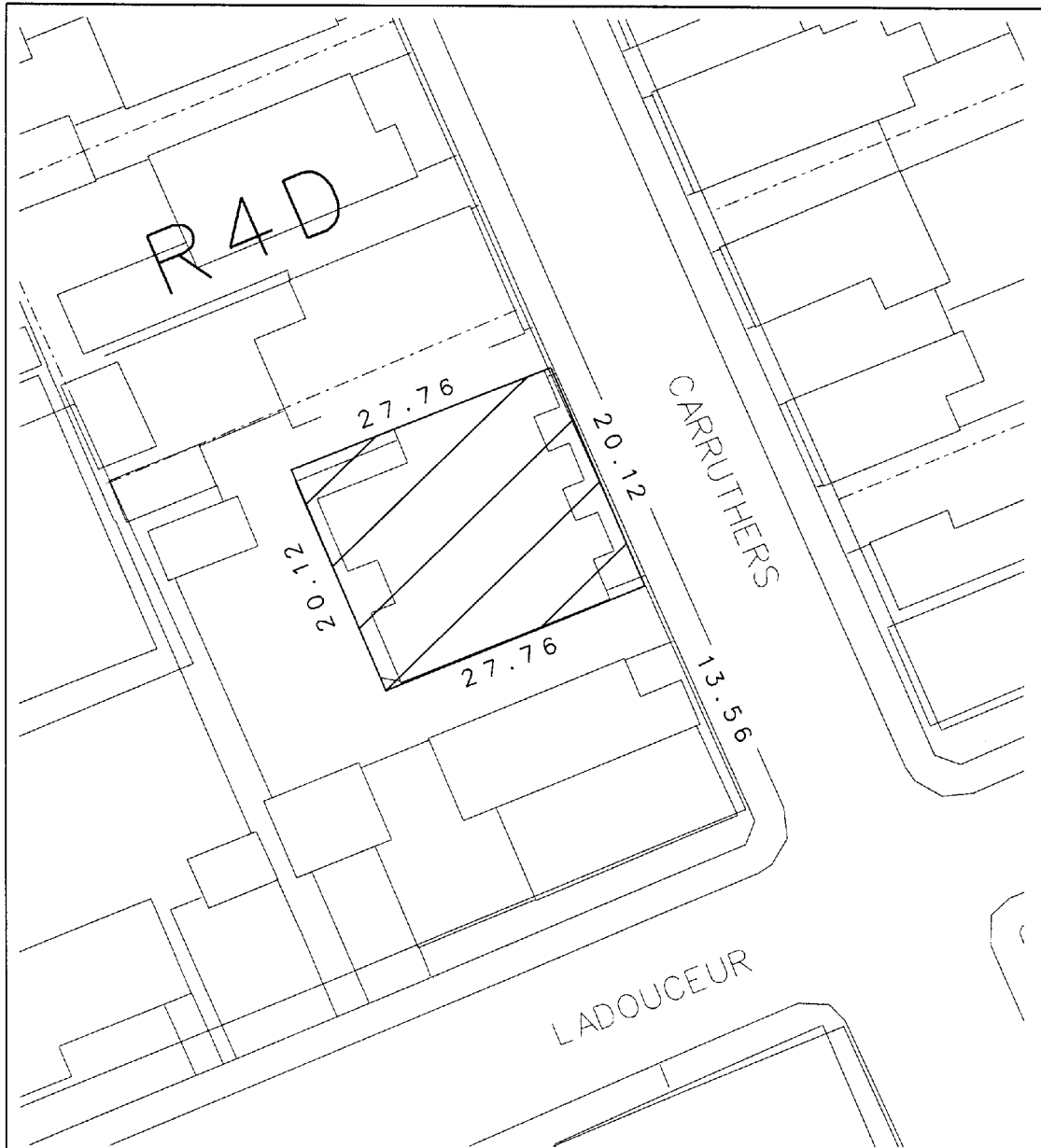
| APPELLANT | ZONING BY-LAW | PARTICULARS | DISCUSSION  | RECOMMENDATIONS | COMMITTEE RECOMMENDATION/ ACTION (PEDC) |
|-----------|---------------|-------------|---|-----------------|---|
|           |               |             | <p>the residential neighbourhood located west along Primrose nor along Booth St. An R5C with a height suffix of H(10.7) is a reasonable compromise between the R6 lands to the north and east and the R4 lands to the south and is the same as applied under previous zoning. The height of the apartment building would result in a building form comparable to the townhouses abutting to the north, to the east and to those located opposite the site. Moreover, the height cap will result in an apartment which is in keeping with the scale of development along Primrose.</p> |                 |   |




| APPELLANT                                  | ZONING BY-LAW | PARTICULARS                                    | DISCUSSION  | RECOMMENDATIONS   | COMMITTEE RECOMMENDATION/ ACTION (PEDC)  |
|--|---------------|--|---|---|--|
| 11. Centretown Citizens Ottawa Corporation | Map 9(6)      | 171 Armstrong & 277 Carruthers                 | This corner property is developed with a 13-unit converted house, which has a density consistent with an apartment building, and is located along Armstrong which acts as a major road throughout Hintonburg and contains a mix of residential and commercial. Its location on a corner lot and its existing development result in a potential development of an apartment building which would not be an intrusion into the interior of the neighbourhood. | That Map 9(6) be amended by rezoning the lands known as 171 Armstrong & 277 Carruthers be rezoned to R5C. |  |
|  | Map 22(5)     | 82-84 Putman - downzoned from R5-x[123] to R3J | <u>Original discussion</u><br>This site is not zoned R3J, but R5B, which is the appropriate zone for this site and area. No change required<br><br>NOTE: This matter has not been officially withdrawn by appellant, though this site is no longer noted during negotiations  | NO CHANGE CONSIDERED REQUIRED   | The Committee concurs and so recommends. |

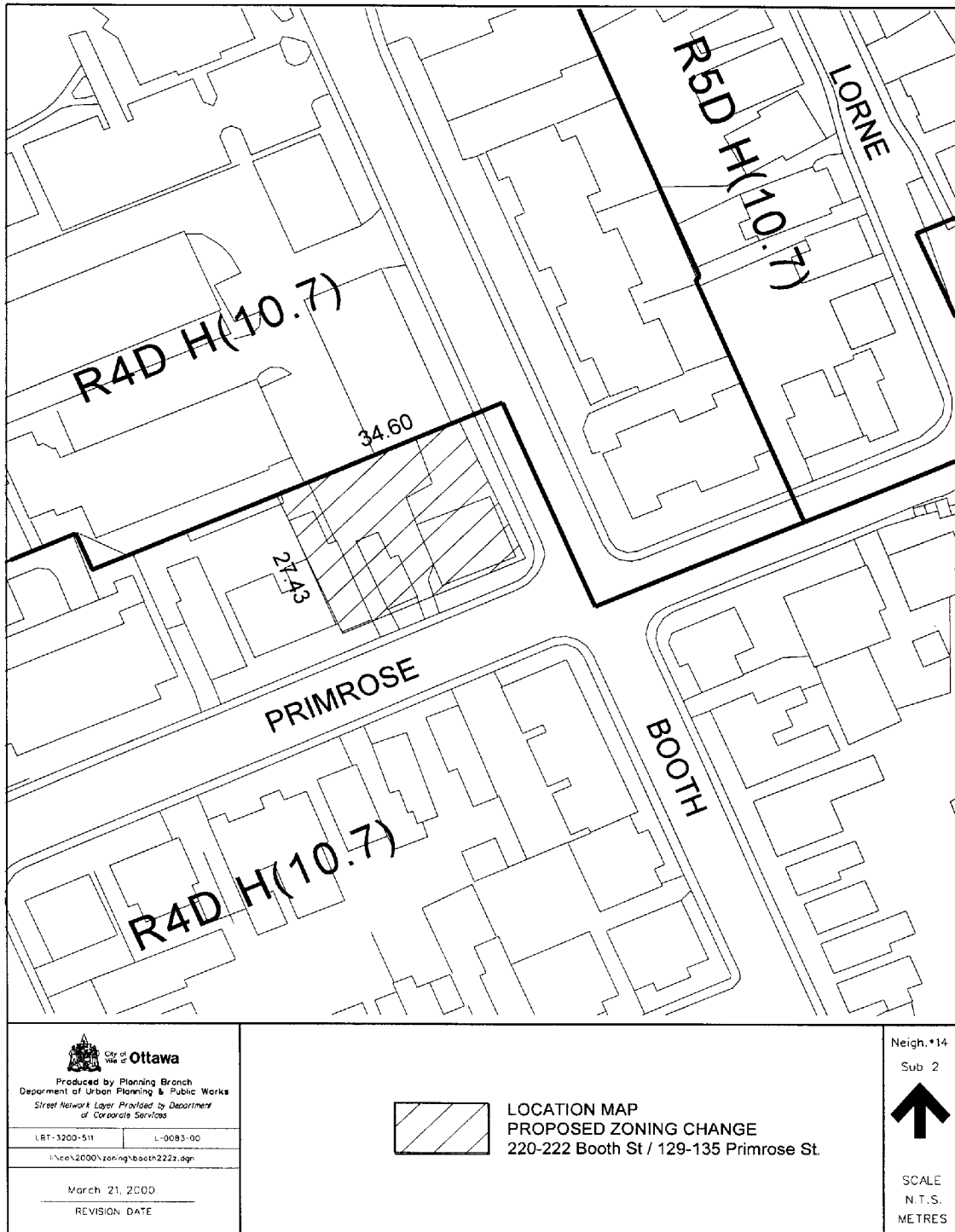
| APPELLANT | ZONING BY-LAW  | PARTICULARS | DISCUSSION | RECOMMENDATIONS | COMMITTEE RECOMMENDATION/ ACTION (PEDC) |
|-----------|--|-------------|------------|-----------------|---|
|           | Section 121,<br>Table 121<br>Section 124<br>(1), 125, 126;<br>Section 75;<br>Section 47 (2a),<br>(3)<br>Section 155,<br>156<br>Sections 177,<br>180; Tables<br>177, 180<br>Section 187,<br>Table 187<br>Section 166,<br>Table 166 (iii),<br>Maps 14-2 and<br>14-6<br>add Section<br>4(c)-like<br>provision | WITHDRAWN   |            |                 |   |







|  |  |  |
|--|--|--|
|  <p>City of Ottawa<br/>                 Produced by Planning Branch<br/>                 Department of Urban Planning &amp; Public Works<br/>                 Street Network Layer Provided by Department<br/>                 of Corporate Services</p> <p>LBT-3200-511      L-0081-00</p> <p>\\NCONCAR2122.DGN</p> <p>MARCH 17, 2000<br/>                 REVISION DATE</p> |  <p>LOCATION MAP<br/>                 PROPOSED ZONING CHANGE<br/>                 212-216 CARRUTHERS AVENUE</p> |  <p>SCALE<br/>                 N.T.S.<br/>                 METRES</p> |
|--|--|--|





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March 23, 2000

ACS2000-PW-PLN-0044  
(File: JPD4840HUNC 300)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT8 - Mooney's Bay

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

Action/Exécution

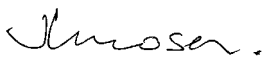
**5. Signs By-law Minor Variance Application - 300 Hunt Club Road**  
**Dérogation mineure de l'Arrêté municipal sur les enseignes - 300,**  
**chemin Hunt Club**

**Recommendation**

That the application to vary the Signs By-law 311-90, to permit a wall mounted logo sign within a Level 2 Use Zone, as detailed in Document 2, be APPROVED, subject to the following.

**SPECIAL CONDITION**

Prior to the issuance of the sign permit, the applicant provide written confirmation from the Director of Airport Operations granting permission to install the sign.



March 23, 2000 (3:13p)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



March 27, 2000 (8:29a)


Approved by  
John S. Burke  
Chief Administrative Officer

DRB:drb

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

## Financial Comment

N/A.

  
March 23, 2000 (3:05p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

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

The applicant is requesting relief from the signs permitted section on the by-law to install a wall mounted logo sign for the purposes of identifying the “IOGEN” Corporation. The sign is to be located in the top storey facing west toward the Hunt Club Road.

The property is located on the south side of Hunt Club Road west of Bowesville Road. The land is zoned T1 under the new Zoning By-law (previously zoned G under Z-2K). The property is occupied by a two storey industrial use building currently under construction to expand the existing building. The building fronts onto a private internal roadway which also services other buildings of similar land use, all of which are located on land owned by Transport Canada. The Hunt Club Golf course is located on the north side of Hunt Club Road. The proposed IOGEN logo sign would be located on the new section of the building, as illustrated in Document 5, and would be in addition two wall mounted sign.

The current Signs By-law does not recognize the new T1 zoning designation and, therefore, must classify the land based on the previous zoning designation G, that for by-law purposes, is classified as a Level 2 Use zone. Logo signs are only permitted within Level 3 commercial and industrial zones.

The new Signs By-law 36-2000, approved by City Council on March 1, 2000 and scheduled to come into force and effect on May 16, 2000, will recognize the T1 zone as a District 4 Use zone wherein logo signs will be permitted as a matter of right. Both the scale and location of the sign would be acceptable based on the regulations of the new by-law.

All of the comments received in response to the early notification circulation were in support of the application.

The Department is of the opinion the proposed scale and location of the sign is acceptable both in terms of compatibility with the general character of the area and the requirements of the new Signs By-law. As such, it is felt that the application is consistent with the intent and purpose of the by-law and approval is recommended. The above notwithstanding, as outlined in Document 2, the Airport Authority has requested that the applicant receive prior approval from the Authority before installing the sign.

### Consultation

In response to the standard early notification to area residents, community and business group and the ward Councillor, three responses all in support of the application as submitted were received. Comments from the Director of Airport Operations are summarized within Document 2. Ward Councillor Jim Bickford is aware of the application.

### Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, PCL Construction Canada Inc., Suite 100, 57 Auriga Drive, Nepean, Ontario, attention: Gaéton Lacroix, K2E 8B2 and IOGEN, 300 Hunt Club Road, Ottawa, Ontario, K1V 1C1, of City Council's decision.

### List of Supporting Documentation

|            |  |
|------------|--|
| Document 1 | Fact Sheet   |
| Document 2 | Details of Requested Minor Variance and Consultation Details |
| Document 3 | Location Plan  |
| Document 4 | Site Plan  |
| Document 5 | Elevation Drawing  |
| Document 6 | Sign Detail  |



**Part II - Supporting Documentation**

## FACT SHEET

Document 1

Signs By-law - Minor Variance  
 Address - 300 Hunt Club Road  
 JPD4840/HUNC 00300

|   |   |
|---|---|
| Current Zoning:   | T1<br>G [Previous zoning under Z-2K]            |
| Sign Level Use:   | Level 2   |
| Defined Special Signage Area:                                 | N/A   |
| Existing Development/Use:                                     | Industrial - Office                             |
| Site Plan Control (Cross Reference):                          | 1051986   |
| Existing Signs Under Permit: (For the Subject Occupancy)      | 1 - 5.02 square metre non-illuminated wall sign |
| <b>Requested:</b>   | <b>Permitted or Maximum allowable:</b>          |
| Type: 1 on-premises logo sign                                 | Not Permitted in Level 2 Use Zone.              |
| Classification: Identification Logo sign                      | Not Permitted ( only within Level 3 Use Zones)  |
| Area of Face: 1 - 4.09 square metres                          | Not Permitted                                   |
| Location: On building west elevation at or near the roof line | Not Permitted                                   |
| Illumination: No requested                                    | N/A   |

**Details of Requested Amendment**

Relief from Paragraph 1.2.1.5. of Schedule A of By-law 311-90, as amended, to permit the installation of an on-premises identification logo sign within a Level 2 Use zone.

**Consultation Details**

In response to the early notification circulation, three submissions were received all in support of the application as submitted. The Airport Authority expressed concern with regard to a potential safety issue when installing the sign. Specific comments provided are as follows:

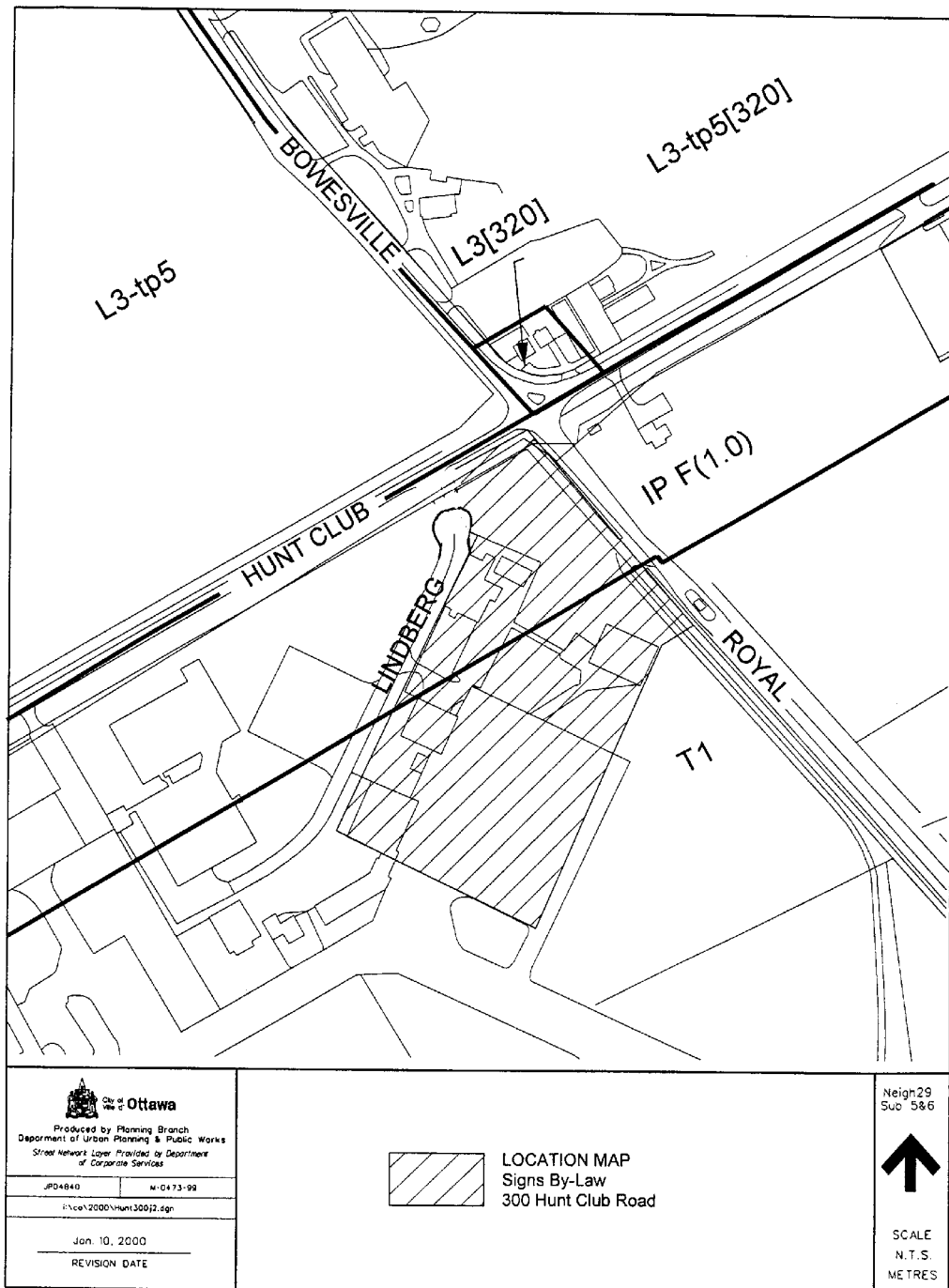
- It does not seem to affect either the airport or our business, as the sign will not be lit. So long as the sign remains unlit, we do not foresee any problems.
- Ottawa MacDonald-Cartier International Airport Authority

“The Airport’s only concern would be with regard to the use of a crane to erect the new sign. The use of a crane at that location might violate the Obstacle Limitation Surfaces and pose a serious danger to aircraft using runway 14/32. The Duty Manager at the Airport must be notified (248-2013) a minimum of 10 days prior to the erection of the crane and provided with the following information: the full height of the crane above ground or sea level, the coordinates of the crane and the exact time and date(s) that the crane will be in use. Airport Authority staff will then determine if the crane will restrict the use of the Airport. If the crane height violates the protected airspace, Transport Canada (on behalf of the Airport) will issue a notice to pilots that the runway will be closed for the specific time the crane is in use.”

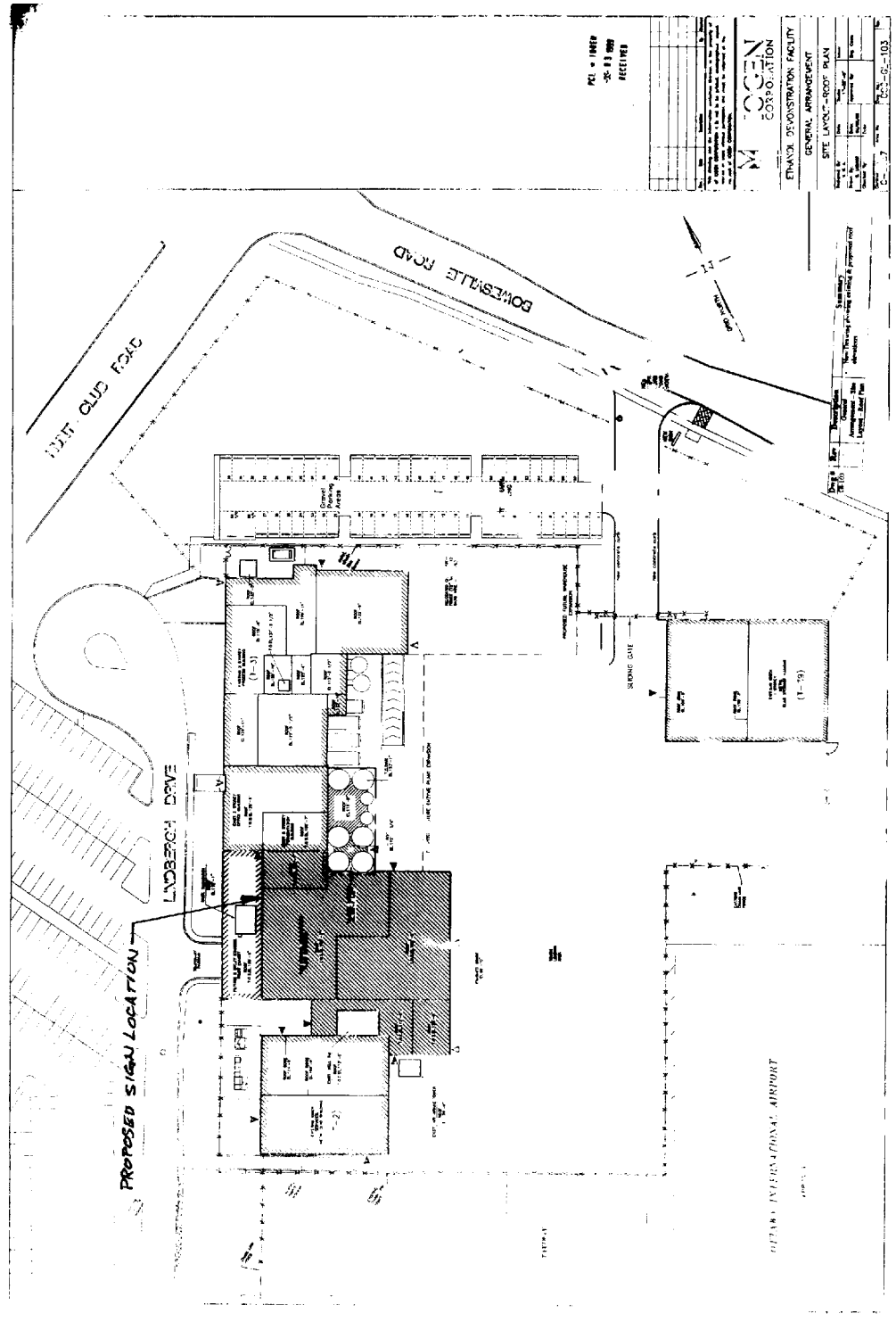
**Departmental Comments**

The requirement of the Airport Authority has been included as a condition of approval.

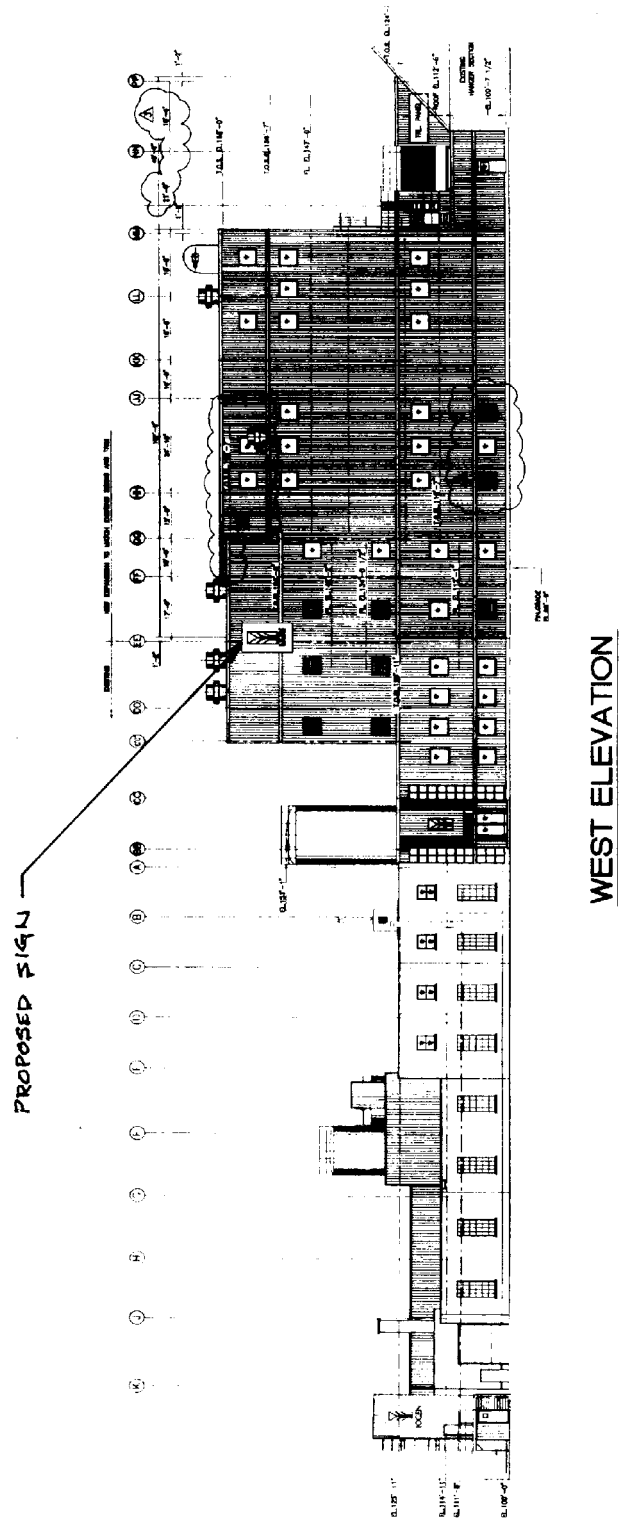
LOCATION PLAN



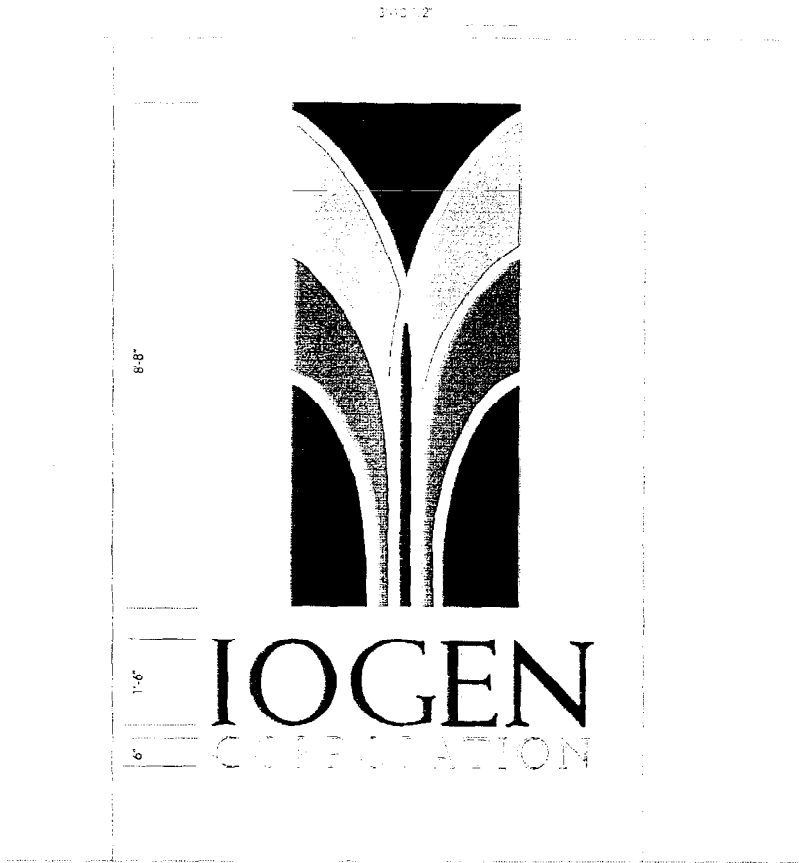
SITE PLAN



ELEVATION DRAWING




SIGN DETAIL



EXISTING  
SIDING

NON-ILLUMINATED SIGNAGE

SIGNAGE TO BE INDIVIDUALLY CUT OUT 1/2" THICK SINTRA PAINTED AS SHOWN  
 COLORS TO BE AS PER IOGEN STANDARD LOGO COLORS  
 SIGNAGE TO BE INSTALLED 1" OFF CORRUGATED SIDING WITH 1/8" x 4" PINS  
 TO BE SILICONED INTO 1/8" HOLES

|   |   |  |
|---|---|--|
|  <p>3870 SHEFFIELD RD., OTTAWA, ON K1B 3V9<br/>         TEL: (613) 748-2295 FAX: 748-1543</p> <p>CUSTOM SIGN MANUFACTURER SINCE 1947</p> | <p>Copyright in ownership of this drawing remains the property of RAY NEON SIGNS INC. and any uses thereof without the express written consent of RAY NEON SIGNS INC. will result in the commencement of proceedings to enforce their rights.</p> <p>Any other use or simulation used in this section may not be made without the express written consent of the sign maker or distributor. For any further representation please contact a branch of the Ontario Police (2045)</p> | <p>REFERENCE # 99-07-13</p> <p>SCALE: 1/2" = 1'-0"</p> <p>DATE: JULY 9th, 1999</p> <p>DESIGNER: R. C. A.</p> |
| <p>PROJECT TITLE:</p>   |   | <p>PROJECT LOCATION:</p>   |

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March 9, 2000

ACS2000-PW-LTB-0007  
(File:TAS3000/QUES 00100)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT6 - Somerset

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

Action/Exécution

## **6. Transportation - Travel Demand Management Plan - World Exchange Plaza - 100 Queen Street**

**Transports - Plan de gestion des besoins en transport - World  
Exchange Plaza - 100, rue Queen**

### **Recommendation**

That the World Exchange Travel Demand Plan, prepared by Delcan Corporation for Truscan Property Corporation, dated January 2000 and attached as Document 1, be **ACCEPTED**.



March 10, 2000 (12:27p)

Edward Robinson  
Commissioner of  
Urban Planning and Public Works

JS:lf

Contact: John Smit - 244-5300 ext. 3866



March 13, 2000 (8:48a)

Approved by  
John S. Burke  
Chief Administrative Officer

### ***Planning and Economic Development Committee Action - March 28, 2000***

- ▶ *The Committee deferred Submission dated March 9, 2000 to its meeting on April 11, 2000.*

### **Financial Comment**

Implementation of the Transportation Demand Management Plan will be the responsibility (including the provision of funding) of the property owner.



March 10, 2000 (11:47a)

for Mona Monkman  
City Treasurer

BH:cds



## Executive Report

### Reasons Behind Recommendation

#### Background

On July 28, 1998, the Planning and Economic Development Committee considered a Departmental submission recommending approval of modifications to the Development Agreement between the City of Ottawa and Truscan Property Corporation for the World Exchange Plaza (WEP). The modifications were requested by Truscan to accommodate an office tower for the Phase 2 development of the WEP, and to allow 439 spaces of the 839 public parking spaces currently provided within the below-grade parking facility to be available for lease to the office and retail tenants of the development. The Planning and Economic Development Committee recommended approval of the Departmental recommendation subject to a number of conditions, which included the following:

To submit a Travel Demand Management Plan to include modal share and vehicle occupancy targets satisfactory to the Planning and Economic Development Committee, and to provide updates on an annual basis until those targets are met.

The Planning and Economic Development Committee recommendation (and associated conditions) was approved by City Council on August 5, 1998.

In response to the above, Truscan Property Corporation retained Delcan Coporation to undertake research to determine the existing modal share at the WEP, to identify modal share and vehicle occupancy targets for the proposed office tower (Phase 2 of WEP), and establish a time frame for TDM initiatives to be undertaken and to achieve the proposed targets. The Consultant's study, proposed TDM plan, and recommendations are contained in a document entitled "*World Exchange Plaza Travel Demand Management Review and Plan*" (included as **Document 1**).

#### WEP Travel Demand Management Plan

The WEP Travel Demand Management Plan (**Document 1**) has been reviewed by the Department and is being forwarded to the Planning and Economic Development Committee for the Committee's acceptance.

The research undertaken by the Consultant to determine the existing modal share at the WEP identified the following:

- 53% of all trips were non-auto related;

- 12% of all trips were multi-occupant vehicle related; and,
- 35% of all trips were by single occupant vehicles.

In comparing the existing modal share at WEP with the existing modal shares in the Core Area (Central Business District west of the Rideau Canal), it was found that the current modal shares for the WEP are comparable to the 1995 Core Area modal shares. In reviewing the Central Area (as identified in the City Official Plan) targets identified in the Region's Transportation Master Plan (TMP) for 2021, it was determined that the existing non-auto modal shares for the WEP are greater than the targets set out for the Central Area. The TMP does not identify specific targets for the Core Area.

Based on the existing modal shares for the WEP and the targets identified in the TMP, the consultant has recommended that the TDM objectives for the new building should be to meet or exceed those modal shares set out in the Region's Transportation Master Plan for the Central Area, and to meet or exceed the existing vehicle occupancy rates for the WEP. The Department considers these to be appropriate targets for the new development. The TMP is the only document that sets out area wide targets for the Central Area and it is appropriate that Phase 2 of the WEP meet these. Also, the WEP currently has a relatively low percentage of single occupant vehicle trips and it is appropriate to establish as a target, a vehicle occupancy rate that is equal to or better than the current vehicle occupancy rate.

To determine whether the targets are met following construction of Phase 2, the Consultant is recommending that a second TDM survey be undertaken once the second office tower reaches 70% occupancy. This will identify the travel mode choices for the new tenants and if the targets are not met, specific TDM measures will be identified for implementation to achieve the modal share targets with annual follow-up studies being undertaken until the targets are achieved. The Department concurs with this strategy.

In addition to identifying modal share targets and detailing timing for achieving the targets, Truscan Property Corporation is intending to advance three TDM initiatives aimed at further increasing non-auto modes of travel and to reduce reliance on single occupant vehicles. These measures, intended to be instituted in advance of the second TDM study to be undertaken following completion and 70% occupancy of the Phase 2 office tower are:

- improved change and shower facilities on-site for walkers and cyclists;
- sale of OC Transpo tickets on site; and,
- a one-time grant to OC Transpo of \$40,000 for use by OC Transpo at its discretion to promote transit ridership.

In summary, the Department is satisfied with the Transportation Management Demand Plan submitted by Truscan Property Corporation and recommends that the Plan included in **Document 1** be accepted by the Planning and Economic Development Committee.

### Environmental Impact

No environmental impact is anticipated as the recommendation falls within the MEEP Automatic Exclusion List - Section 1 (d) - Studies/Surveys.

### Disposition

Department of Urban Planning and Public Works to prepare a staff-initiated revision to the Approved Site Plan for Phase 2 of the WEP to include within the associated Site Plan Control Agreement conditions related to the following:

1. Follow-up Travel Demand Management Studies (as recommended in **Document 1**);  
and,
2. Implementation of travel demand measures, should these be required, to achieve the transit modal and vehicle occupancy targets set out in **Document 1**.

### List of Supporting Documentation

Document 1 - World Exchange Plaza Travel Demand Management Review and Plan

**Part II - Supporting Documentation**

Document 1

**WORLD EXCHANGE PLAZA  
TRAVEL DEMAND MANAGEMENT  
REVIEW AND PLAN**

**Prepared for:**

**Truscan Property Corporation  
c/o Elliott Realty Advisors Inc.**

**by:**

**DELCAN**

**January 2000**

**SO2342SO-A00**

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**DELCAN**

## 1.0 INTRODUCTION

Travel Demand Management (TDM) comprises a variety of initiatives to promote alternate modes of travel to single occupancy vehicle travel. Truscan Property Corporation is proposing to add a second office tower to the existing World Exchange Plaza (WEP) located on Queen Street in the City of Ottawa. One of the conditions of the site plan agreement for the second office tower is as follows;

*to submit a Travel Demand Management Plan to include modal share and vehicle occupancy rate targets satisfactory of the Planning and Economic Development Committee. Truscan further agrees to update these figures on an annual basis until the targets identified in the report have been reached and submit these updates to Planning and Economic Development Committee.*

The condition can be divided into two parts:

- The development of satisfactory modal share and vehicle occupancy targets for the second tower; and
- A plan to monitor the values annually until the targets have been reached.

To satisfy this condition, Delcan was retained to undertake research to determine the existing modal share at the WEP. A survey of employers and employees at the World Exchange Plaza was conducted to determine existing travel behaviour. The performance of the existing building is used as an indicator of the potential performance of the new building. Based on the existing behaviour of employees at the WEP, this report identifies modal share and vehicle occupancy targets for the second tower as well as a time frame for the TDM initiatives to be undertaken and the proposed targets reached.

There are presently 52 employers and approximately 1500 employees in the WEP. The following tables provide a summary of the results of the employer and employee surveys undertaken in the Summer and Fall of 1999. Survey response rates are considered high relative to other tenant surveys undertaken by the property manager at the WEP. A copy of each survey form is attached as Appendix A.

**TABLE 1  
SURVEY RESPONSE RATES**

|                  | Total Number | Responses | % Response |
|------------------|--------------|-----------|------------|
| <b>Employers</b> | 52           | 31        | 60%        |
| <b>Employees</b> | 1500         | 388       | 26%        |

## 2.0 EXISTING CONDITIONS

Based on the surveys undertaken of the existing building, the current conditions for modal share and vehicle occupancy of the WEP were determined and are presented below.

### 2.1 TRAVEL MODE BREAKDOWN

The following is a breakdown of the travel mode share for the World Exchange Plaza based on the results of the employee survey.

**TABLE 2  
EXISTING TRAVEL MODE BREAKDOWN**

| Travel Mode             |              | % of trips |     |
|-------------------------|--------------|------------|-----|
| walk                    |              | 9.6%       | 53% |
| bicycle <sup>1</sup>    |              | 1.8%       |     |
| transit                 |              | 41%        |     |
| telecommute             |              | 0.4%       |     |
| taxi                    |              | 0.3%       |     |
| multi-occupant vehicles | car/van pool | 3.4%       | 12% |
|                         | passenger    | 8.5%       |     |
| single occupant vehicle |              | 35%        | 35% |

<sup>1</sup> Figures are for year-round trips. During the Spring, Summer, and Fall seasons, cycle trips would account for approximately twice the percentage shown, or 4% of all trips.

As shown, 53% of all trips were non-auto related. Approximately 12% of trips were multi-occupant vehicle related and 35% of all trips were by single occupant vehicles.

### 2.2 VEHICLE OCCUPANCY

Vehicle occupancy was investigated in the survey through the questionnaires to employees as well as through vehicle occupancy counts conducted in the morning peak period at the parking garage's two entrance locations.

Based on the employee survey responses, the following table identifies the number of persons in the vehicle, including the driver, for those who said they come to work by car and park at the WEP.

**TABLE 3  
EMPLOYEE SURVEY  
VEHICLE OCCUPANCY**

| # of persons<br>in each car | # of cars  | Total # of<br>persons |
|-----------------------------|------------|-----------------------|
| 1                           | 106        | 106                   |
| 2                           | 24         | 48                    |
| 3                           | 3          | 9                     |
| <b>Total</b>                | <b>133</b> | <b>163</b>            |

In total, there were 133 vehicles with 163 occupants for a vehicle occupancy of 1.2.

The second method for determining vehicle occupancy was with a vehicle occupancy survey of the two World Exchange Plaza parking garage entrances. Table 3 identifies the number of cars and the number of persons per car arriving during the morning peak period (7:30-9:00am).

**TABLE 4  
VEHICLE OCCUPANCY SURVEY**

| # of persons<br>per car | # of cars  | Total # of<br>persons |
|-------------------------|------------|-----------------------|
| 1                       | 469        | 469                   |
| 2                       | 25         | 50                    |
| 3                       | 1          | 3                     |
| <b>Total</b>            | <b>495</b> | <b>522</b>            |

In total, there were 495 vehicles surveyed with 522 occupants for a vehicle occupancy of 1.05.

The vehicle occupancy calculation based on the survey at the parking garage entrances was lower than that from the employee survey. The discrepancy between these two vehicle occupancy data sources likely results from the garage survey being undertaken at the underground entrances to the WEP parking facility. Passengers that work outside of the WEP are likely dropped off and picked up at other locations or on the street before the vehicle enters the garage where the occupancy counts were recorded. As a result, these individuals would not have been counted. The actual vehicle occupancy for those employees who park at the WEP is therefore likely between 1.1 and 1.2.



### 3.0 TARGETS

The suggested targets for the TDM performance of the second tower at the World Exchange Plaza are based on the existing conditions at the WEP and the targets identified in the ROC Transportation Master Plan (1997). Existing data for the Core Area and the Central Area from the Region of Ottawa-Carleton's Transportation Master Plan as well as the 1995 *TRANS Origin-Destination Survey* are included below for purposes of comparison with the current conditions at the WEP.

#### 3.1 COMPARISON WITH REGION'S TRANSPORTATION MASTER PLAN (1997)

The 1997 Transportation Master Plan provides modal share conditions for the Core Area and for the Central Area for 1995 as well as targets for the Central Area for 2021. Table 5 compares these values against the 1999 existing conditions for the World Exchange Plaza.

**TABLE 5  
COMPARISON'S TO THE REGION'S  
TRANSPORTATION MASTER PLAN**

| Travel Mode | Core Area | Central Area |      | WEP  |
|-------------|-----------|--------------|------|------|
|             | 1995      | 1995         | 2021 | 1999 |
| walk        | 12%       | 1%           | 3%   | 10%  |
| cycle       | 3%        | 3%           | 4%   | 2%   |
| transit     | 36%       | 28%          | 33%  | 41%  |
| auto        | 49%       | 68 %         | 60%  | 47%  |

#### Comparison with the Core Area

The values for the WEP are comparable to those for the Core Area for walking (10% compared to 12%) and cycling (2% compared to 3%). The WEP has a lower share of auto-related travel (47% compared to 49%) and a higher level of transit use (41% compared to 36%) when compared with the Core Area values. The Transportation Master Plan does not appear to identify travel mode targets for the Core Area.

#### Comparison with the Central Area

When compared with the values for the Central Area, which extends beyond the Core, the WEP modal share for cycling is comparable with the 1995 conditions and has a significantly lower share of auto travel (47% compared to 68%) and a significantly higher rate of walking (10% compared to 1%) and transit (41% compared to 28%). It appears that the only established modal share targets in the Region's Transportation Master Plan are for the Central Area.

### 3.2 1995 TRANS ORIGIN-DESTINATION SURVEY

Another source for comparison is the *1995 TRANS Origin-Destination Survey* undertaken by the Region. Information provided by the Region on the transit modal share to/from the Central Area of Ottawa (TRANS Traffic Zones 1, 2, and 3) is as follows:

- approximately 30% of all trips destined to this area in the morning peak period are by transit; and
- approximately 45% of work trips destined to this area in the morning peak period are by transit.

The transit share of work-related trips for the WEP is comparable, at 41%, to the data from the Region's origin-destination survey for morning peak period work trips.

Based on the surveys undertaken, the travel mode characteristics of the existing WEP employees compare favourably with recent data and projected targets for the Central Area of Ottawa. The WEP generally exceeds the 1995 averages in the Core Area for non-auto travel and its 1999 transit modal split surpasses the 2021 targets for transit identified by the Region for the Central Area.

### 3.3 SUGGESTED TARGETS

The existing TDM performance of the WEP has favourable levels of non-single occupant vehicle travel relative to the existing conditions in the Core Area and to the Region's 2021 targets set out for the Central Area. The TDM objectives for the new building should be to meet or exceed those modal share targets set out in the Region's Transportation Master Plan for the Central Area and to meet or exceed the existing vehicle occupancy rates.

## 4.0 TDM INITIATIVES

Notwithstanding the favourable existing levels of non-single occupant vehicle travel the owner of the WEP is proposing to advance the following initiatives to further increase non-auto modes of travel and to reduce the use of the single occupant vehicle:

- provide improved change and shower facilities on-site for cyclists and walkers;
- the sale of OC Transpo passes and tickets on-site at the WEP; and
- a one time grant of \$40,000 will be made to OC TRANSPO to be used at their discretion to promote transit ridership.

#### 4.1 FURTHER TDM INITIATIVES

Upon completion of the TDM employee survey of the second tower, if TDM levels meet the targets, it is recommended that no further TDM surveying of the WEP be undertaken. If upon completion of the survey, the levels are determined to be lower than targeted, then it is recommended that further TDM initiatives be undertaken at that time.

Should subsequent TDM monitoring be required, future vehicle occupancy counts could be conducted at two time periods (prior to 9:30am and after 9:30 am). Surveying at these two times will take into account the current requirement that a certain percentage of parking be closed (chained off) until 9:30 am in order to retain a percentage of parking spaces for the retail customers of the WEP.

### 5.0 RECOMMENDATIONS

The recommendations of this study are;

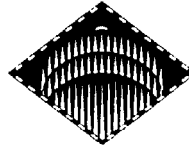
- When the second office tower reaches 70% occupancy, a second TDM survey should be conducted at the WEP to determine the travel mode choices of the new tenants in the second tower;
- If the travel mode choices determined by this second survey are at suitable levels, no further TDM monitoring of the WEP will be required;
- If the travel mode choices are not at suitable levels, further TDM initiatives should be undertaken at that time by the management of the WEP in an effort to obtain the targeted levels; and
- Subsequent TDM surveys be undertaken on an annual basis until the targets have been met.

**APPENDIX A**

**EXAMPLE OF EMPLOYER  
AND EMPLOYEE SURVEYS**

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**DELCAN**



WORLD  
EXCHANGE  
PLAZA

Company name: \_\_\_\_\_ phone: \_\_\_\_\_  
 Contact person: \_\_\_\_\_ fax: \_\_\_\_\_  
 Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**Section A - Employees**

1. How many of your employees work at the World Exchange Plaza? Part-time \_\_\_\_\_  
Full-time \_\_\_\_\_
2. How many full-time employees work a compressed work week? \_\_\_\_\_
3. How many full-time employees have flexible work hours? \_\_\_\_\_
4. How many company paid parking spaces are provided? \_\_\_\_\_
- 5a. Are all of these paid spaces within the World Exchange Plaza building? Yes\_\_ No\_\_
- 5b. If No on 5a, how many external paid parking spaces are provided? \_\_\_\_\_

**Section B - Existing Travel Demand Management (TDM)**

Does your company currently undertake any of the following programs and incentives for employees at the World Exchange Plaza?

|   | Yes | No |
|---|-----|----|
| 1. Charge employees for parking                     |     |    |
| 2. Transit promotion (e.g. literature)              |     |    |
| 3. Transit pass subsidy                             |     |    |
| 4. Transit pass sales by payroll deduction          |     |    |
| 5. Company organized car-pooling programs           |     |    |
| 6. Preferential parking for car-pooling             |     |    |
| 7. Provision of change and shower facilities        |     |    |
| 8. Sufficient, visible and secure bicycle parking   |     |    |
| 9. Walking and cycling promotion                    |     |    |
| 10. Guaranteed ride home for late-working employees |     |    |
| 11. Paid taxi fare for late-working employees       |     |    |
| 12. Travel Demand Management promotional literature |     |    |

**Please return by fax to (613) 739-7105.**

If you have any questions about this survey please call Marc Sarazin at 738-4160.

Thank you for your assistance.

O & Y Enterprise Real Estate Services  
 45 O'Connor Street, Suite 300, Ottawa, Ontario K1P 1A4  
 Tel: (613) 230-3002 • Fax: (613) 563-3217 • www.oyp.com



WORLD  
EXCHANGE  
PLAZA

Company Name: \_\_\_\_\_

**Section A - Work Information**

1. Are you a full-time or part-time employee? full time \_\_\_ part time \_\_\_
2. Do you currently work a compressed work week? Yes \_\_\_ No \_\_\_  
(i.e. 37.5 to 40 hrs in 4 days or less)
3. Do you have flexible work hours? Yes \_\_\_ No \_\_\_  
(i.e. able to choose your start and finish times)
4. How do you travel to work? (Please indicate the number of days in a typical work-week that you use each of the following transportation methods)

|                             |                                     |
|-----------------------------|-------------------------------------|
| Telecommute ___ days/week   | taxi ___ days/week                  |
| walk ___ days/week          | car/van pool ___ days/week          |
| bicycle ___ days/week       | private car (driver) ___ days/week  |
| transit (bus) ___ days/week | private car (passngr) ___ days/week |

**Section B - Private Vehicle Travel Information**

If you come to work by private vehicle, please answer the following:

1. Are you generally the driver, or the passenger? Driver \_\_\_ Passenger \_\_\_
2. How many people are usually in the vehicle (including the driver)? # \_\_\_\_\_
3. Is the vehicle most often parked at the World Exchange Plaza? Yes \_\_\_ No \_\_\_
4. Do you pay for your own parking? Yes \_\_\_ No \_\_\_ partially \_\_\_

**Section C - Incentives To Reduce Private Vehicle Travel**

If you most often come to work by private vehicle (car, van, truck), which of the following incentives, if any, would motivate you to change from private vehicle travel to walking, cycling, transit or car pooling? (please indicate your top 3 choices with a ✦).

|  |     |   |     |
|--|-----|---|-----|
| Transit pass subsidy by your employer              | ___ | Convenient change and shower facilities         | ___ |
| Transit passes available through payroll deduction | ___ | Sufficient, visible and secure bicycle parking  | ___ |
| Company organized car-pooling programs             | ___ | Guaranteed ride home for late-working employees | ___ |
| Preferential parking for car-poolers               | ___ | Paid taxi fare for late-working employees       | ___ |
| Reduced parking rate for car-poolers               | ___ | Other _____                                     | ___ |
| A walking and cycling promotion program            | ___ | None of the above                               | ___ |

O & Y Enterprise Real Estate Services  
45 O'Connor Street, Suite 300, Ottawa, Ontario K1P 1A4  
Tel: (613) 230-3002 • Fax: (613) 563-3217 • www.oy.com

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March 17, 2000

ACS2000-PW-PLN-0035  
(File: OHD4300GLADSTONE344)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT6 - Somerset

- Local Architectural Conservation  
Advisory Committee / Comité consultatif  
local sur la conservation de l'architecture
- Planning and Economic Development  
Committee / Comité de l'urbanisme et de  
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

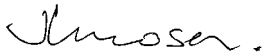
## 7. Heritage Alteration - 344 Gladstone Avenue

### Transformation d'un bâtiment historique -344, avenue Gladstone

#### Recommendation

That approval be given to alter the property at 344 Gladstone Avenue in accordance with the plans by Farrow Architects Inc., as received on March 1, 2000.

(Note: The approval to alter must not be construed to meet the requirements for the issuance of a Building Permit.)



March 21, 2000 (10:02a)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



March 21, 2000 (1:52p)

Approved by  
John S. Burke  
Chief Administrative Officer

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855

#### ***Local Architectural Conservation Advisory Committee Recommendation - April 4, 2000***

- ▶ *The Committee concurs and so recommends.*


*Yeas: (7) R. Rodgers, J. Arnold, A. Horrall, T. Laverty, R. Pajot, D. Showman and P. Stumes*

*Nays: (1) T. Montpetit*



## Financial Comment

N/A.

  
March 21, 2000 (8:42a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

The building at 344 Gladstone Avenue is designated under Part V of the Ontario Heritage Act as part of the Centretown Heritage Conservation District through by-law 269-97. It was rated as a Group 3 building of some heritage interest dating from approximately 1899. The building was substantially altered through the change of the original gabled roof to a flat-roofed third storey. The proposed alteration would add a private roof-top deck and exercise area as an extension to the building owner's existing third floor apartment. The first two floors of the building are occupied by the owner's business.

The 1997 Centretown Heritage Conservation District Study by Julian Smith and Associates provides the following guideline with respect to additions to a heritage residential property converted to office use:

“Where new additions or alterations are introduced, they should be of sympathetic contemporary design, distinguishable from the original but compatible in form and detail. They should not detract from or overpower the original.”

Approval of this roof-top addition is recommended because the original heritage building has been extensively compromised to the point that the reinstatement of the original roof configuration is unlikely. The proposed addition, while not complementing the original 1890's building, would not detract from the renovated building as it currently exists and would not detract from the Centretown streetscape.

### Consultation

Adjacent property owners, tenants as well as local business and community associations were notified by letter of the date of the LACAC meeting and the Planning and Economic Development Committee meeting and were provided with comment forms to be returned to LACAC. This is in accordance with City Council's public participation policy regarding alterations to designated heritage buildings (PDD/PPP/N&C #9).

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner (Pierre Amelotte, 344 Gladstone Avenue, Ottawa K2P 0Y8), the agent (Farrow Architects Inc. 1308A Wellington Street, Ottawa K1Y 3B2) and the Ontario Heritage Foundation (10 Adelaide Street East, 3<sup>rd</sup> floor, Toronto, Ontario M5C 1J3) of City Council's consent to alter 344 Gladstone Avenue.

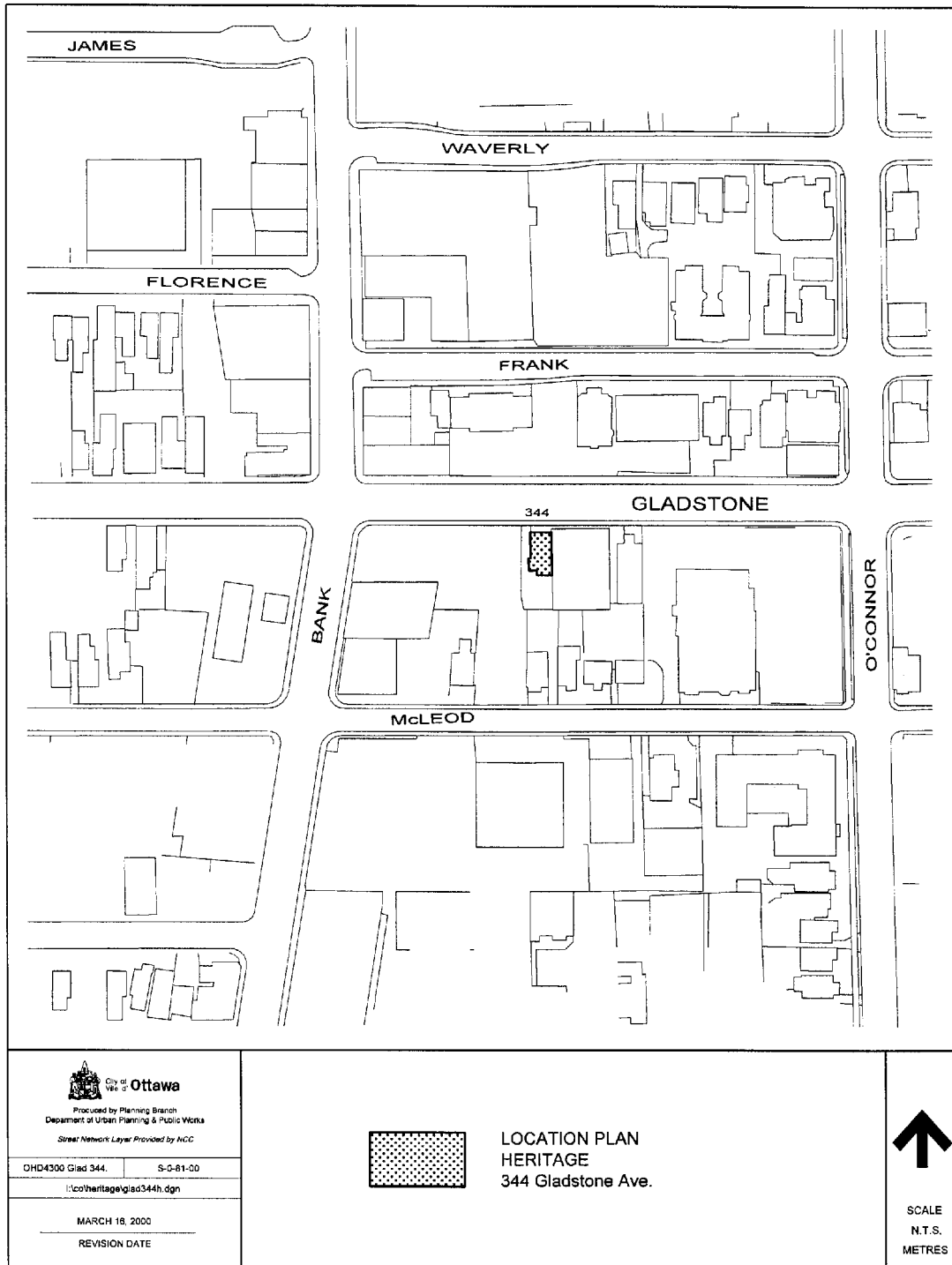
## List of Supporting Documentation

|            |                                     |
|------------|-------------------------------------|
| Document 1 | Location Map                        |
| Document 2 | Building Elevation (Gladstone)      |
| Document 3 | Building Elevations (side and rear) |
| Document 4 | Fourth Floor Plan                   |
| Document 5 | Consultation Details                |

Part II - Supporting Documentation

Location Map

Document 1



Building Elevation (Gladstone)

Document 2

**GENERAL NOTES**

- DO NOT SCALE DRAWINGS. DIMENSIONS ARE TO BE USED.
- IT IS THE RESPONSIBILITY OF THE CLIENT TO VERIFY ALL DIMENSIONS ON SITE AND CHECK AND VERIFY ALL DIMENSIONS TO THE ARCHITECT.
- ALL WORK DESCRIBED IN THIS DRAWING IS TO BE COMPLETED IN ACCORDANCE WITH THE BUILDING CODE OF THE PROVINCE OF ONTARIO AND BY-LAWS IN EFFECT.

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
|     |             |      |
|     |             |      |
|     |             |      |
|     |             |      |

PROJECT NAME: NORTH LAKE

PROPERTY NO. 145

LOT NO. 145

PROJECT NORTH  
↑

**ARCHITECTS**

PIERRE ANELOTTE  
344 GLADSTONE  
ELEVATION

DATE: 02/23/2000  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]

**ONTARIO ASSOCIATION OF ARCHITECTS**

JAMES W. FARROW  
LICENCE 3775  
FEB 23, 2000

**CITY OF OTTAWA**  
PLANNING & ECONOMIC DEVELOPMENT  
FEB 23 2000

**GENERAL NOTES**

- DO NOT SCALE DRAWINGS. DIMENSIONS SHOWN ONLY TO BE USED.
- IT IS THE RESPONSIBILITY OF THE CLIENT TO CHECK AND VERIFY ALL DIMENSIONS AND MATERIALS BEFORE CONSTRUCTION. ALL DIMENSIONS AND MATERIALS TO BE VERIFIED BY THE ARCHITECT.
- ALL WORK DESCRIBED HEREIN IS TO BE CONSIDERED COMPLETELY WITHIN THE SCOPE OF THE CONTRACT AND OTHER CODES AND BY-LAWS IN EFFECT.

| NO. | REV. | DESCRIPTION | DATE |
|-----|------|-------------|------|
|     |      |             |      |
|     |      |             |      |

**PROJECT**  
**"NORRIS"**

GENERAL NOTES

**BUILDING ELEVATION**  
Scale: 1/8" = 1'-0"

**BUILDING ELEVATION**  
Scale: 1/8" = 1'-0"

**ONTARIO ASSOCIATION OF ARCHITECTS**

**JAMES W. FARROW**  
LICENCE 3775

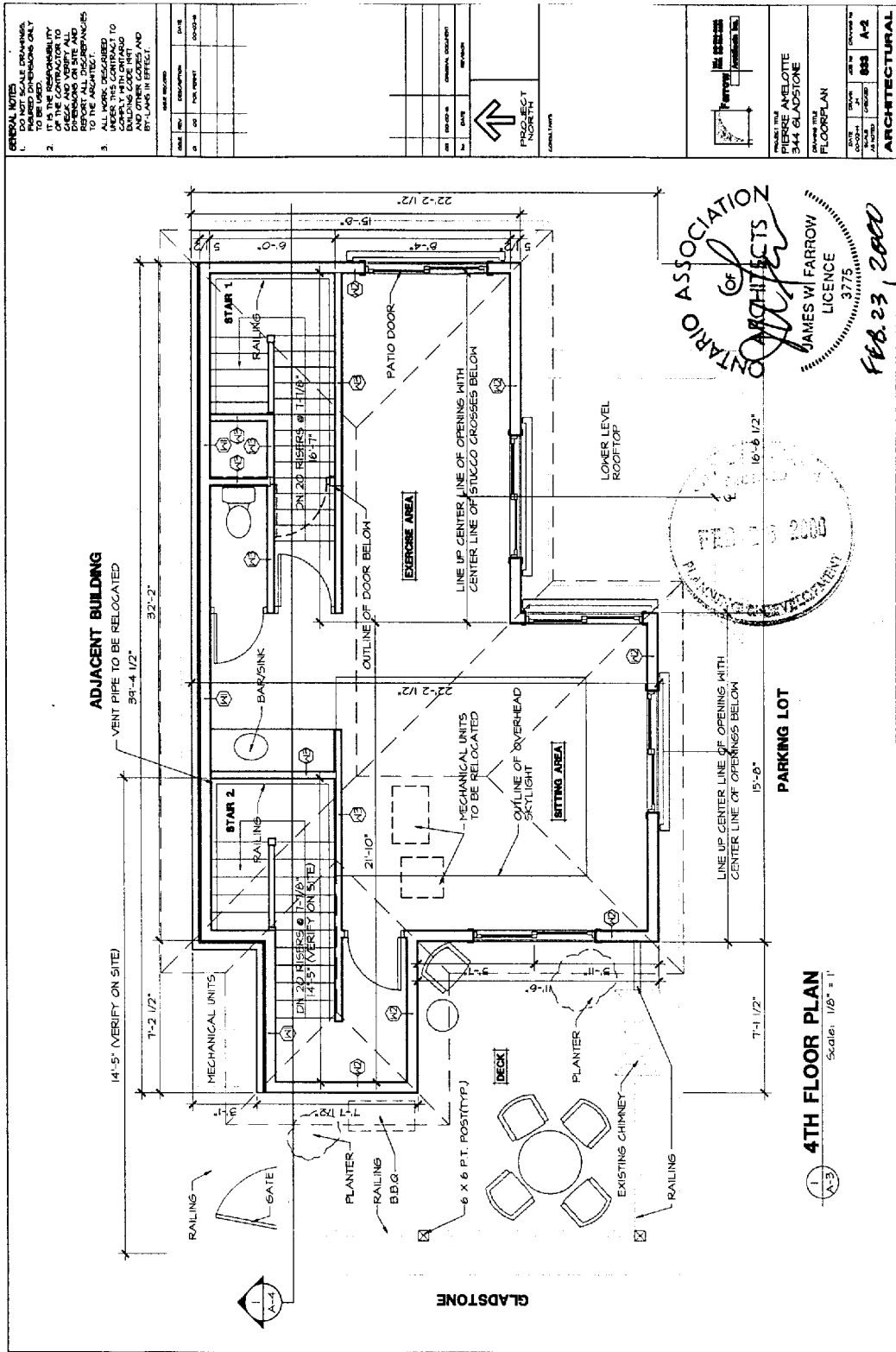
**FEB 23, 2000**

**BUILDING ELEVATION**  
Scale: 1/8" = 1'-0"

**BUILDING ELEVATION**  
Scale: 1/8" = 1'-0"

Fourth Floor Plan

Document 4



NOTIFICATION AND CONSULTATION PROCESS

Adjacent property owners, tenants and local community and business associations were notified by letter of the date of the LACAC meeting and the Planning and Economic Development Committee meeting and were provided with comment forms to be returned to LACAC. This is in accordance with City Council's public participation policy regarding alterations to designated heritage buildings (P&D/PPP/N&C #9).

## INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

COUNCILLOR'S COMMENTS

Councillor Elisabeth Arnold is aware of this application.

April 6, 2000

CC2Z2000107  
(File: ACC 3330/2000)

Ward/Quartier  
OT6 - Somerset

**8. Parking - Cash-in-lieu - 263-265 Bank Street**  
**Stationnement - Règlement financier - 263-265 Bank Street**

MOTION  ENQUIRY

WHEREAS on February 14, 2000, an application for a cash payment in lieu of providing nine parking spaces for the property known municipally as 263-265 Bank Street was approved by the Director of Planning;

AND WHEREAS the current charge of cash-in-lieu is \$2,600 per space, the current practice of Council has been to grant cash-in-lieu for \$1, 500 per space.

THEREFORE BE IT RESOLVED that the total cash payment for nine spaces be \$13,500 Dollars (9 x \$1,500);

AND BE IT FURTHER RESOLVED that the cash payments be paid in three annual consecutive installments of \$4,500 over a three year period payable on October 2; Starting on October 2, 2000.