

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

Agenda 11
Ordre du jour 11

Tuesday, June 13, 2000 - 9:15 a.m.
Le mardi 13 juin 2000 - 9 h 15

Victoria Hall, First Level
Bytown Pavilion, City Hall

Salle Victoria, niveau 1
Pavillon Bytown, hôtel de ville



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

Minutes 11 (May 30, 2000)

Procès-verbal 11 (Le 30 mai 2000)

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Councillor/Conseillère Elisabeth Arnold, Chairperson/Présidente

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

Councillor/Conseiller Stéphane Énard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

AML

May 25, 2000

ACS2000-PW-PLN-0066
(File: PD1A4279- LBT3105/0110)

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
- City Council / Conseil municipal

Action/Exécution

1. Proposed Amendments to the *Zoning By-law, 1998*

Modifications proposées à l' Arrêté municipal sur le zonage de 1998

Recommendation

That the amendments to the *Zoning By-law, 1998*, be APPROVED, as detailed in Document 1.



May 26, 2000 (8:48a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



May 26, 2000 (10:12a)

Approved by
John S. Burke
Chief Administrative Officer

DL:dl

Contact: David Leclair - 244-5300 ext. 1-3871

Financial Comment

There are no financial implications relating to this report.



May 25, 2000 (2:43p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Planning and Economic Development Committee, during the deliberation process for the *Zoning By-law, 1998*, recommended that, upon the new zoning by-law coming into force, a monitoring process must be established to ensure that the by-law is properly maintained and updated, so that emerging issues and areas of concern can be dealt with expeditiously. This is particularly important following adoption of a new comprehensive zoning by-law, since a number of new approaches and techniques have been introduced which must be carefully evaluated and refined to ensure that they effectively implement Council's intent and applicable City policy. This type of monitoring process was not officially or consistently put in place under former Zoning By-law Number Z-2K, and at the time of its replacement by the new by-law, contained hundreds of unresolved mapping and text anomalies.

As the *Zoning By-law, 1998* was passed by City Council on May 20, 1998, and is now almost entirely in effect pending resolution of a few remaining appeals to the Ontario Municipal Board, staff are continuing this process to implement the monitoring program. This submission format was developed to serve as the vehicle for this monitoring process, and is the fourth of regularly scheduled reports which will be prepared to address a range of emerging zoning matters. These reports will bring forward these issues as they are raised during the day-to-day functions of responding to inquiries and processing of permits and applications, and will propose amendments to the by-law to address the areas of concern. This process will assist in responding to problem areas and anomalies in an expedient manner, helping to minimize costly and unnecessary delays to the development approval process.

Consultation

As the amendments proposed in this submission are either technical or remedial and are not policy-driven in nature, no additional public participation process was undertaken.

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 the implementing by-law to City Council.

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

List of Supporting Documentation

- Document 1 Details of Proposed Amendments to Correct Anomalies in the *Zoning By-law, 1998*
- Document 2 Explanatory Note

Part II - Supporting Documentation

Document 1

DETAILS OF PROPOSED AMENDMENTS TO CORRECT ANOMALIES IN THE *ZONING BY-LAW, 1998*

Issue Number	Reference	Proposed Amendment	Objective of Amendment
1	Section 2- Definitions -Fourplex House	-amend definition of fourplex house to state “a building designed and built to only contain four dwelling units”	-to correct an anomaly, and to eliminate an overlap between the term fourplex house and a four unit converted house (purpose built versus conversion)
2	Section 23(d)- Some Carports are Permitted as Projection	-amend paragraphs (i) and (ii) respectively to state it is not in “a <u>required</u> front yard” or “a <u>required</u> side yard abutting a street”	-to clarify the planning intent that carports must not project into a required front yard or required side yard abutting a street
3	Subsection 47(1)- Where Parking Lot Required	-delete incorrect reference to “triplex house” -revise the last line to state “that all parking ,whether required or provided, must be provided as a parking lot” instead of “that parking must be provided as a parking lot”.	-to correct an anomaly -to implement the planning intent that, where four or more spaces are required for a residential use, all parking spaces, whether required or provided, must be provided as a parking lot
4	Table 49- Motor Vehicle Parking for Other Residential Uses	-revise Row v, Column II to specify that the parking requirements for “dwelling units” are the same as that required for “apartment buildings” as outlined in Table 48	-to implement the intent of the recommendations of the consultant report on appeals to the residential provisions of the <i>Zoning By-law, 1998</i> by ensuring that dwelling units in mixed use buildings in residential zones have the same parking requirements as dwelling units in apartment buildings in residential zones
5	Table 50- Visitor Parking for Multiple Unit Residential Uses	-revise row i(b), Column IV, to state “Same as Column III” rather than “Same as Column II”	-to correct a typographical error
6	Section 132- Converted Houses	-replace terms “semi-detached house” and “linked-detached house” with “semi-detached building” and “linked-detached building”	-to clarify the intent that a semi-detached building which is “duplexed” (converted to add one additional unit on each side) constitutes a converted house

Issue Number	Reference	Proposed Amendment	Objective of Amendment
7	Section 155- Yard Provisions	-amend to state that the regulations for the R1K, R1Q, R1N, R2G, R3F, R3G, R3K and R6E Zones are provided in Section 163	-for ease of administration
8	Table 156- Residential Yard Requirements	-revise Row iii, Column II to clarify that the minimum required rear yard setback is: 1. 25% of the lot depth, which must comprise at least 25% of the area of the lot; 2. despite 1. above, in no case must the rear yard setback exceed 7.5 metres.	-to correct an anomaly and to implement the intent of the recommendations of the consultant report on appeals to the residential provisions of the <i>Zoning By-law, 1998</i>
9	Table 158- Required Side Yards for Interior Lots	-amend to state that, in the case of semi-detached houses or linked detached houses in all areas of the City, only one side yard with a minimum width of 1.2 metres is required for each house	-to clarify the planning intent
10	Table 177- Planned Unit Development Regulations	-amend row xix, third column to change the number “21 metres” to “18 metres” -amend row xxi, third column to change the number “18 metres” to “21 metres”	-to correct a typographical error
11	Section 300- CN Zone	-revise wording of both subsections (a) and (b) to replace the word “parking” with the words “parking lot”	-to clarify the planning intent that the restriction on the location of parking is limited to parking lots only, and not parking garages
12	Section 356- CG6 Subzone	-the first line be amended to state “the following are the only <u>non-residential</u> uses permitted” rather than “the following are the only uses permitted” -add “day care” to the list of permitted uses	-to correct an anomaly and to implement the objectives of the C1-c(0.5)[69] zone under previous Zoning By-law Number Z-2K
13	Section 363(b)- CG8 Subzone	-delete Section 363(b) -insert new provision in its place which states that “parking or loading spaces must not be located in a front yard or side yard abutting a street”	-to implement the objectives of the C3-c(3.0)[1] zone under previous Zoning By-law Number Z-2K

Issue Number	Reference	Proposed Amendment	Objective of Amendment
14	Section 371-CG10 Subzone	-the first line should be amended to state “the following are the only <u>non-residential</u> uses permitted” rather than “the following are the only uses permitted”	-to correct an anomaly and to implement the objectives of the RO Zone under previous Zoning By-law Number Z-2K
15	Table 522- I1 Zone Regulations	-reinstate the 13.5 metre height requirement for the I1zone which was unintentionally deleted from row vii of the table; place the landscaping provisions in the appropriate locations in row viii, Columns II and III	-to correct a technical anomaly resulting from amending By-law 7-2000
16	Part XV- Exceptions, Exception [41]	-revise Column IV (Provisions) to clarify that the minimum lot area and minimum lot width requirements for a detached house or duplex house are 560 square metres and 30 metres respectively, and that a linked detached house or semi-detached house requires a minimum lot area of 280 square metres and a minimum lot width of 15 metres	-to correct an anomaly and to implement the objectives of the R4-x[57] zone under previous Zoning By-law Number Z-2K
17	Part XV- Exceptions, Exception [87] and [88]	-delete the words “no additional parking required if less than four units in a converted house” from Column IV - Provisions of both exceptions	-to correct an anomaly by removing a redundant provision (converted houses, by definition, have four or more units)
18	Part XV- Exceptions, Exception [116]	-add “office” as an additional permitted use	-to correct an anomaly and to implement the objectives of the R5-x [116] zone under previous Zoning By-law Z-2K
19	Part XV- Exceptions, Exception [380]	-revise exception by amending Column II (Additional Uses Permitted) to state “bed and breakfast limited to 3 guests”and by amending Column III (Uses Prohibited) to state “all <u>non-residential uses</u> except artist studio and office”	-to correct an anomaly and to implement the objectives of the RO-x[19] zone under previous Zoning By-law Number Z-2K
20	Part XV- Exceptions, Exception [519]	-revise first line by deleting the words “in this zone and those”	-to implement the objectives of the C1-c(4.0)[36] zone under previous Zoning By-law Number Z-2K

Issue Number	Reference	Proposed Amendment	Objective of Amendment
21	Part XV- Exceptions, Exception [546]	-revise by deleting the text in Column III (Uses Prohibited) and adding the five uses currently listed in Column III to Column II as Additional Uses Permitted	-to correct an anomaly and to implement the objectives of the P-x(2.0)[66] zone under previous Zoning By-law Number Z-2K
22	Part XV- Exceptions, Exception [568] and Zoning Map 44-1	-delete text of exception [568] -remove reference to Exception [568] from the lands located at the north-west corner of St.Laurent Boulevard and Conroy Road	-to implement the objectives of the IBP-x-tp(1.0)[4] zone under previous Zoning By-law Number Z-2K
23	Part XV- Exceptions, Exception [578]	-replace the word “diplomatic mission” in Column IV, Provisions, with the word “office”	-to implement the objectives of the R4-x[181] zone under previous Zoning By-law Number Z-2K
24	Part XV- Exceptions, Exception [655]	-revise the first bullet under Column IV- Provisions to state that the total cumulative gross floor area occupied by retail stores must not exceed “10% of the maximum permitted gross floor area for commercial uses”, rather than “10% of the permitted gross floor area on the lot”	-to implement the objectives of the C1-c(3.0)[248] zone under previous Zoning By-law Number Z-2K
25	Zoning Map 7-3	-rezone the lands incorrectly zoned L2B-tp11 located north of Clearview and west of Ellendale to R5A U(145)	-to correct an anomaly by recognizing the existing residential land use, and to implement the objectives of the R5-x[208] zoning under previous Zoning By-law Number Z-2K
26	Zoning Map 8-2 Part XVI, Schedules Schedule 30	-delete the incorrect reference to Schedule 30 for the lands zoned CG[267]-h F(1.0) Sch. 30 located at the north-west corner of Laperriere Avenue and Coldrey Avenue -delete Schedule 30 from Part XVI- Schedules	-to correct an anomaly and to implement the objectives of the C1-c-h(1.0)[235] zone under previous Zoning By-law Number Z-2K -to delete a schedule which is no longer required
27	Zoning Map 15-5	-delete incorrect reference to Exception [116] on the lands located between Lyon Street, Percy Street, James Street and Gladstone Avenue	-to correct an anomaly

Issue Number	Reference	Proposed Amendment	Objective of Amendment
28	Zoning Map 16-4	-rezone 136 Glebe Avenue from I1[571] to R3J	-to correct an anomaly in the zoning boundary to recognize the existing dwelling, as well as to implement the objectives of the previous R4 zoning under Zoning By-law Number Z-2K
29	Zoning Map 29-10	-rezone the South Keys Cineplex Odeon cinema site located north of Hunt Club Road and west of Bank Street from partially CS2 F(1.0)- Shopping Centre Zone and partially CE3 F(1.5)- Employment Centre Zone to entirely CS2 F(1.0)- Shopping Centre Zone	-to correct an anomaly in the zoning boundary by reflecting the actual property boundary as shown on the registered plan of survey, and to eliminate a multi-zoning situation
30	Zoning Map 30-2	-amend depth of IP F(1.0) Zone located on the south side of Hunt Club Road from 100 metres to 125 metres	-to correct an anomaly in the zoning boundary by reflecting the actual lot boundary
31	Zoning Map 40-1	-add a reference to exception [275] to the IG F(1.0) Zone located at the south-west corner of Tremblay Road and Belfast Road	-to implement the objectives of the M1-x(1.0)[48] zone under previous Zoning By-law Number Z-2K, and to correct an anomaly
32	By-law 74-2000	-repeal Section 10 of By-law 74-2000	-to correct a technical anomaly, as amendment is redundant

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

By-law Number -2000 amends the *Zoning By-law, 1998*, the City's Comprehensive Zoning By-law. This amendment will correct technical and policy anomalies found in the text, schedules and maps, and clarify the planning intent. Copies of this by-law are available through the Office of the City Clerk.

For further information with respect to the proposed amendment, please contact Dave Leclair at 244-5300, extension 3871.

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May 24, 2000

ACS2000-PW-PLN-0052
(File: PD071 -LBT3200/0533)

Department of Urban Planning and Public
Works

Ward/Quartier
City Wide

Action/Exécution

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

2. **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

Recommendations

1. That the Site Plan Control By-law, By-law 278-94, be amended to require that the construction, erection or placing of any temporary buildings, or any structures or parking lots on lands affected by Exception [757] of the *Zoning By-law, 1998*, not be undertaken without the approval of plans and drawings by the Director of Planning, and that public notice of such applications be provided through the use of on-site signage and circulation of the proposal to affected community associations.
2. That the Ontario Hydro-owned lands shown in Documents 2- 8 be rezoned as indicated on the attached Document 1 a).



May 25, 2000 (3:02p)

Edward Robinson
Commissioner of Urban Planning and
Public Works

DL:dl

Contact: David Leclair - 244-5300 ext. 1-3871




May 26, 2000 (8:48a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

There are no financial implications related to this report.


May 25, 2000 (2:32p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

At its meeting of November 23, 1999, Planning and Economic Development Committee recommended approval of zoning changes in order to resolve the appeal against the *Zoning By-law, 1998* by Ontario Hydro. This recommendation was carried by City Council at its December 1, 1999 meeting. The amending by-law to implement these recommendations, By-law 22-2000, was approved by City Council on February 2, 2000. However, during the public notice and appeal period for the amendment, two appeals to the Ontario Municipal Board were filed against this amending by-law, one by the Federation of Citizens' Associations of Ottawa-Carleton (F.C.A.) and another by Ontario Hydro. At the same time, By-law 30-2000 which corrected some anomalies in By-law 22-2000, was enacted by City Council on February 16, 2000 and no appeals to this by-law were received.

Ontario Hydro's appeal to By-law 22-2000 did not dispute the changes proposed in the amending by-law, but indicated that a few of their properties were unintentionally excluded from the by-law. Recommendation 2 of this submission applies the same provisions to these additional lands as those which were put in place for the other Ontario Hydro lands under By-law 22-2000, allowing uses accessory to abutting lands as specified in exception [757], an excerpt of which is provided in Document 1 b).

The F.C.A.'s appeal to By-law 22-2000 expressed the concern that, although no permanent buildings or structures are permitted on the Ontario Hydro corridors as a result of this amendment, temporary structures or paved parking lots could be developed which may preclude the use of these lands as "linkages" under the Official Plan. A meeting was held with the appellant and Ontario Hydro in an attempt to resolve this concern. It was agreed that the issue was essentially a concern about the location and siting of these uses, and that this could be resolved by requiring that any development on

these lands proceed through the site plan control approval process. In this way, public notification through the use of on-site signage and circulation of the proposal to affected community associations could be undertaken and an opportunity provided to ensure that development of these uses does not compromise the “linkage” policies of the Official Plan.

Consultation

A meeting was held with both appellants to discuss and resolve the identified concerns. As well, copies of this submission were forwarded to the appellants for review and comment, and revisions were made to address identified concerns.

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.

List of Supporting Documentation

Document 1-	Proposed Zoning Changes to Ontario Hydro Lands
Documents 2-8	Maps illustrating the remaining Ontario Hydro Lands and applicable proposed zoning changes

Part II - Supporting Documentation

Document 1

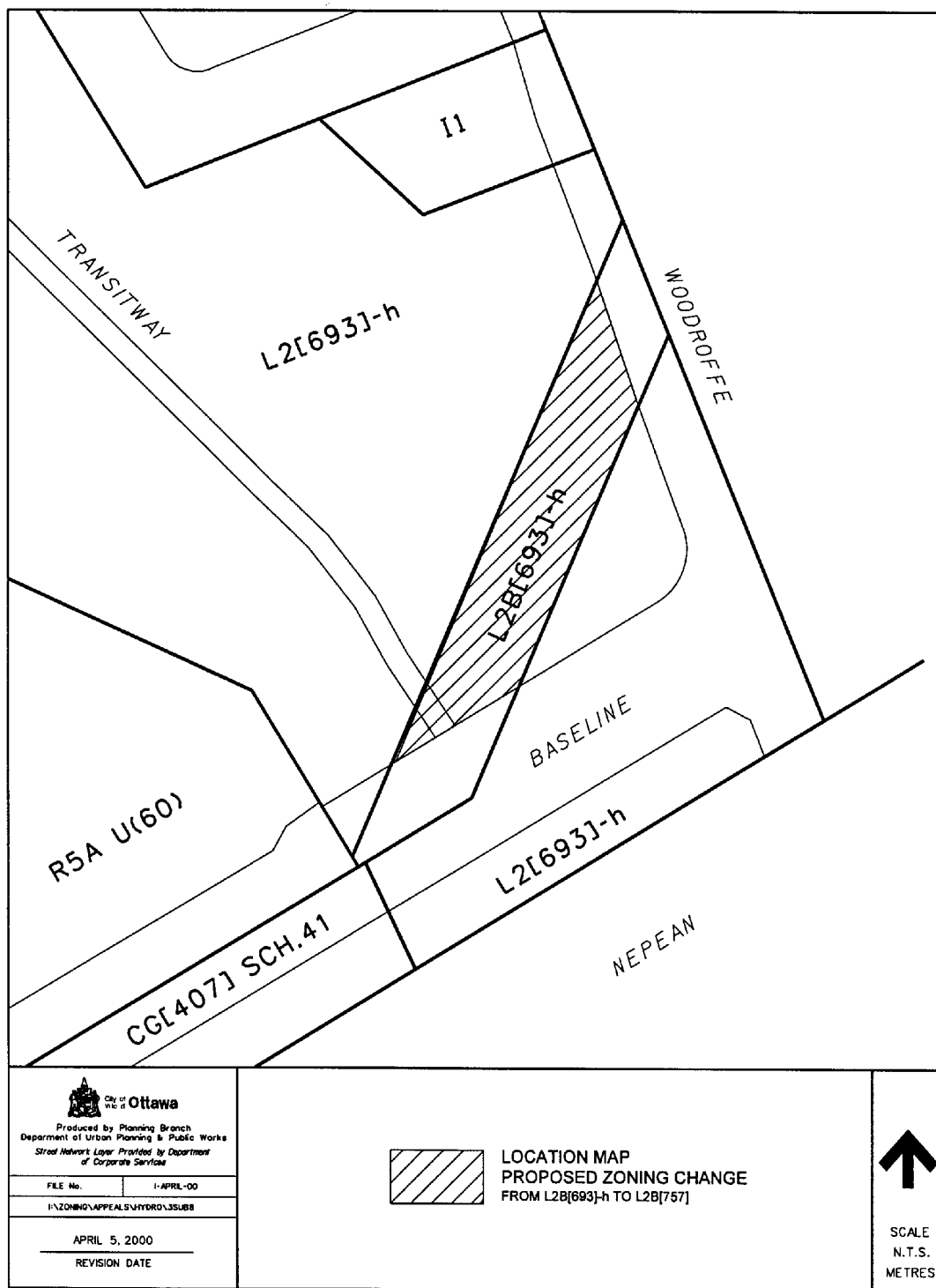
a) Proposed Zoning Changes to Ontario Hydro Lands

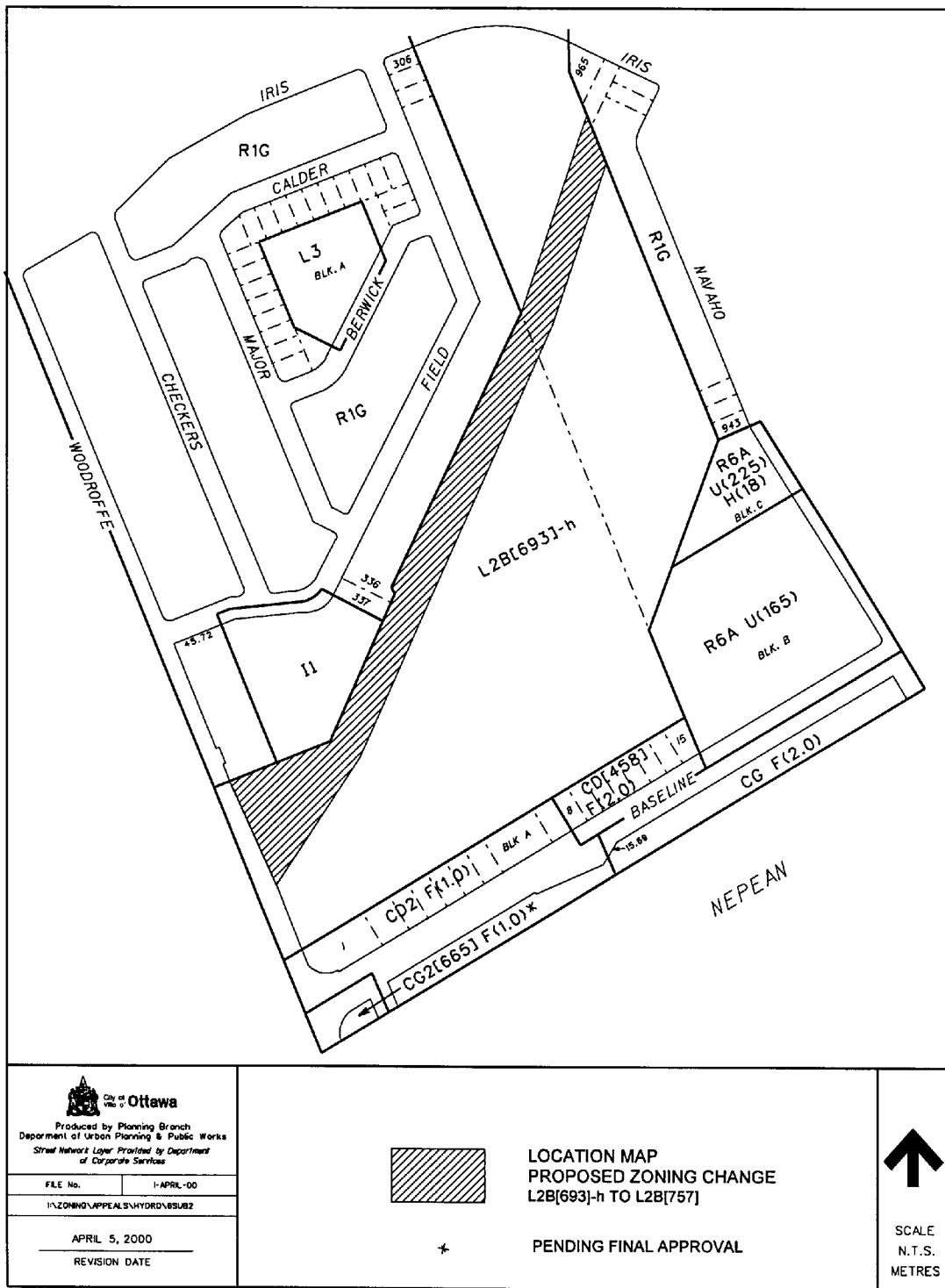
-That the lands shown on Documents 2-8 be rezoned as follows:

AFFECTED LANDS	CURRENT ZONING	PROPOSED ZONING
Lands shown in Documents 2, 3, 4, and 5	L2B[693]-h	L2B[757]
Lands shown in Document 6	L2B-tp11	L2B[757]
Lands shown in Document 7	L3[693]-h	L2B[757]
Lands shown in Document 8	L3-tp11	L2B[757]

b) Exception [757] (extracted from the *Zoning By-law, 1998*)

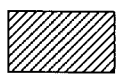
I EXCEPTION NUMBER	USE OF LAND		IV PROVISIONS
	II Additional Uses Permitted	III Uses Prohibited	
757	<ul style="list-style-type: none"> accessory use to a permitted use on land immediately abutting an L2B subzone 		<ul style="list-style-type: none"> accessory use listed in Column II is permitted in a L2B subzone provided that: <ul style="list-style-type: none"> use must be accessory to a use located on an abutting property in an abutting zone use must be wholly contained within a radius of 120 metres from the abutting property to which that use is accessory use must comply with the regulations in this by-law for the abutting zone as though that use were an accessory use to the permitted use on the abutting property no permanent building is allowed under these provisions





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

FILE No.	1-APRIL-00
ZONING/APPEALS/HYDRO/SUB2	
APRIL 5, 2000	
REVISION DATE	



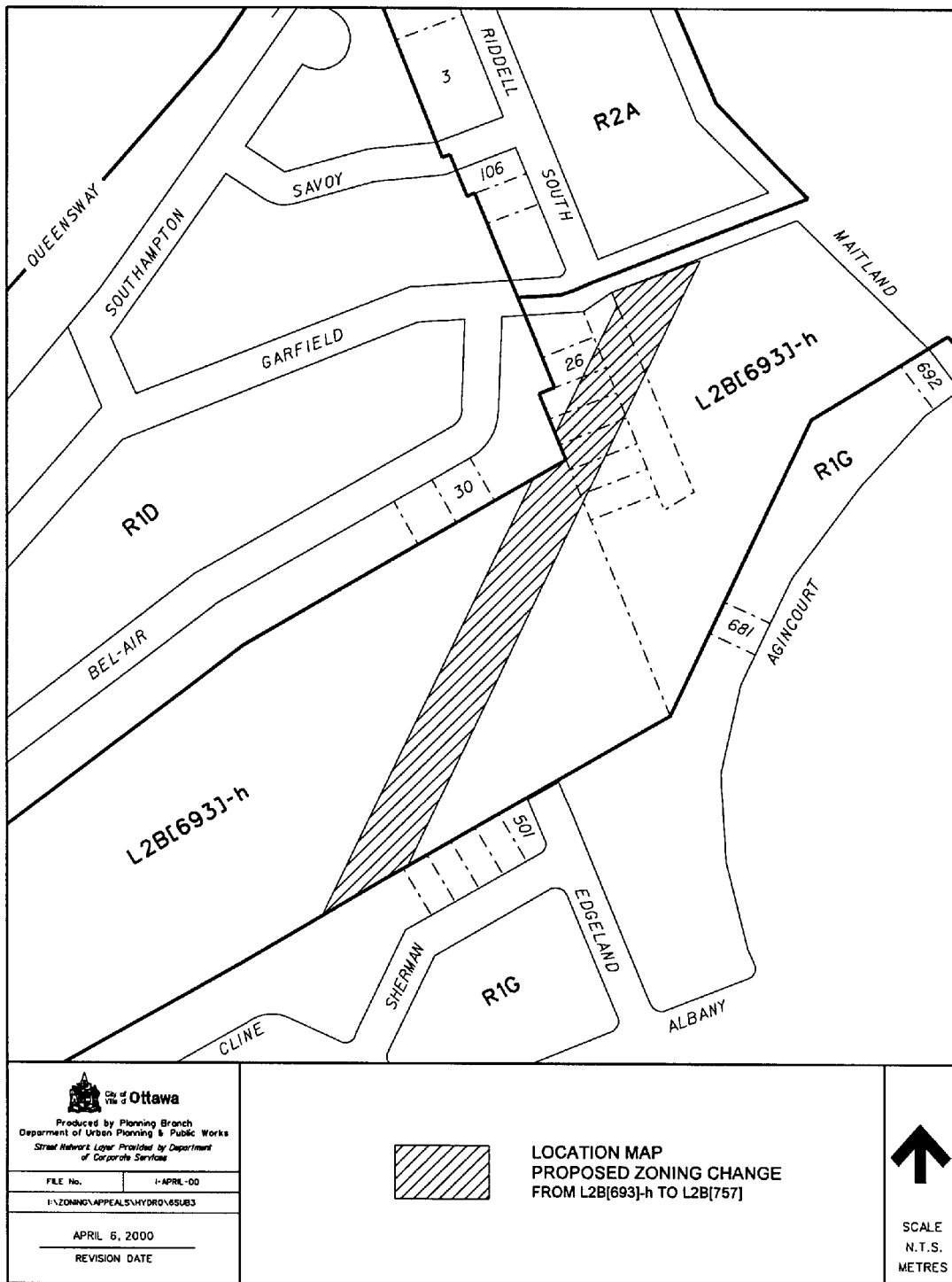
**LOCATION MAP
 PROPOSED ZONING CHANGE
 L2B[693]-h TO L2B[757]**

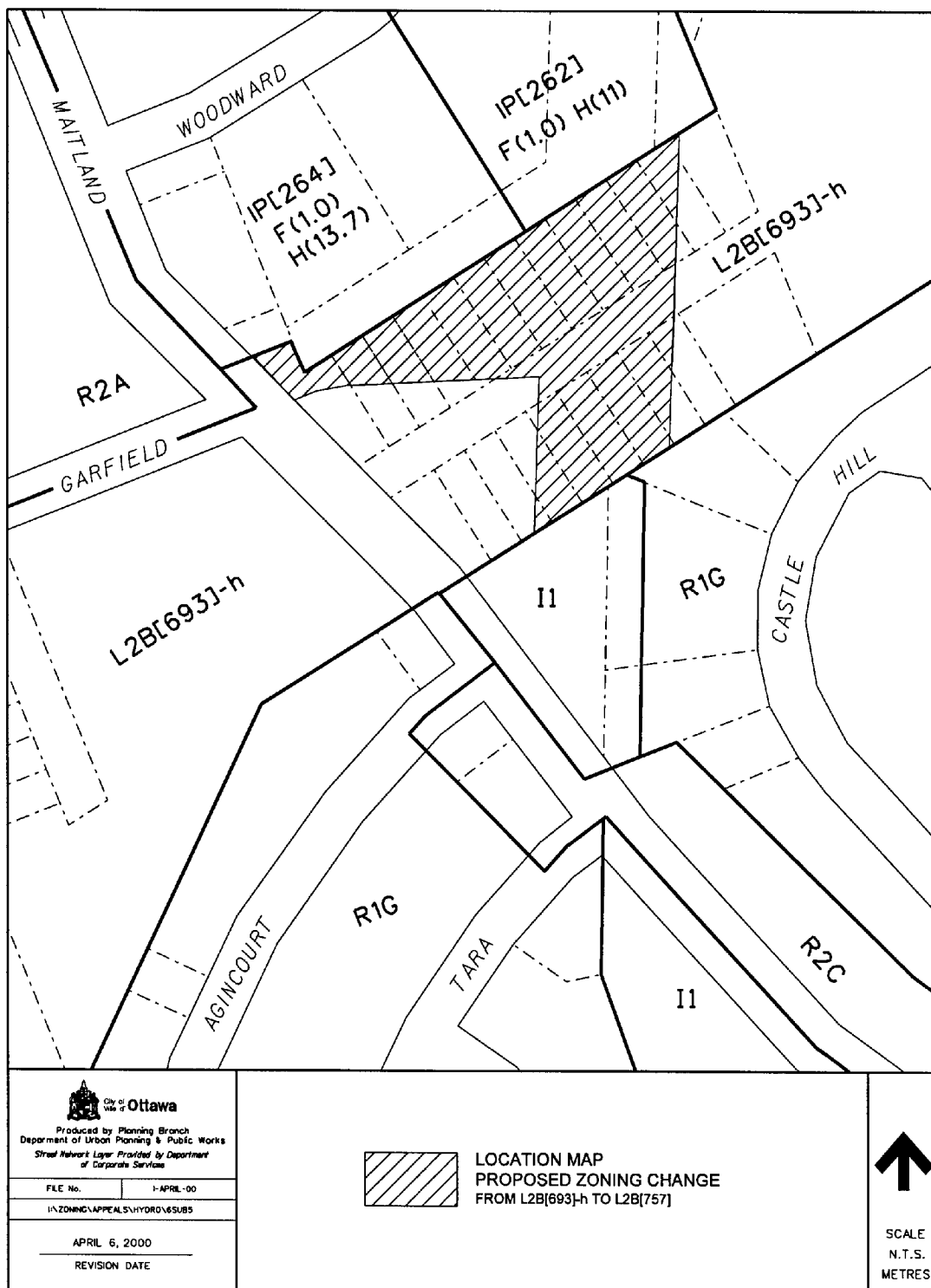
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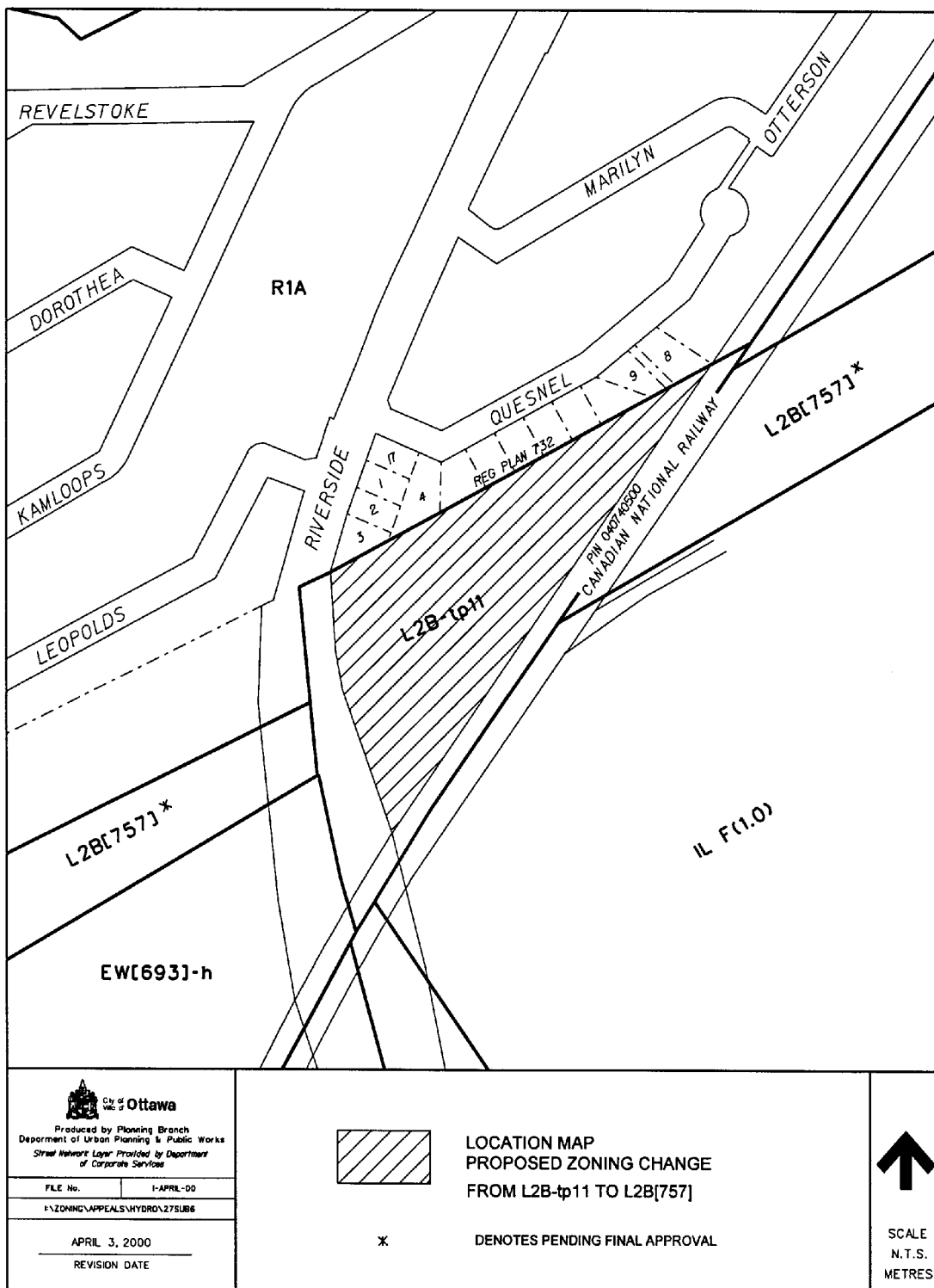
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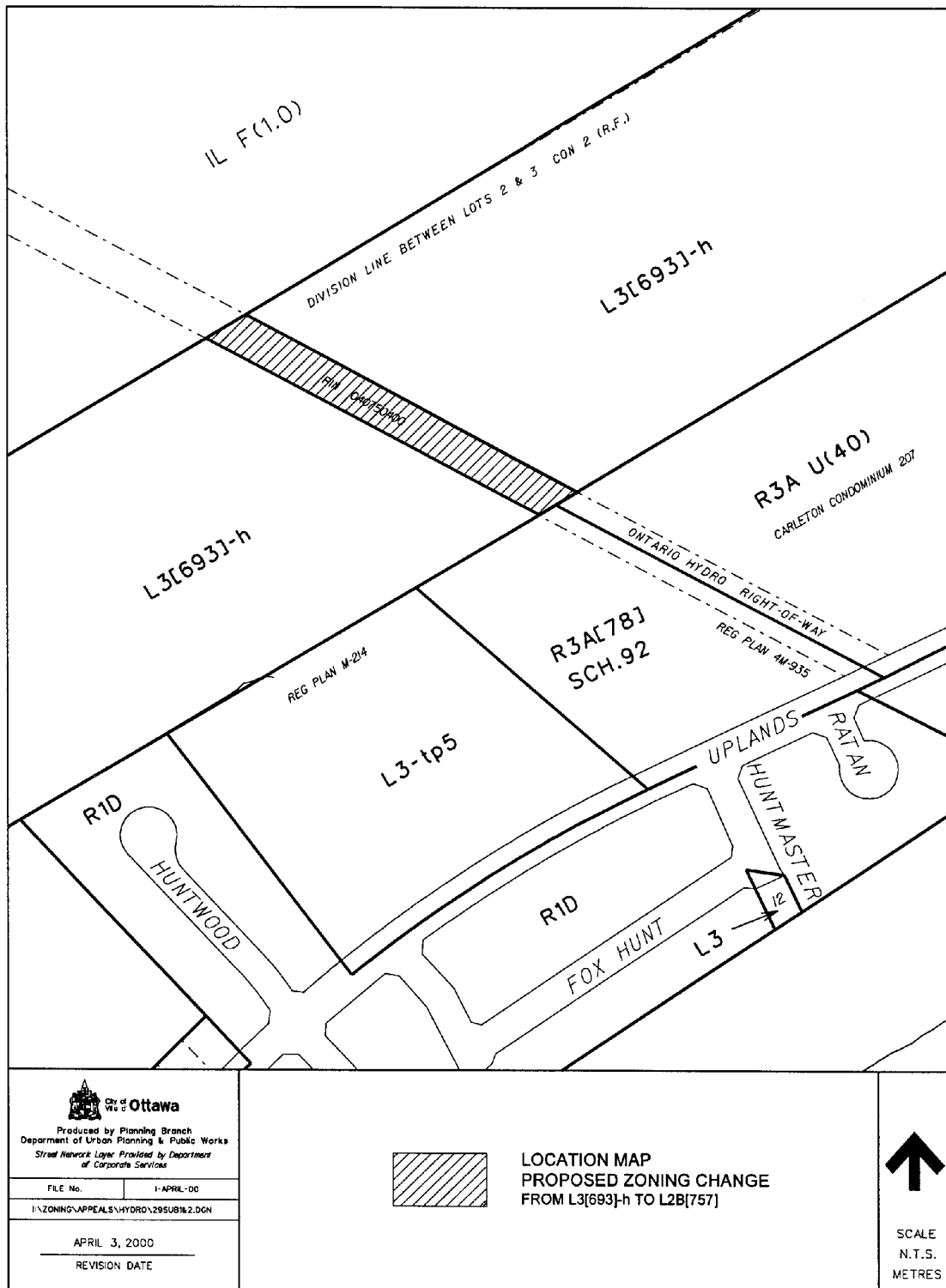


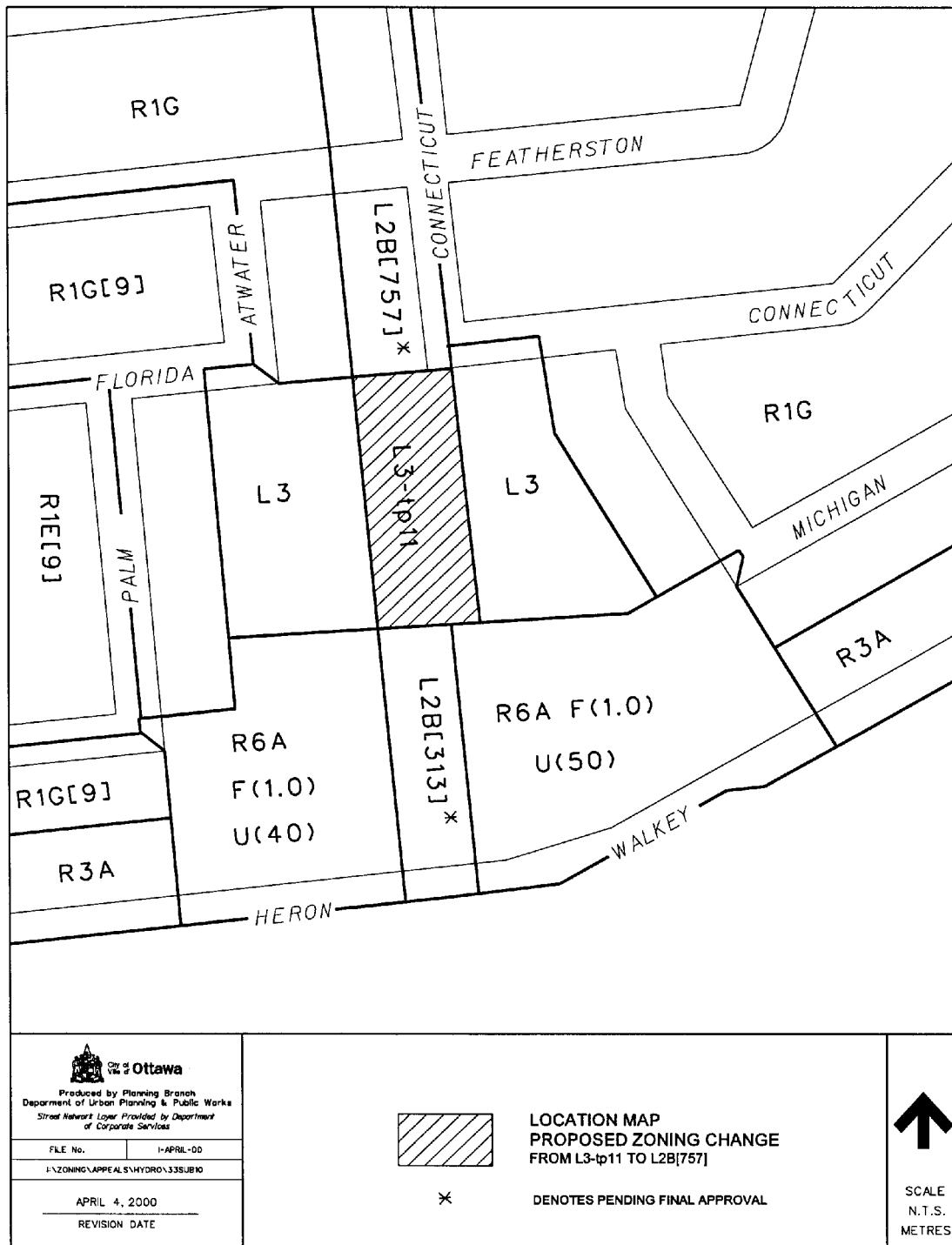
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May 29, 2000

ACS2000-PW-PLN-0079
(File: JPD4850/MACL 270)

Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

Action/Exécution

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

**3. Signs By-law Amendment Application - 270 MacLaren Street
Modification de l'Arrêté municipal sur les enseignes - 270, rue
MacLaren**

Recommendation

That the application to amend the Signs By-law 36-2000, to permit an externally illuminated ground-mounted identification sign in a District 2 residential use zone, as detailed in Document 1, be **APPROVED**.

SPECIAL CONDITIONS

1. That the scale of the proposed sign be reduced to the area detailed in Document 1.
2. That the sign have no illumination between the hours of 11 p.m. and 7 a.m.



May 31, 2000 (11:30a)

Edward Robinson
Commissioner of Urban Planning & Public
Works

PB:pb

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




June 1, 2000 (11:18a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.


May 31, 2000 (10:20a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The applicant is requesting an amendment to the signs permitted, area and dimension limitations, and the illumination provisions of the by-law, to install one illuminated ground-mounted sign to identify the Scrivens Insurance Company. The new sign would replace the existing ground sign on site. Please refer to Document 3 for a photograph of the existing on-site conditions.

The property is zoned R5D under the zoning by-law and is occupied by a three-storey office building which appears to be a non-conforming use under the Zoning By-law. Area land use is primarily residential on this portion of MacLaren. An apartment building faces this property on the north side of MacLaren and to the east of the property. For the Signs By-law, this area is classified as a District 2 zone which is limited to small ground signs. Illumination is not permitted. The intent of the by-law is to allow for adequate identification through the use of signage while respecting adjacent area land use and the character of the surrounding neighbourhood.

The applicant contends that upgrading the existing sign is necessary to match the new corporate identity. In addition, the applicant believes that the hand carved wooden sign will tie in and match the building and neighbourhood in a better manner.

The Department feels that a larger-scaled sign would be inappropriate for this area. Illumination is not permitted in the new by-law for residential areas such as MacLaren Street. It is felt that the scale of the sign, combined with its illumination, would detract from the character of the residential neighbourhood. In light of the above, it is recommended that the application be approved only with special conditions and with a smaller scaled sign.

Special Conditions

The Department feels that a smaller-scaled sign with a reduced area similar to the former sign, and having illumination restrictions, would be acceptable in this case. The existing sign measures 5.5 feet by 1.75 feet for an area of 9.63 sq. ft (.9 sq metre) with a height of 7.5 ft (2.3 metres). The sign applied for would measure 3.5 ft by 6 ft for an area of 21 sq ft. (1.95 sq metres) with a height of 9 ft (2.75 metres). Staff feel that this increase is inappropriate given the adjacent land uses and the residential zoning. It appears that the height of this sign has to be adjusted to accommodate the external “goose-neck” lighting.

Consultation

In response to the standard early notification, two respondents were opposed to the application while two approved of the application. The Ward Councillor had concerns over the height of the proposed sign. Other concerns were concentrated on the fact that the sign is in a residential area.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Peter W. Scrivens, 270 MacLaren Street, Ottawa, Ontario. K2P 0M3; and the owner, Forson Investments Ltd. , 270 Maclaren Street, Ottawa, Ontario. K2P 0M3 of Council’s decision.

Office of the City Solicitor to forward to City Council the amending by-law resulting from City Council's decision.

Department of Urban Planning and Public Works to prepare the amending by-law.

List of Supporting Documentation

Document 1	Details of Requested By-law Amendment
Document 2	Location Plan
Document 3	Site Photo
Document 4	Site Plan
Document 5	Elevations

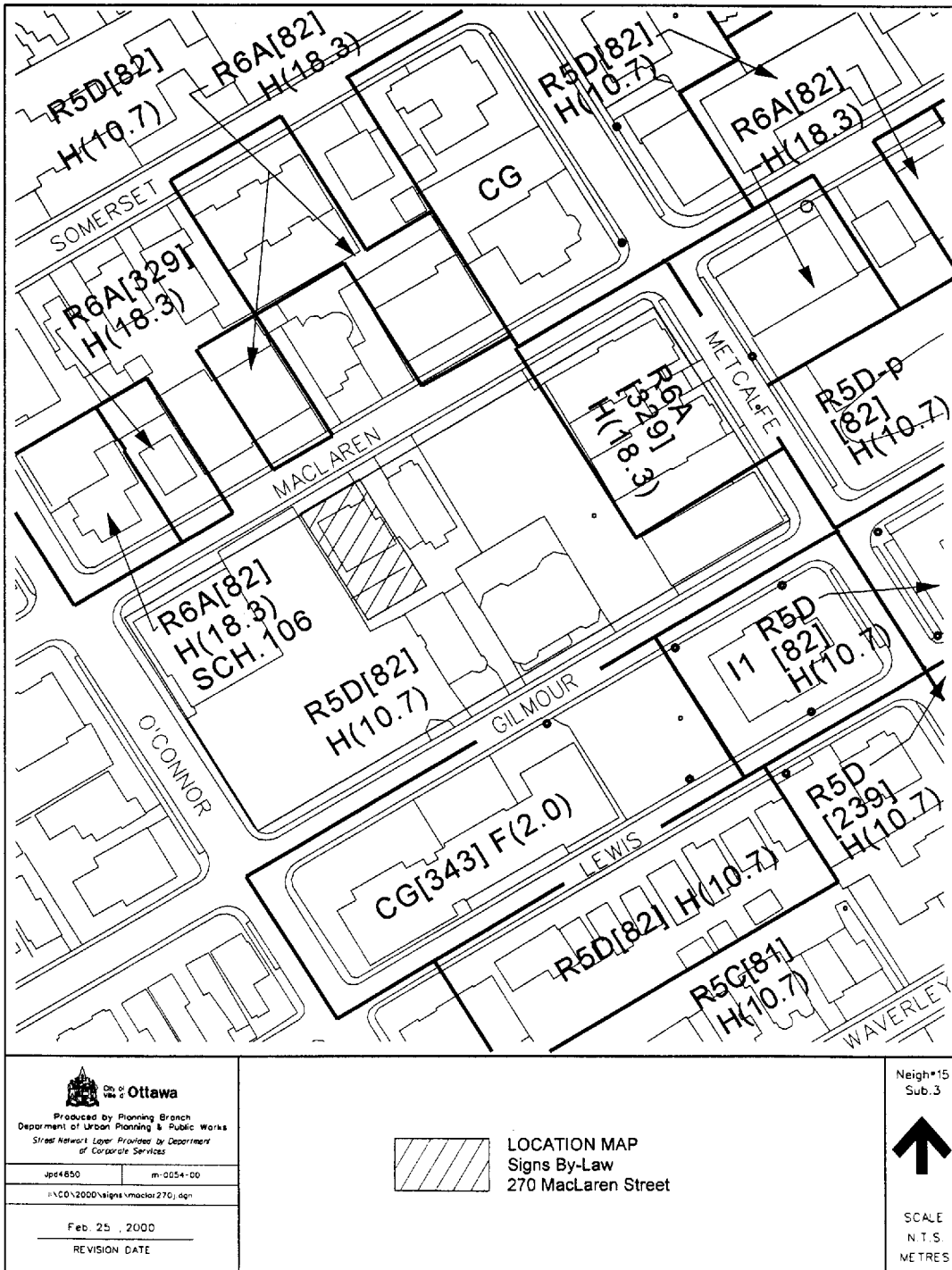
Part II - Supporting Documentation

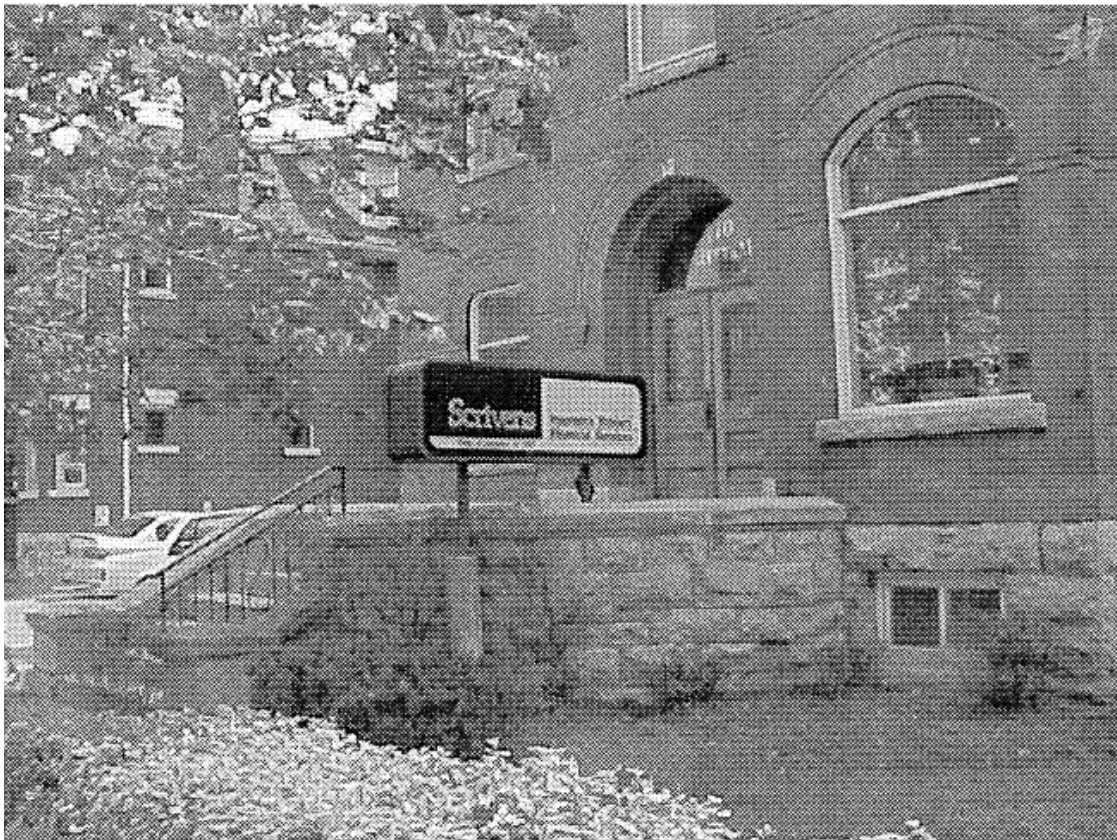
Details of Requested By-law Amendment

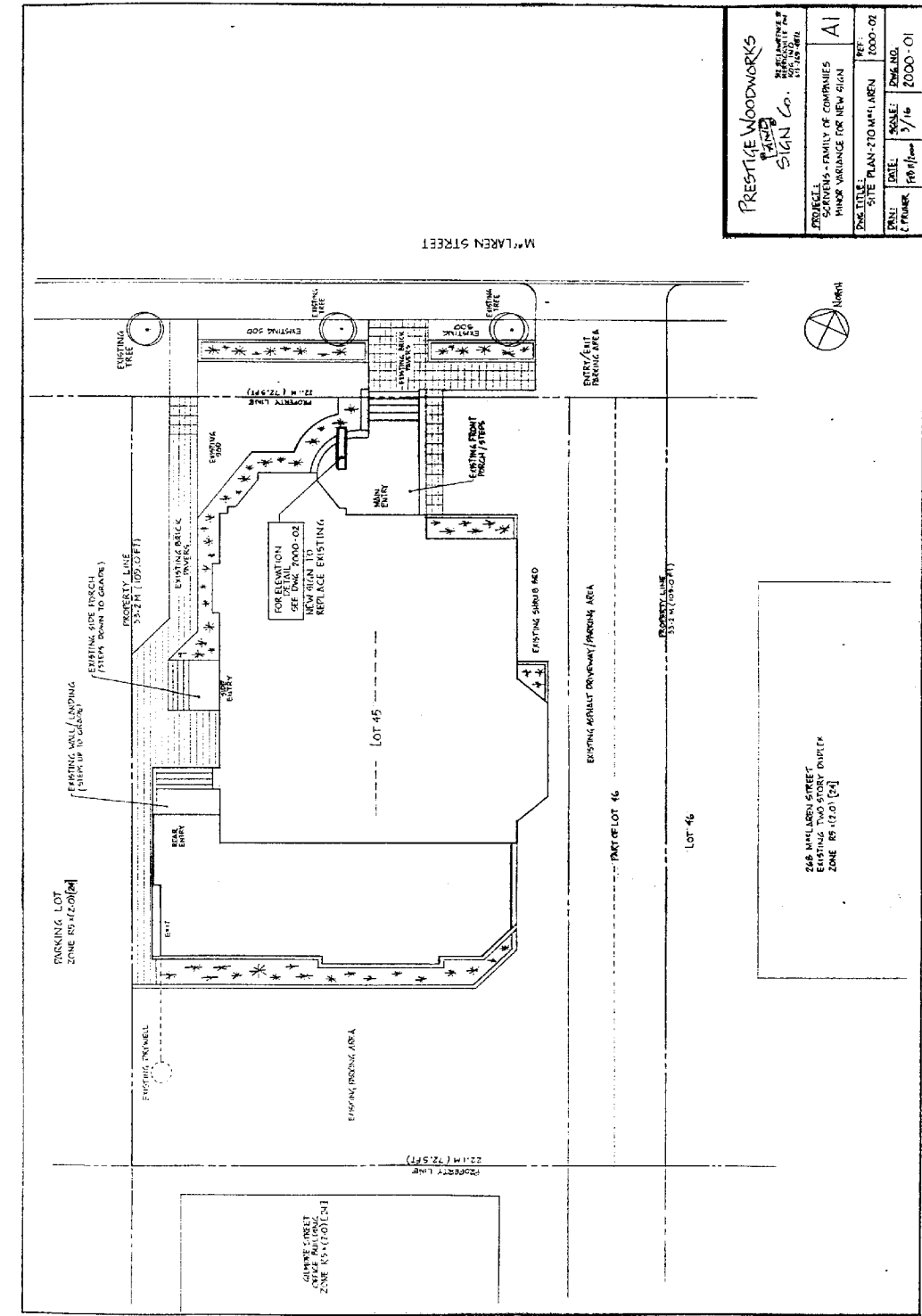
Document 1

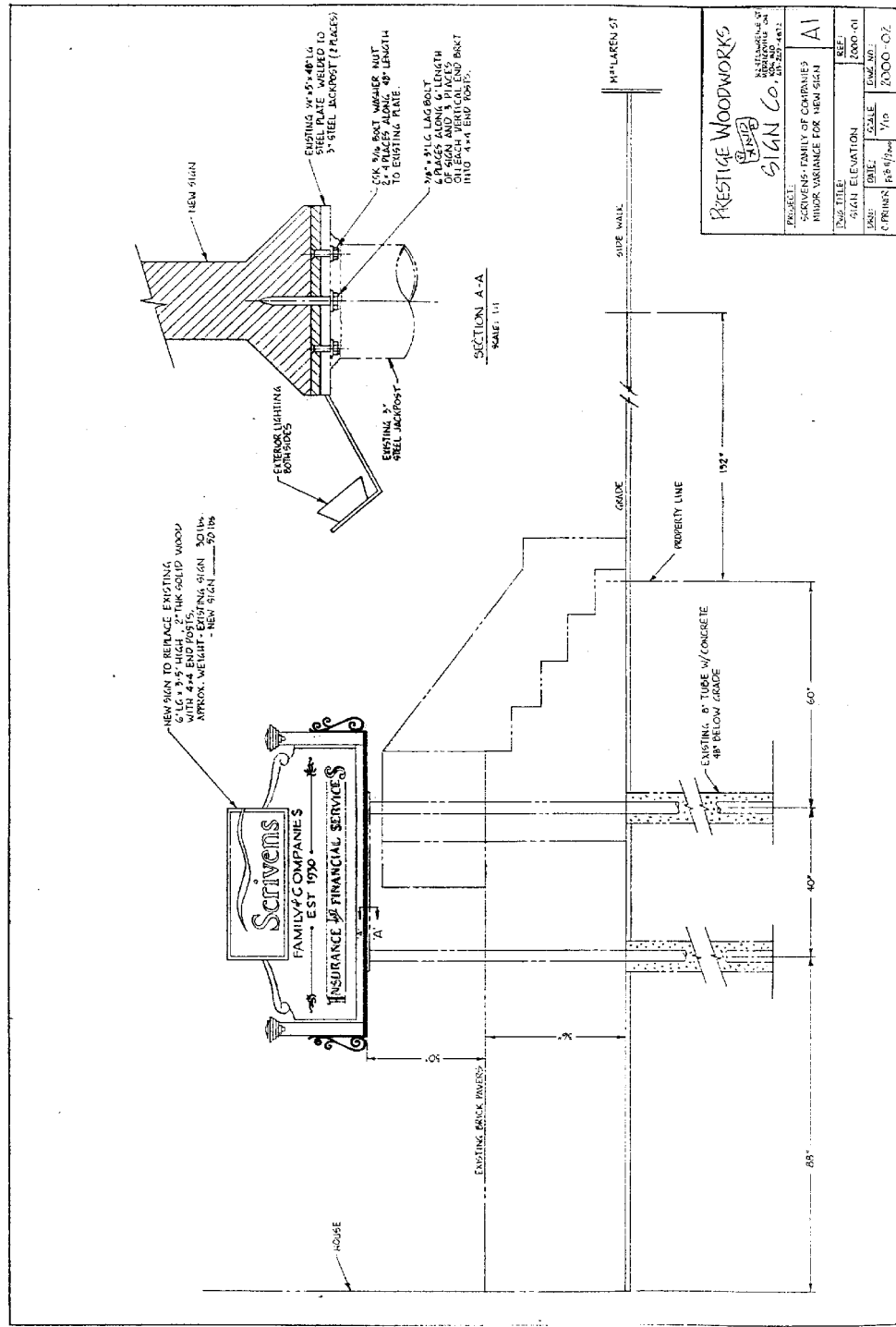
Relief from sections 55, 69, and 123 of By-law 36-2000, as amended, to permit an illuminated identification ground mounted sign in a District 2 zone that;

- is externally illuminated
- has a maximum sign area limitation of 1.6 square metres
- is within 30 metres of a residential use in a residential zone, and
- has a maximum dimension height limitation of 2.75 metres.









May 29, 2000

ACS2000-PW-PLN-0080
(File: JPD4840/COVE356)

Department of Urban Planning and Public
Works

Ward/Quartier
OT4 - Rideau

Action/Exécution

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

4. Signs By-law Minor Variance Application - 356-360 Coventry Road

**Demande de dérogation mineure au Règlement municipal sur les
enseignes 356-360, chemin Coventry**

Recommendation

That the application to vary the Signs By-law Number 36-2000, to permit wall signage
exceeding the area limitations, as detailed in Document 1, be **APPROVED**.



May 31, 2000 (11:50a)

Edward Robinson
Commissioner of Urban Planning & Public
Works

PB:pb

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

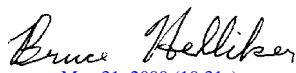


June 1, 2000 (10:31a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.



May 31, 2000 (10:31a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The applicant is requesting relief from the area limitations of the by-law to permit an over-sized illuminated wall sign that exceeds the by-law provisions. As a secondary wall abutting the Queensway, wall signage is permitted up to 10% of the wall face area up to a maximum of 10 square metres. The proposed signage area would be 40.15 square metres. This intent of this limit was imposed so that secondary signage would not negatively impact on adjacent land uses.

The property is located on the south side of Coventry Road, abuts the Queensway and is adjacent to the Lynx Baseball Stadium. A retail store is proposed for the site. Site Plan Control has been recently approved for the site. As a CE10 zone in the zoning by-law, this site is designated as a District 4 zone in the new Signs By-law. Adjacent area land uses are primarily commercial/industrial development.

With regard to the proposed location, the proposed Canadian Tire logo with the channel letters do not appear to adversely affect the adjacent land uses or the primarily commercial district. Proximity to the highway does not appear to be an issue as the Ministry of Transportation has no objection to the sign and has issued associated permits.

The National Capital Commission has no objection to the sign, and in response to the NCC's comments, Canadian Tire has deleted its proposal for an additional pylon sign facing the Queensway.

In light of the above, the Department feels that the variance would not have a detrimental impact on the community and would be in keeping with the general purpose and intent of the by-law. As such, approval of the application is recommended.

Consultation

In response to the standard early notification to area residents, community and business groups and the Ward Councillor, please refer to Document 1.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the agent, Delcan Corporation, Attention: Ronald Clark, 2001 Thurston Drive, P.O. Box 8004, Ottawa, Ontario. K1G 3H6 and the owner, Canadian Tire Real Estate Limited, 2180 Yonge Street, Toronto, Ontario, M4P 2V8 of City Council's decision.

List of Supporting Documentation

Document 1	Details of Requested By-law Amendment and Consultation Details
Document 2	Location Plan
Document 3	Site Plan
Document 4	Elevations

Part II - Supporting Documentation

Details of Requested Minor Variance

Document 1

Relief from section 185 of By-law Number 36-2000 to permit an oversized secondary wall sign with an area of 40.15 square metres whereas the by-law only allows an area of 10% of the wall face up to an area maximum of 10 square metres.

Consultation Details

In response to the circulation, comments were provided as follows:

From the Ministry of Transportation ;

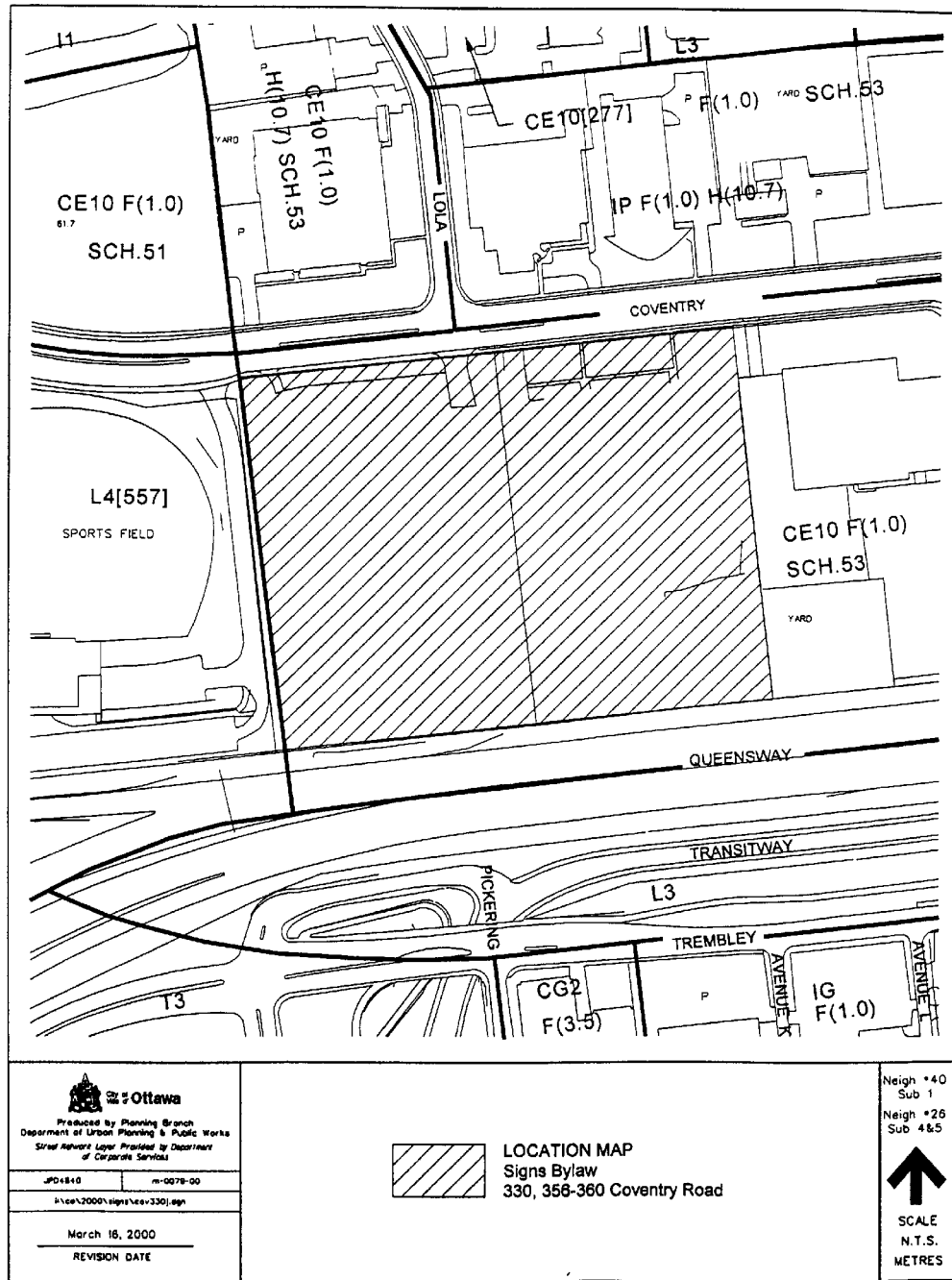
“The MTO has reviewed the sign proposal that was sent in by Delcan Corporation on behalf of Canadian Tire Corporation. The MTO calculated the signage by blocking each individual letter and by calculating the area of the Canadian Tire Corporation triangular Logo. A total of 27.52 square metres was the result of calculating the signage in this manner.

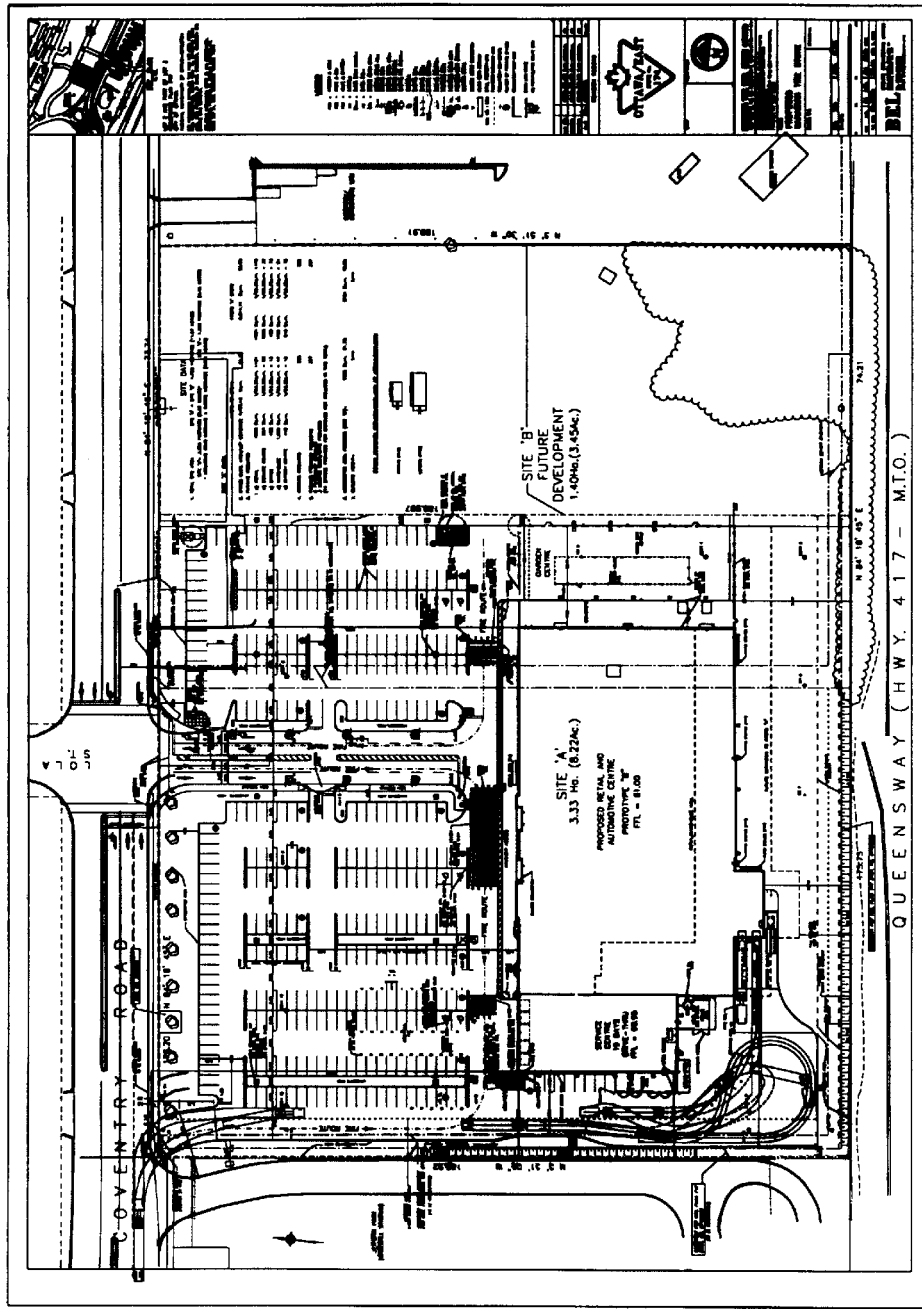
The MTO would allow up to a total of 46 square metres of signage visible to the Highway # 417. No sign permit will be issued until all the “Building & Land Use Permit” issues have been addressed.”

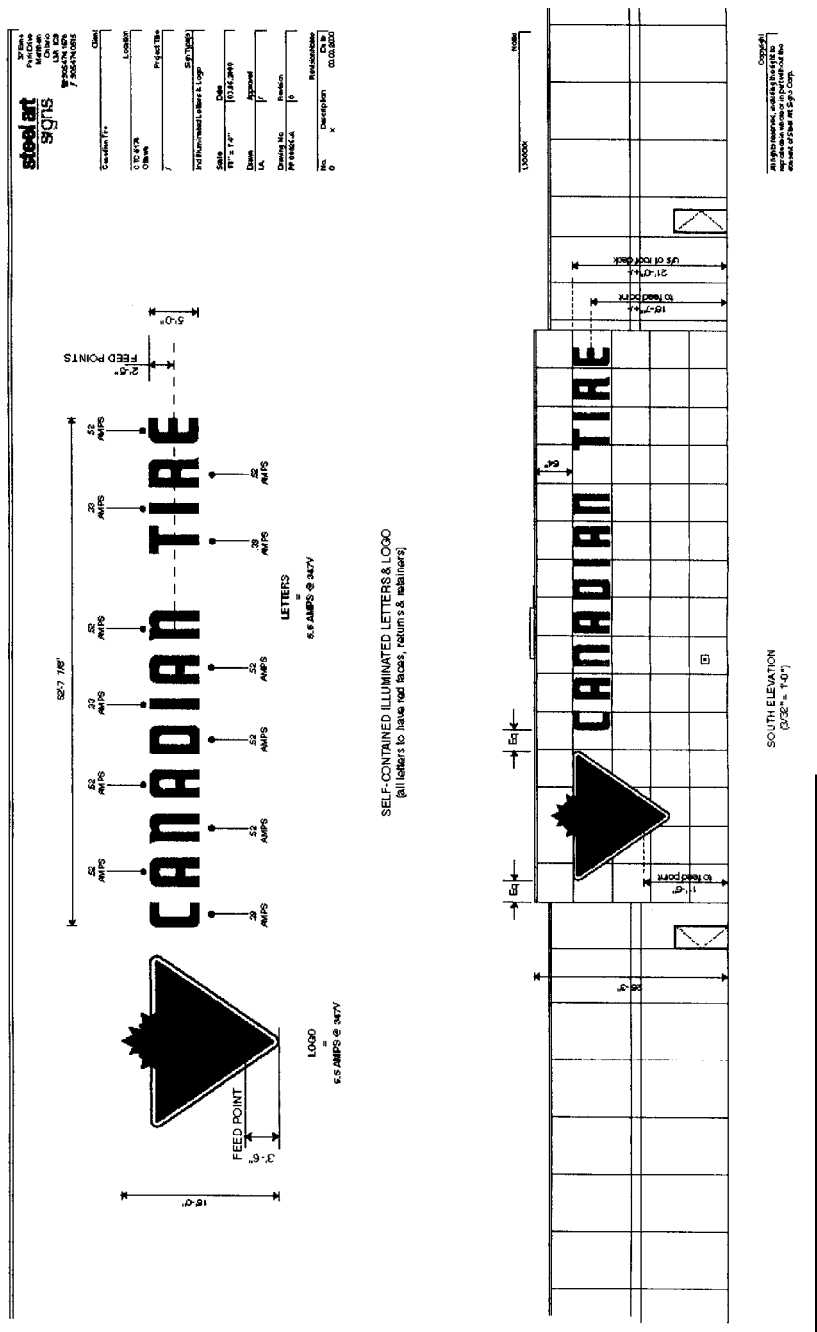
Councillor Cannings is aware of the application.

Department Comments

Under the new signs by-law, the method of calculating this proposal sign equals an area of 40.15 square metres based on the plans filed. Although the MTO method is different, we agree with the MTO that in this case the proposed signage is acceptable.







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May 29, 2000

ACS2000-PW-PLN-0070
(File: OSP2000/008)

Department of Urban Planning and Public
Works

Ward/Quartier
OT5 - Bruyère-Strathcona

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

Action/Exécution

5. Site Plan Control - 231-253 Cumberland Street
Plan d'emplacement - 231-253, rue Cumberland

Recommendation

That the Site Plan Control Application (OSP2000/008) be **APPROVED**, as shown on the following plan:

“Site Plan, Proposed 24 Unit Apartment Building”, Drawing Number SP1, prepared by Roderick Lahey Architect Inc., dated January 25, 2000, as revised to May 15, 2000, and dated and received by the City of Ottawa on May 15, 2000;

subject to the conditions contained in Document 1.



May 29, 2000 (1:26p)

Edward Robinson
Commissioner of Urban Planning and
Public Works

PMCD:pmcd

Contact: Prescott McDonald - 244-5300 ext. 1-3854




May 29, 2000 (1:50p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

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


May 29, 2000 (11:23a)

for Mona Monkman
City Treasurer

BH:ari

Executive Report

Reasons Behind Recommendation

This Site Plan Control application pertains to 231–253 Cumberland Street which is a corner lot having frontages on the east side of Cumberland Street and the north side of St. Patrick Street. The subject lands have a lot area of approximately 1077 square metres with current site development consisting of a two-storey building to be demolished. Surrounding area development consists of a church, park and school on the west side of Cumberland Street, two- to two-and-one-half-storey townhouses on the east and west side of St. Patrick Street, and two- to three-storey townhouses and two, six-storey apartment buildings to the northeast of this property.

Accompanying this application is a companion report recommending approval of the demolition of the existing structure which is located within the Lowertown West Heritage Conservation District, designated under Part V of the Ontario Heritage Act. This building has been identified as a Category 3 on the City's Heritage List. In addition, a Committee of Adjustment application was granted on April 14, 2000 for relief from the Zoning By-law that when a heritage overlay applies, new construction must be rebuilt to the same height, bulk, size floor area, spacing and in the same location as the building which existed prior to its removal.

The applicant proposes to construct a four-storey, 24-unit apartment building at this location. The proposed building setback from the street will be consistent with the surrounding area developments. The housing form will be similar to the traditional townhouse building forms found in this neighbourhood with each unit having street or pedestrian level accesses. The upper floor of four storey building will have a mansard style roof construction which will effectively reduce the perceived building mass from the street level. Parking for the development proposal will be located below grade and accessed from the northerly limit of the Cumberland Street street frontage. The garage will accommodate 24 parking spaces with a controlled access.

Site treatment focuses on enhancement of the streetscape. Along the Cumberland and St. Patrick Street frontages will be three-foot-high decorative iron fencing to define the amenity area in front of the building, as well as the planting of shrubbery behind the fencing which will serve to soften the building edge from the street. In addition there will be planting of boulevard trees along these street frontages. A similar planting scheme will be repeated along the pedestrian pathway along the interior side yard of the building. Along the rear of property, adjacent to the parking garage ramp, will be a planting of deciduous trees which provides a natural buffer for the adjacent residential property.

The site and landscape plans have been reviewed and represent a functional, efficient and aesthetically sensitive development of the site, satisfying the intent of the City of Ottawa Official Plan Policies in Sections 3.6.2 k) and l) for locating and assessing Minor Residential Development proposals. Additionally, the development proposal generally adheres to the goals and polices found in Section 8.3 for Lowertown West.

Environmental Impact

The Municipal Environmental Evaluation Process Checklist (MEEP) was completed and indicated that there will no environmental impact resulting from this development proposal. However, this site has been identified as having potential soil and building contaminates, which have been addressed in Document 1 of this report, requiring the implementation of a Remedial Work Plan should it be required.

Consultation

This application was subject to early notification and the posting of on-site information signs. A public information meeting was held on March 13, 2000 to discuss the development proposal.

Disposition

Department of Urban Planning and Public Works to notify the owner (Westwood Inc., 565 Blanchard Road, Ottawa, Ontario, K1V 7B7), and agent (Rodrick Lahey, 485 Broadview Avenue, Ottawa, Ontario, K2A 2L2) of the Planning and Economic Development Committee's decision.

List of Supporting Documentation

- Document 1 Conditions for Site Plan Control Approval
- Document 2 Location Plan
- Document 3 Site Plan
- Document 4 Municipal Environmental Evaluation Process Checklist (on file with City Clerk)
- Document 5 Compatibility with Public Participation Policy/Input from Other Departments and Other Government Agencies

Part II - Supporting Documentation

Conditions for Site Plan Control Approval

Document 1

STANDARD CONDITIONS

STC 1.2.2 - Landscape Elements Estimate

The Owner(s) must provide a detailed itemized estimate of the value of all required landscaping, in accordance with the Canadian Nurseries Association Standard, to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Prescott McDonald, 244-5300, ext. 1-3854, Planning Branch)

STC 1.3 - Posting of Financial Securities for Landscape Elements

The Owner(s) must post Security in the amount of 100% of the value of the landscape elements as identified in the detailed itemized estimate, including estimates for new landscape elements on private and municipal and/or regional property, which shall be retained in the custody of the City Treasurer, (no security will be taken for existing municipal and regional road allowance trees because they are already protected by the Trees By-law (By-law Number 55-93, as amended) and the Road Cut By-law (By-law Number 31-91 as amended). For the purposes of this condition, Security means cash, certified cheque, or subject to the approval of the City Treasurer, bearer bonds of the Government of Canada (except Savings Bonds), Provincial bonds or provincial guaranteed bonds, or other municipal bonds provided that the interest coupons are attached to all bonds, or letters of credit, with an automatic renewal clause, issued by a chartered bank, credit unions and caisse populaires, trust companies or some other form of financial security (including Performance Bonds from institutions acceptable to the City Treasurer). (Contact Prescott McDonald, 244-5300, ext. 1-3854, Planning Branch)

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

N/A

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

SPECIFIC CONDITIONS

1. That the Owner(s) acquire an exemption from the Private Approach By-law 170-73 requiring a private approach be located in such a way so that it is not less than 3.05 metres (10') from the abutting property line measured at the street line and at

the edge of road. (Contact: Ray Fournier, 244-5300, ext. 3811, Engineering Branch)

2. That the Owner(s) shall retain the services of a qualified engineer to undertake a Designated Substance Survey to identify the incidence and extent of any hazardous substances in the existing structure to be demolished, and to submit the report(s) to the Manager of the Environmental Management Branch for review and approval. (Contact: Greg Montcalm, Environmental Management Branch, ext. 3883)
3. That prior to demolition of the existing buildings on site, the Owner(s) shall submit a Waste Audit and Waste Reduction Work Plan, prepared in accordance with Ontario Regulation 102/94 Waste Audit and Waste Reduction Work Plan, to the satisfaction of the Commissioner of Urban Planning and Public Works to ensure that best management practices are followed regarding the disposal of debris. (Contact: Greg Montcalm, Environmental Management Branch, ext. 3883)
4. That prior to the issuance of a building permit, the Owner(s) shall remediate the subject site for residential/parkland use as stipulated in the Ministry of Environment and Energy's *Guideline for Use at Contaminated Sites in Ontario* (Revised February, 1997). (Contact: Greg Montcalm, Environmental Management Branch, ext. 3883)
5. That prior to the issuance of a building permit the Owner(s) shall obtain and submit to the Manager, Environmental Management Branch, a Record of Site Condition as proof that the site is suitable for the proposed land use. (Contact: Greg Montcalm, Environmental Management Branch, ext. 3883)

STANDARD CONDITIONS

STC 3.1.2 - Signing of Letter of Undertaking

The Owner(s) must sign a Letter of Undertaking. When the Owner(s) fails to sign the required undertaking and complete the conditions required prior to the signing of the undertaking within six (6) months of Site Plan Control Approval, the approval shall lapse. (Contact: Prescott McDonald, 244-5300, ext. 1-3854, Planning Branch)

STC 3.2 - Approval of Private Sewer Systems, Lot Grading and Drainage Plan(s)

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

- i) the methods that surface water will be self-contained and directed to catch basins, storm sewers, swales and or ditches, and then conveyed to the public storm, combined sewer system or City ditches unless otherwise directed by the Commissioner of Urban Planning and Public Works;
- ii) by calculation, that the stormwater runoff from this site will not exceed the design capacity of the City sewer system. The allowable runoff coefficient is 0.75, (if the uncontrolled stormwater runoff exceeds the requirement specified, an application to the Ministry of Energy and the Environment for stormwater management will be required);
- iii) that all sanitary wastes shall be collected and conveyed to a public sanitary or combined sewer; and
- iv) that all private storm and sanitary sewers required to service the subject site are completely separated from each other and conveyed to the public storm, sanitary or combined sewer, except in the designated Combined Sewer Area;

to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

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

SPECIFIC CONDITIONS

1. Prior to the issuance of any occupancy permit, the Owner(s) shall require that the site servicing contractor perform field tests for quality control of all sanitary sewers. Specifically the leakage testing shall be completed in accordance with OPSS 410.07.15, 410.07.15.04, and 407.07.26. The field tests shall be performed in the presence of a certified professional engineer who shall submit a certified copy of the tests results to the satisfaction of the Director of Engineering Branch.

STANDARD CONDITIONS

STC 4.3 - Approval of Work on Municipal Property or Easements

The Owner(s) must receive written approval from the Director of Engineering prior to any work commencing on City or Regional property or easements. A description of the proposed work along with twenty-four (24) copies of the plan illustrating the work must be submitted and will be circulated to all underground utilities for their comments, prior to any approval. (Contact Larry Lalonde, 244-5300, ext. 1-3820, Engineering Branch)

STC 4.4 - Approval for Construction Related to Private Approaches

The Owner(s) must receive written approval from the Commissioner of Urban Planning and Public Works for any construction related to a private approach within the road allowance. (Contact Ray Fournier, 244-5300, ext. 1-3811, Engineering Branch)

STC 4.5 - Notification of Construction or Alteration of Private Approach

The Owner(s) must notify the Commissioner of Urban Planning and Public Works in writing when the construction or alteration of any private approach servicing this development will commence. Lack of notification may result in the City requiring changes to the private approach at the expense of the Owner. (Contact Ray Fournier, 244-5300, ext. 1-3811, Engineering Branch)

STC 4.6 - Construction Materials on Public Road Allowances

The Owner(s) must ensure that:

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

STC 4.7 - Submission of Survey Plan Upon Pouring of Foundation(s)

The Owner(s) must submit to the Chief Building Official, a certified building location survey including foundation elevations, upon completion of the foundation, to ensure interim compliance with the Zoning By-law and the approved private sewer system, lot grading and drainage plan(s). (Contact Neil Dillon, 244-5300, ext. 1-3507, Licensing, Transportation and Buildings Branch)

STC 4.8 - Pumping of Liquids Into Sewers During Construction

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

STC 4.9 - Inspection of Service Connections

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

STC 4.15 - Reinstatement of Redundant Accesses

The Owner(s) must reinstate the sidewalk and curb at the redundant access and maintain a curb face equal to or better than the existing adjacent curbs with all costs borne by the Owner(s). (Contact Ray Fournier, 244-5300, ext. 1-3811, Engineering Branch)

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

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

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

1. This development is situated within a low lying drainage basin with poor overland flow routes. This means that underground garages and/or depressed driveways may be subject to surface water problems which could result in flooding. We strongly discourage the installation of a depressed driveway or underground garage at this location and suggest if any other option is possible it be considered. If the owner insists on building this driveway as indicated, the City of Ottawa will not take responsibility for basement flooding claims in the future.

It is also recommended that a back water valve be installed on catch basins located in a depressed lane way. (Contact: Brian Meech, 244-5300, ext. 1-3835, Engineering Branch)

2. That any enclosed wall and ceiling surface within a garage be painted white. (Contact: Prescott McDonald, 244-5300, ext. 1-3854, Planning Branch)

STI 1 - Additional Requirements

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

STI 4 - Changes to the Site Plan Control Approval

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

STI 7 - Maintenance of Municipal Boulevard

In accordance with the Use and Care of Streets By-law (By-law Number 165-73, as amended) the Owner(s) and or prospective owner(s) will be responsible for the maintenance of the municipal boulevard. (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

STI 8 - Prohibition of Storage of Snow on Road Allowance

No snow is to be deposited on the road allowance as per the By-law Regulating the Use and Care of Streets (By-law Number 165-73, as amended). (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

REGION OF OTTAWA-CARLETON

ROC Registered Agreement Required

The Owner(s) is advised that an agreement must be entered into with the Region of Ottawa-Carleton and the Owner(s) (Contact Millie, Mason, Legal Department, 560-6025, ext. 1224) which will include the following conditions:

ROC -Other Conditions and Information

TRANSPORTATION

Road Widenings

- T2 In accordance with the Regional Official Plan, the Region has a widening requirement at the intersection of Cumberland Street and St. Patrick Street for a 3.0 by 3.0 meter corner sight triangle measured from the street lines. The widening must be determined by legal survey. The owner shall provide a Reference Plan for registration, indicating the widening. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will be submitted to the Region for review prior to its deposit in the Registry Office. The widening must be conveyed to the Region of Ottawa-Carleton prior to construction on the site or on the regional road. The conveyance will be at no cost to the Region.
- T3 No permanent features will be permitted above and below-grade within the corner sight triangle, including commercial signage.

GENERAL TRANSPORTATION

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

ENVIRONMENT

Water

- W2 The details for water servicing and metering shall be in accordance with the Regional Regulatory Code. The owner shall pay all related costs, including the cost of connecting, inspection, disinfecting and the supply and installation of water meters by Regional personnel.
- W4 In accordance with the Regional Regulatory Code, all existing services that will not be utilized, shall be capped at the watermain by the Region. The owner shall be responsible for all applicable costs.
- W5 In accordance with the Regional Regulatory Code, no driveway shall be located within 3.0 m of an existing fire hydrant. No objects, including vegetation, shall be placed or planted within a 3.0 m corridor between a fire hydrant and the curb nor a 1.5 m radius beside or behind a fire hydrant.

- W9 The owner shall be required to co-ordinate the preparation of an overall utility distribution plan showing the location (shared or otherwise) and installation, timing and phasing of all required utilities (on-ground, below-ground) through liaison with the appropriate electrical, gas, water, sewer, telephone, and cablevision authorities and including on-site drainage facilities and streetscaping - such location plan being to the satisfaction of all affected authorities.
- W11 The owner shall register a Common Elements Agreements on Title, setting forth the obligations between the co-owners of the common elements for the operation and maintenance of the private watermain, private hydrants and private water services. The agreement shall be to the satisfaction of the Regional Solicitor.
- W12 The Purchase and Sale Agreement shall include a clause to the satisfaction of the Regional Solicitor advising all prospective purchasers that the property is serviced by a private common water supply.
- W13 The owner shall design and construct all private watermains within the subject lands to the satisfaction of the Regional Municipality of Ottawa-Carleton. The registered owner shall pay all related costs, including the cost of connection, inspection and disinfection by Regional personnel.

Stormwater Management

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

Solid Waste

- SW6 The owner shall provide adequate storage space for waste containers and recycling bins to the satisfaction of the Environment and Transportation Commissioner. Waste collection and recycling collection will be provided by the Region and requires direct access to the containers. Any additional services (i.e. winching of containers) may result in extra charges.
- SW8 The owner shall provide an adequately constructed road access to the waste disposal facility, suitable for waste/recycle vehicles to the satisfaction of the Environment and Transportation Commissioner.

Finance

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

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

- W1 Fire flow records indicate a flow of 2500 IGPM at 20 PSI from the hydrant located on Cumberland Street. This test was performed in June 1998. This flow reflects system conditions on the test day; however, there are variations in flow and pressure depending on the time of day. The owner may be required to undertake an engineering analysis of the water supply certified by a professional engineer to ensure that the water supply meets municipal/regional standards.
- W3 The owner shall submit drawings for approval prior to tendering and make application to the Regional Environment and Transportation Department for the water permit prior to the commencement of construction.
- W7 The owner shall satisfy the requirements of the Building Code with respect to hydrants(s).

ENBRIDGE-CONSUMERS GAS

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

OTTAWA HYDRO

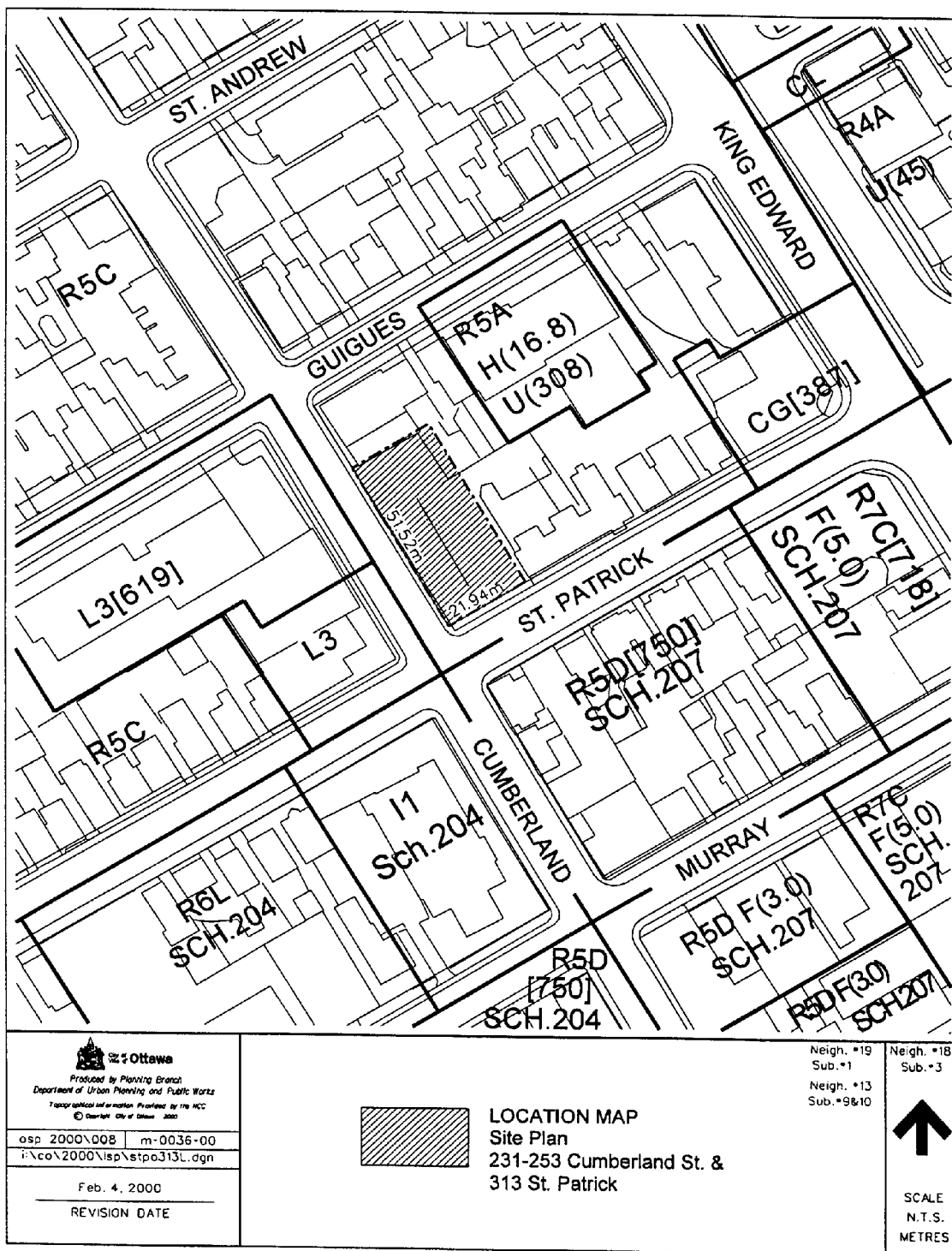
Ottawa Hydro, Engineering Department should be contacted regarding the necessity of providing a transformer and vault, pad mounted transfer and easements. (Contact Daniel Desroches, 738-5499, ext. 210)

BELL CANADA

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

ROGERS OTTAWA

Rogers Ottawa Cablevision be contacted in planning stages to arrange facilities. (Contact Jeff Niles, 247-4519 - East side Bank Street Dave Hart 247-4562)



City of Ottawa
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 Department of Urban Planning and Public Works
 Technical specifications provided by the MCC
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Feb. 4, 2000
 REVISION DATE

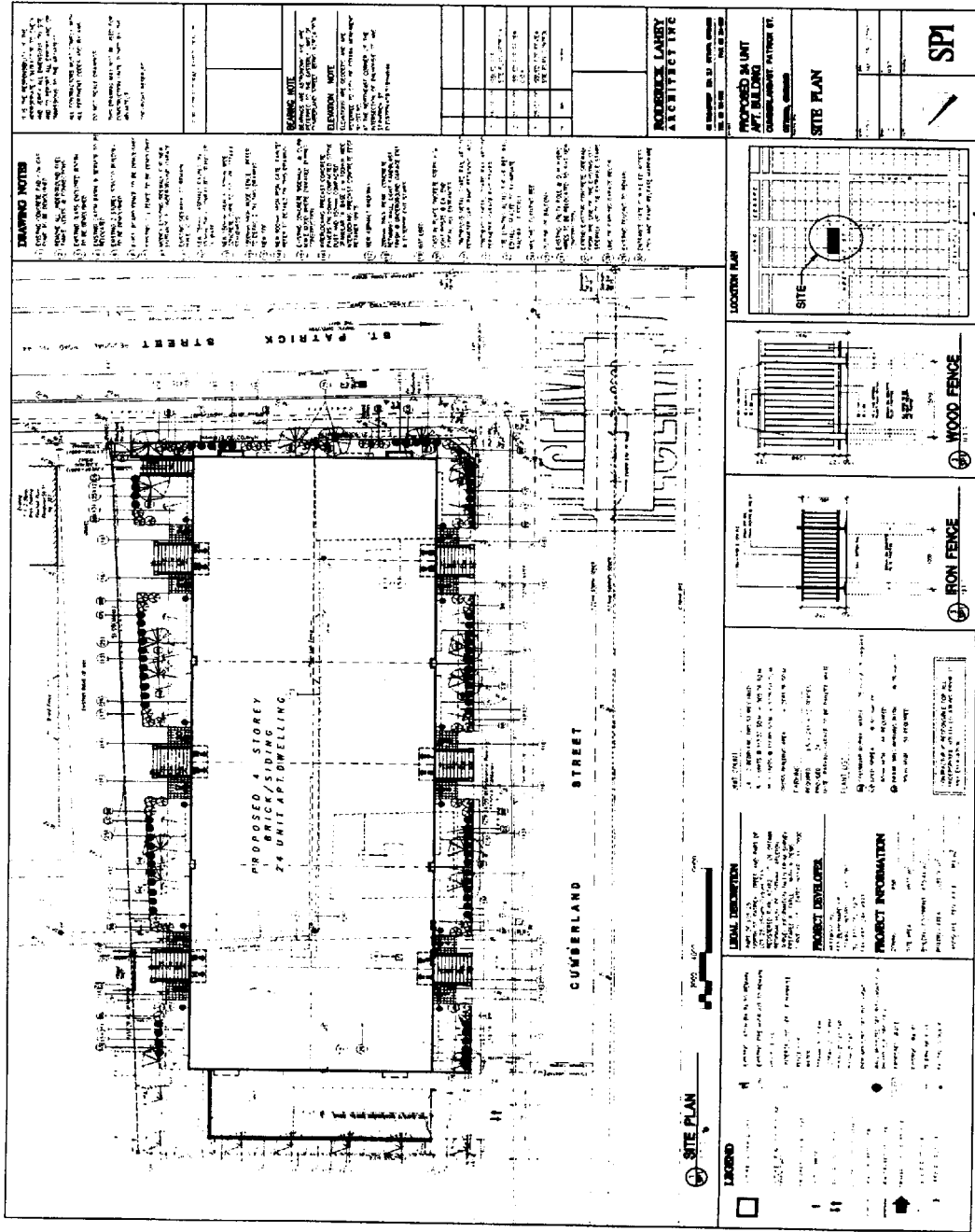


LOCATION MAP
 Site Plan
 231-253 Cumberland St. &
 313 St. Patrick

Neigh. #19 Sub.*1
 Neigh. #13 Sub.*9&10
 Neigh. #18 Sub.*3



SCALE
 N.T.S.
 METRES



OSP2000/008

NOTIFICATION AND CONSULTATION PROCESS

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

Public Input

A number of telephone inquiries were received requesting additional information on the development proposal and two written responses were received providing the following summarized comments:

- The proposed building is not to scale with the remainder of the neighbourhood consisting of two-storey dwellings;
- The demolition of this building will mean loss of the heritage design in this area. Although not designated, an attempt should be made to incorporate the existing building in a smaller scaled development proposal; and
- That the proposed four-storey apartment building provide for some at grade entry-level units.

Response

- The proposed development meets with the current zoning regulations as varied by the Committee of Adjustment. It should be noted that surrounding area development includes a number of institutional buildings which exceed the development proposal's building height, as well as two, six-storey apartment buildings within the same block of this development proposal. As such, it is felt that the building mass is appropriate for this area, especially in consideration the development's utilization of a mansard roof line which significantly mitigates the building's perceived height;
- The building to be demolished is a Category 3 on the City's Heritage List which is designated under Part V of the Ontario Heritage Act and is located within the Lowertown West Heritage Conservation District. A number of development proposals have unsuccessfully come forward that incorporated the existing building in its redevelopment. However, because this building has been vacant over the years, it has subsequently deteriorated to the point of being a public safety concern, and the Department of Urban Planning and Public Works does not object to its removal.
- This development proposal, which is essentially a back-to-back, stacked-townhouse building form, provides for at-grade entry levels for the lower dwelling units and the upper dwelling units.

INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

COUNCILLOR'S COMMENTS

Councillor Stéphane Émard-Chabot is aware of this site plan application.

APPLICATION PROCESS TIMELINE STATUS

This application which was received on January 31, 2000, was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart, which established critical milestones, was prepared and circulated as part of the technical and early notification process. This application was not processed within the 70 to 110 calendar day timeframe established for the processing of Site Plan Control Approval applications. Revisions to the site plan drawing were required and this application is being considered at the earliest Planning and Economic Development Committee meeting date after receipt of the finalized site plan.

A Information Exchange was undertaken by staff with interested community associations. Pre-consultation was not requested by the identified community associations.

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May 16, 2000

ACS2000-PW-PLN-0069
(File: OHD4300 ST. PATRICK 319-321)

Department of Urban Planning and Public Works

Ward/Quartier
OT5 - Bruyère-Strathcona

Action/Exécution

- 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

6. *Application to demolish 319-321 St. Patrick Street, a building in the Lowertown West Heritage Conservation District designated under Part V of the Ontario Heritage Act

****Application for New Construction at 231-253 Cumberland Street in the Lowertown West Heritage Conservation District**

* **Demande visant la démolition du 319-321, rue St-Patrick, un immeuble situé dans le District de conservation du patrimoine de la Basse-Ville-Ouest désigné en vertu de la partie V de la Loi sur le patrimoine de l'Ontario**

****Demande en vue d'une nouvelle construction aux 231-253, rue Cumberland dans le District de conservation du patrimoine de la Basse-Ville-Ouest**

Recommendations

1. That the application to demolish 319-321 St. Patrick Street, a building designated under Part V of the Ontario Heritage Act be APPROVED.

2. That the application to erect a new building at 231-253 Cumberland Street under Part V of the Ontario Heritage Act be APPROVED.



May 16, 2000 (11:58a)

Edward Robinson
Commissioner of Urban Planning and
Public Works

SC:sc

Contact: Sally Coutts - 244-5300 ext. 1-3474



May 16, 2000 (1:30p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.



May 16, 2000 (10:55a)

for Mona Monkman
City Treasurer

BH:cds

Owner: Westwood Inc.
Agent: Roderick Lahey, Architect

Executive Report

Reasons Behind Recommendations

Recommendation 1

Number 319-321 St. Patrick Street is a Category 3 building within the boundaries of the Lowertown West Heritage Conservation District which is designated under Part V of the Ontario Heritage Act through Bylaw 192-94. It has been vacant since the mid-1990s, but for many years it served as the location of A-1 Taxi's dispatch service. There have been at least two attempts during the last ten years to incorporate the building into a new housing development but none of these plans has been successful. Because of the lack of success at finding a new use for the building, and its severely deteriorated physical condition, the Department of Urban Planning and Public Works does not object to the application to demolish.

Recommendation 2

The Department of Urban Planning and Public Works supports the new development proposed for the site because it is consistent with the relevant Lowertown West Heritage Conservation District Study Streetscape and Infill Guidelines, as listed below.

Streetscape Guidelines

Maintain the building front yard setback established by the existing neighbouring buildings on the street.

Maintain the general overall height of the buildings as established by the existing neighbouring buildings on the street.

When development takes place across several property lines, encourage the articulation of the original lot divisions in the facade of the new buildings so that the buildings read as a combination of smaller elements.

Infill Guidelines

Infill buildings must respect the scale, set-backs, architectural design and materials of neighbouring buildings.

Contemporary design should contribute to and enhance the continuing architectural evolution of the District. Infill buildings should not attempt to appear older than they are.

The building proposed for 251-253 Cumberland Street is a red brick and stucco, four-storey, 24-unit apartment building with a mansard roof. The building has 12 units that face Cumberland Street and 12 that face a pedestrian laneway to the east. Access to a central underground parking lot is located below grade at the north end of the building. Each unit has direct access from the street, either at or above grade. The front facade is articulated by evenly spaced windows and doors that create the impression that the building is a row of townhouses. Paired dormers pierce the roofline at evenly-spaced intervals.

The building is consistent with the Streetscape Guidelines above because its front yard setback is similar to the small front yards found throughout the District; it is higher than its neighbours on St. Patrick but is below the allowable height for the site under the zoning by-law. Its highly articulated facade is punctuated by entrances so that it appears to be a row of townhouses, rather than a large apartment building.

The proposed building is consistent with the Infill Guidelines above because, as the only structure facing Cumberland Street on the block-face, it establishes the scale of the block

in a manner consistent with the zoning by-law. In addition, it is separated from the neighbouring two-storey, six-door row on St. Patrick by a pedestrian walkway and a driveway, thereby mitigating the difference in height. The east part of the building is constructed on the former site of a three-and -a-half storey building destroyed by fire, so the large gap now present between A-1 Taxi and the six-door row is not an historic part of the landscape, rather it was the result of a recent fire. Finally, the proposed building's design complements but does not copy the character of the neighbourhood. It uses materials, brick and stucco, found throughout the Lowertown District and is clearly contemporary, as recommended in the guidelines.

Minor variances to allow the development to proceed were considered by the Committee of Adjustment on March 16 and April 6, 2000 and granted on April 14, 2000. They were not appealed.

Consultation

Adjacent property owners, tenants and the local community association were notified by letter of the date of the LACAC meeting and the Planning and Economic Development Committee and were provided with comment forms to be returned to LACAC or staff. This is in accordance with City Council's public participation policy regarding applications under the Ontario Heritage Act.

Councillor Émard-Chabot is aware of and supports this development.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner (Westwood Incorporated, 565 Blanchard Road, Ottawa, K1V 7B7), the agent (Mr. Roderick Lahey, Architect, 485 Broadview Avenue, Ottawa, K2A 2L2) and the Ontario Heritage Foundation (10 Adelaide Street, 3rd Floor, Toronto, Ontario, M5C 1J3) of City Council's consent to demolish 319-321 St. Patrick Street and to construct a new building at 231-253 Cumberland Street.

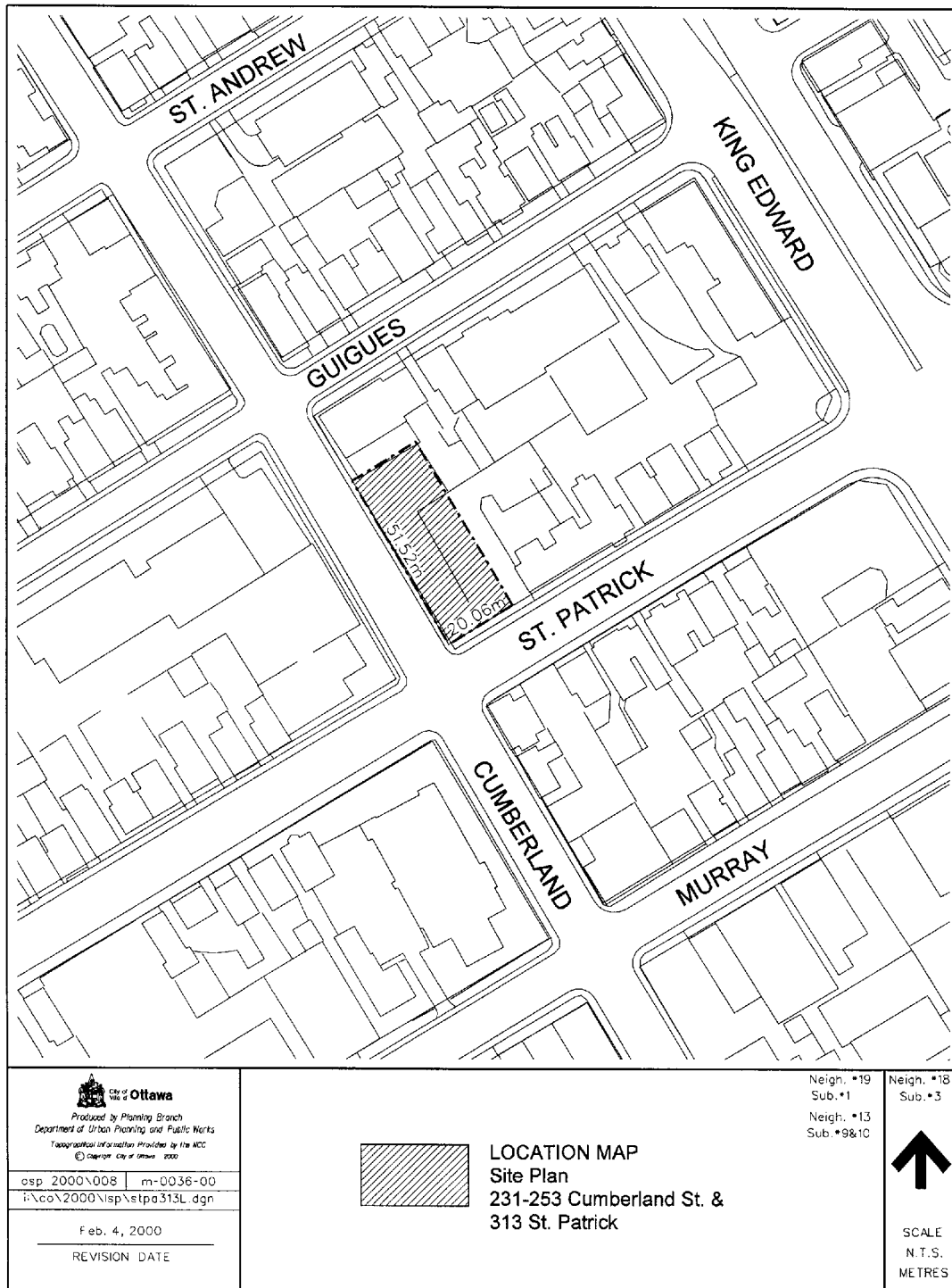
List of Supporting Documentation


Document 1	Location Map
Document 2	Building Elevations

Part II - Supporting Documentation


Location Map

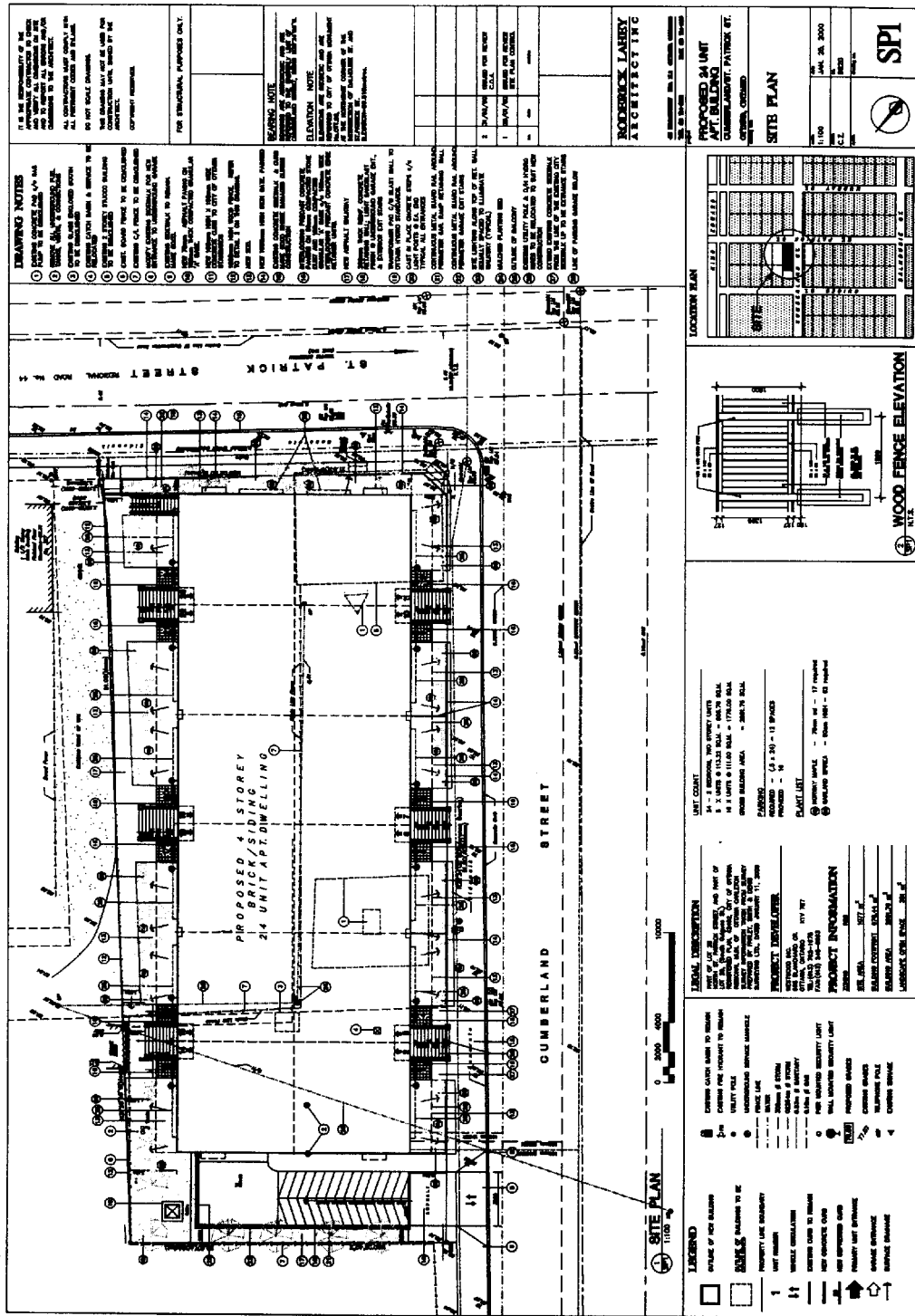
Document 1




City of Ottawa
 Produced by Planning Branch
 Department of Urban Planning and Public Works
 Topographical Information Provided by the MCC
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 Feb. 4, 2000
 REVISION DATE


LOCATION MAP
 Site Plan
 231-253 Cumberland St. &
 313 St. Patrick

Neigh. #19
 Sub. #1
 Neigh. #13
 Sub. #9&10
 Neigh. #18
 Sub. #3

 SCALE
 N.T.S.
 METRES



NOTE: THE BLACK BARS ARE RAILINGS, THEY APPEAR SOLID BECAUSE THE ORIGINAL DRAWINGS WERE REDUCED AND DETAILS WERE LOST.

WEST ELEVATION - CUMBERLAND STREET
1:100

SOUTH ELEVATION - ST. PATRICK ST.
1:100

EAST ELEVATION - LANEWAY
1:100

NORTH ELEVATION
1:100

FOR STRUCTURAL PURPOSES ONLY:

1	20' x 20' x 10'	CONCRETE
2	20' x 20' x 10'	CONCRETE
3	20' x 20' x 10'	CONCRETE
4	20' x 20' x 10'	CONCRETE
5	20' x 20' x 10'	CONCRETE

RODERICK LAHEY ARCHITECTING

PROPOSED 24 UNIT
CUMBERLAND PATRICK ST.
CUMBERLAND PATRICK ST.

ELEVATIONS

DATE: JUN 26, 2000
SCALE: 1/8" = 1'-0"

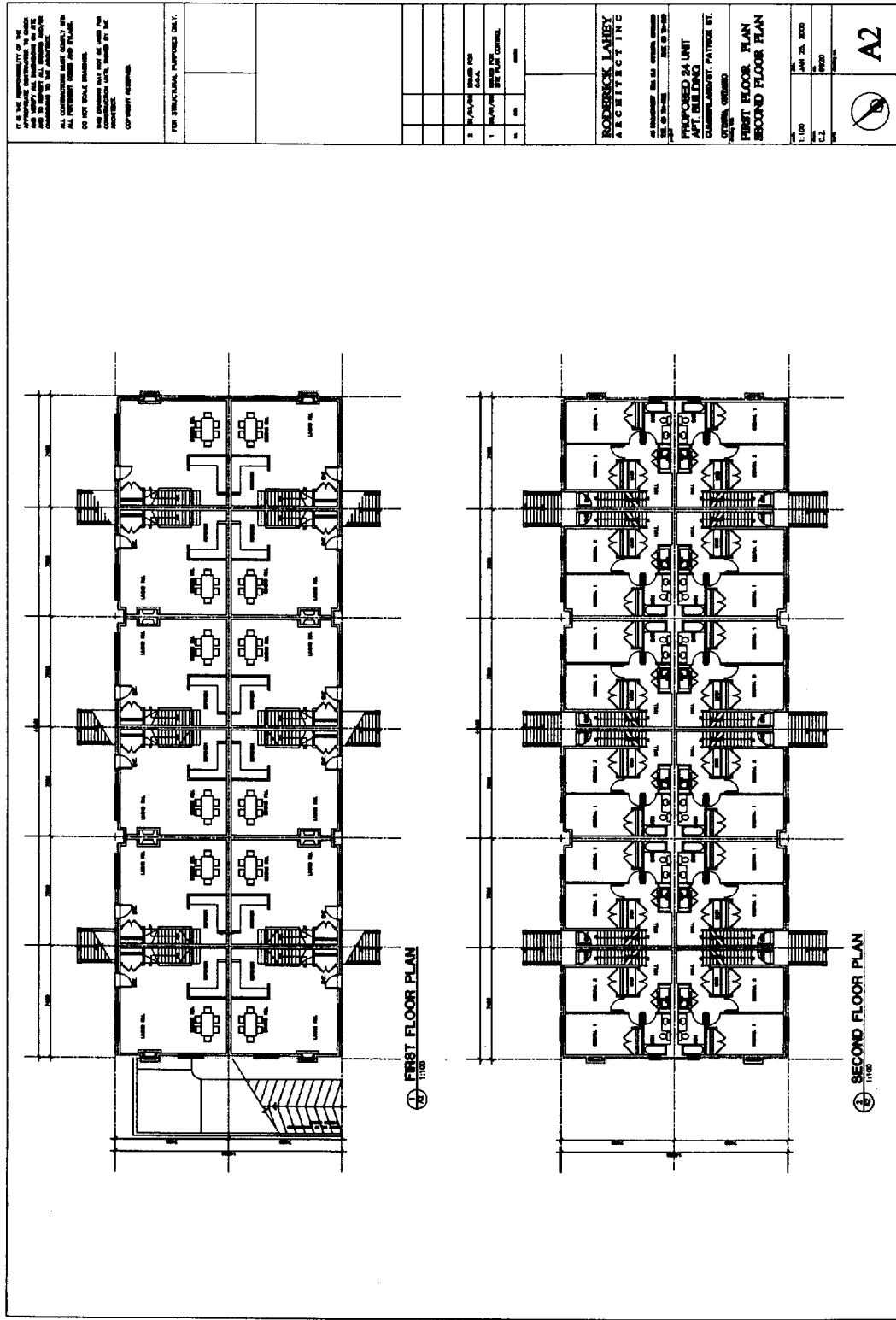
A4

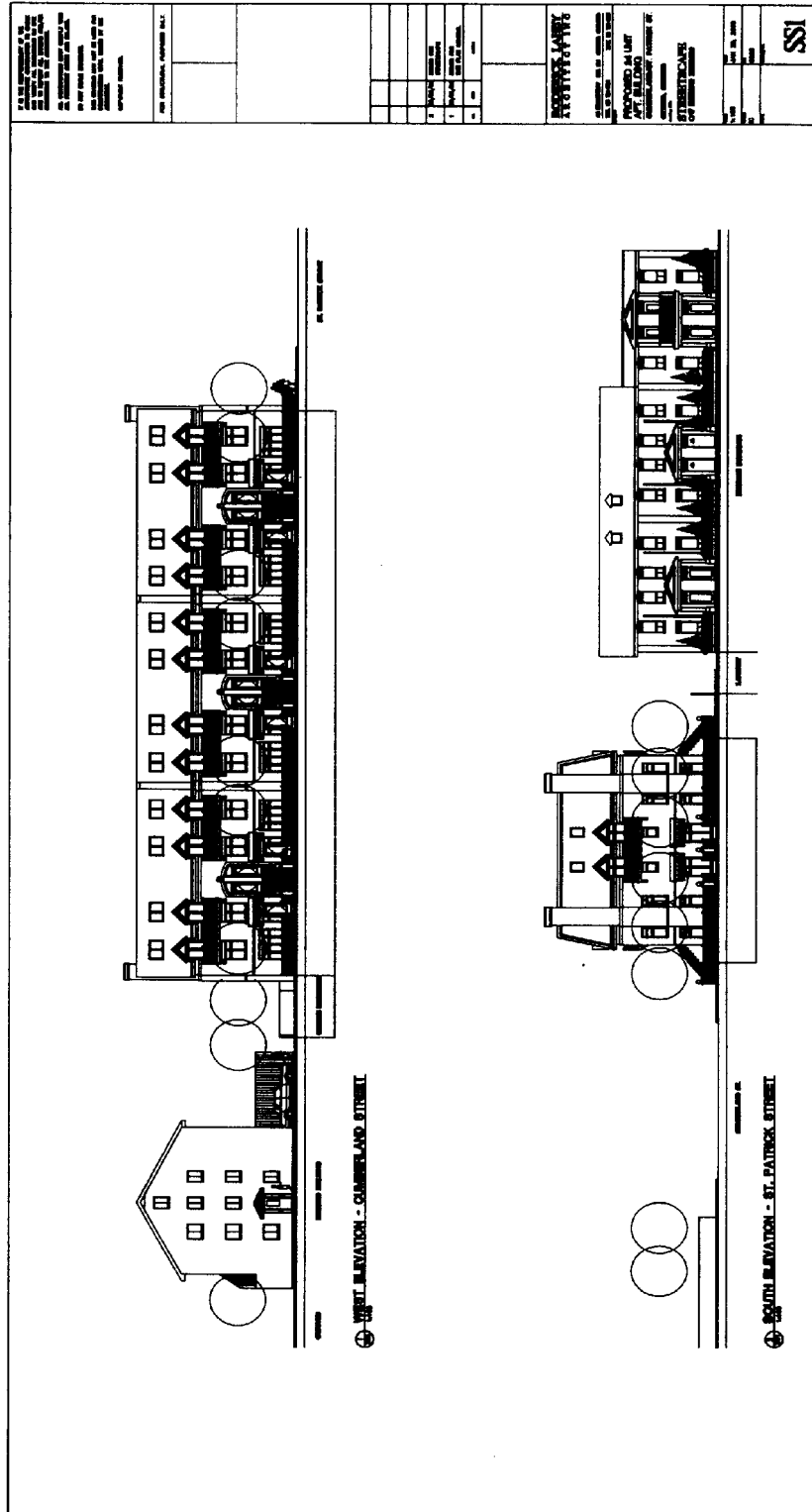
IN THE EVENT OF A DISPUTE, THE ARCHITECT'S LIABILITY IS LIMITED TO THE AMOUNT OF FEES PAID TO HIM OR HER BY THE CLIENT. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY CONSTRUCTION DEFECTS OR OMISSIONS TO THE PROJECT.

ALL CONTRACTORS MUST COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY CONSTRUCTION DEFECTS OR OMISSIONS TO THE PROJECT.

DO NOT SCALE DRAWINGS FOR CONSTRUCTION. ALL DIMENSIONS SHALL BE TAKEN FROM THE ORIGINAL DRAWINGS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY CONSTRUCTION DEFECTS OR OMISSIONS TO THE PROJECT.

CONTRACT RESERVED.





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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

**7. 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.*

Planning and Economic Development Committee Action - April 11, 2000

- ▶ *The Committee deferred Submission dated March 9, 2000 to its meeting on April 25, 2000.*

Please note Memorandum dated May 26, 2000 addressed to Councillor Elisabeth Arnold from Pamela Sweet, Director, Policy and Infrastructure Planning, Region of Ottawa-Carleton, Re. Proposed Transportation Demand Management Plan (TDMP) World Exchange Plaza (WEP)

Financial Comment

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

Bruce Helliker

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 Corporation 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
Employers	52	31	60%
Employees	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 ¹		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%

¹ 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 in each car	# of cars	Total # of persons
1	106	106
2	24	48
3	3	9
Total	133	163

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 per car	# of cars	Total # of persons
1	469	469
2	25	50
3	1	3
Total	495	522

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

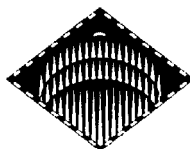
The recommendations of this study are;

- 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**

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

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

MEMORANDUM
NOTE DE SERVICE

Our File/N/Réf. Your File/V/Réf.	20-00-0104
DATE	26 May 2000
TO/DEST.	Councillor Arnold City of Ottawa
FROM/EXP.	Pamela Sweet, Director Policy and Infrastructure Planning Region of Ottawa-Carleton
SUBJECT/OBJET	PROPOSED TRANSPORTATION DEMAND MANAGEMENT PLAN (TDMP) WORLD EXCHANGE PLAZA (WEP)

In response to your memo regarding the above noted development proposal we have reviewed the World Exchange Travel Demand Management Review and Plan prepared by Delcan Corporation for Truscan Property Corporation dated January 2000 and have the following comments:

1. The report references the Transportation Master Plan (TMP) modal share objectives for the Inner Area Cordon (travel crossing the Rideau River to the east and south and the CPR line to the West) and attempts to relate these targets directly to the proposed WEP Development. As you can appreciate the modal share objectives associated with travel crossing specific geographic features should not be interpreted as the modal share assumptions to be applied to a development such as the WEP. Consequently, caution should also be exercised in attempting to transfer any modal share objectives along specific geographic features (screenlines and/or cordons- typically located along rivers/rail lines) to a specific site since these screenlines/cordons are often highly influenced by through traffic. Through traffic refers to those trips which do not start or end in the area being studied, however affects the determination of modal share levels along an adjacent screenline. For example, traffic leaving downtown Hull destined to Alta Vista would have an affect on the modal shares reported along a number of our central area screenlines.
- 2 To avoid the issues surrounding through traffic we have carried out a review of the observed modal shares for existing development in the area bounded by the Ottawa River, Rideau Canal, Laurier Avenue and Bronson Avenue. As you can appreciate this area represents for the most part, our downtown core area. The results of this review indicated the following modal share levels:

OBSERVED MODAL SHARES			
(Downtown Core)			
Non Auto Modes	56%	15%	Walk
		2%	Cycle
		39%	Transit
Auto	44%		

Given the wide variation of development within the area noted above it is quite reasonable to assume that some existing developments achieve much higher levels of non-auto shares than those reported above, while on the other hand other types of development may be more dependant upon auto travel than that indicated in the above averages.

3. It is also important to note that Consumer Research carried out in support of the TMP revealed that there is significant potential to successfully influence individual travel habits and reduce our reliance on auto travel. As you can appreciate the downtown core is particularly well suited to assist in the achievement of the Region-Wide Modal Share Objectives. Average modal shares for travel associated with the downtown core could therefore be set at:

2021 MODAL SHARES			
(Downtown Core)			
Non Auto Modes	60%-70%	15%-20%	Walk
		2%-5%	Cycle
		40%-50%	Transit
Auto	30%-40%		

4. Based on the forgoing analysis of both existing and future 2021 modal share assumptions for all trips associated with the downtown core and taking into consideration the specific elements associated with the proposed development such as its proximity to rapid transit service and the high proportion of work trips, it is reasonable to set the modal share objectives at the following levels:

2021 MODAL SHARES		
(World Exchange Plaza)		
Non Auto Modes	65%	15%-20% Walk
		2%-5% Cycle
		45%-50% Transit
Auto	35%	

As you are aware a major step in the TMP was the current role of each travel mode in serving peak hour travel, and the establishment of objectives for each mode in the future. These modal share objectives represent a clear commitment to environment-friendly modes of transportation – walking, cycling and public transportation- in response to the Community Visio's call for reduced automobile dependency and improved travel alternatives. It is also important to note that proposed developments within the downtown core, given the wide range of travel options available, are better positioned than most other areas in the region to contribute in a significant way to the achievement of our Region-Wide Modal Share Objectives over the life of the Official Plan.

Thank-you for providing an opportunity for the Region to provide additional background information to you regarding the Proposed TDM Plan for the World Exchange Plaza and associated modal share assumptions for the downtown core area. Please do not hesitate in contacting me further should you have any concerns and/or questions regarding the information provided.



Pamela Sweet

DOS/

cc: Councillor Diane Holmes

June 6, 2000

ACS2000-FN-FLM-0013
(File: ZZFO245/80-2000
and ACS1999-CC-PED-0006)

Department of Finance

Ward/Quartier
OT5 - Bruyère-Strathcona

Action/Exécution

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

8. Designation of an Enlarged By Ward Market Business Improvement Area

Désignation d'une zone d'améliorations commerciales du marché By agrandie

Recommendation

That a By-law be enacted pursuant to the Section 220 of the Municipal Act, to designate an enlarged By Ward Market Business Improvement Area, as shown in Document 1.



June 6, 2000 (3:51p)

Mona Monkman
City Treasurer



June 7, 2000 (1:03p)

Approved by
John S. Burke
Chief Administrative Officer

BH:cds

Contact: Bruce Helliker - 244-5300 ext. 1-3272

Financial Comment

City Council approval of the recommendation has no financial impact on the City for the year 2000. Expansion of the boundaries of the By Ward Market BIA will impact the total 2001 assessment of the area. As such, there is no impact on the draft 2000 Operating Budget of the By Ward Market BIA.



June 6, 2000 (3:45p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

On September 1st, 1999, City Council approved the designation, **in principle**, of an enlarged By Ward Market Business Improvement Area (BIA) (Document 1). Pursuant to Section 220 of the Municipal Act, the City Clerk on October 29, 1999, notified all persons who, on the last returned assessment roll, were assessed with respect to rateable property in the area that is in a prescribed business property class affected. A public meeting was held on November 8, 1999 on the proposed new B.I.A.. The required two month objection period has passed, and no objections were received within the first 30 days, therefore, Ontario Municipal Board approval is not required.

Five (5) objections were received after the 30 days, but before the two month period ended. These objections did not represent 1/3 of those notified or 1/3 the taxes on rateable property in the prescribed area. Objections are based on the additional financial requirement versus the benefits derived from the BIA. We are recommending enactment of the By-law and therefore expansion of the BIA because the objectors represent a small portion of the BIA who, by virtue of location alone will benefit and have benefited in the past from the BIA services and therefore we feel have a financial responsibility to help fund the BIA.

By virtue of Council's approval of this submission passing of the By-law, the new By Ward Market BIA will be formed effective January 1, 2001.

The National Capital Commission (NCC) has supplied the attached letter (Document 4) requesting continued coordination between the NCC and the BIA with respect to programming on Sussex Drive.

The Corporation's Department of Finance met with representatives from the federal Department of Public Works and Government Services (PWGS) which represents the United States Embassy and with representatives from the Royal Canadian Mint, the National Art Gallery of Canada, and the Canadian War Museum to address the concerns of designating these properties into the new By Ward Market BIA.

PWGS advised prior to the objection deadline that the Federal Government is reviewing this type of proposed levy in the calculation of future Payment-In-Lieu of Taxes under the provision of the "Municipal Grants Act 1980."

At the time of writing, the review had not been concluded.

Consultation

The By Ward Market BIA has been sent a draft copy of this submission for its review and input. PWSG, the National Capital Commission and the Royal Canadian Mint are aware of this submission.

The Office of the City Solicitor, Department of Corporate Services has provided input in the writing of this submission.

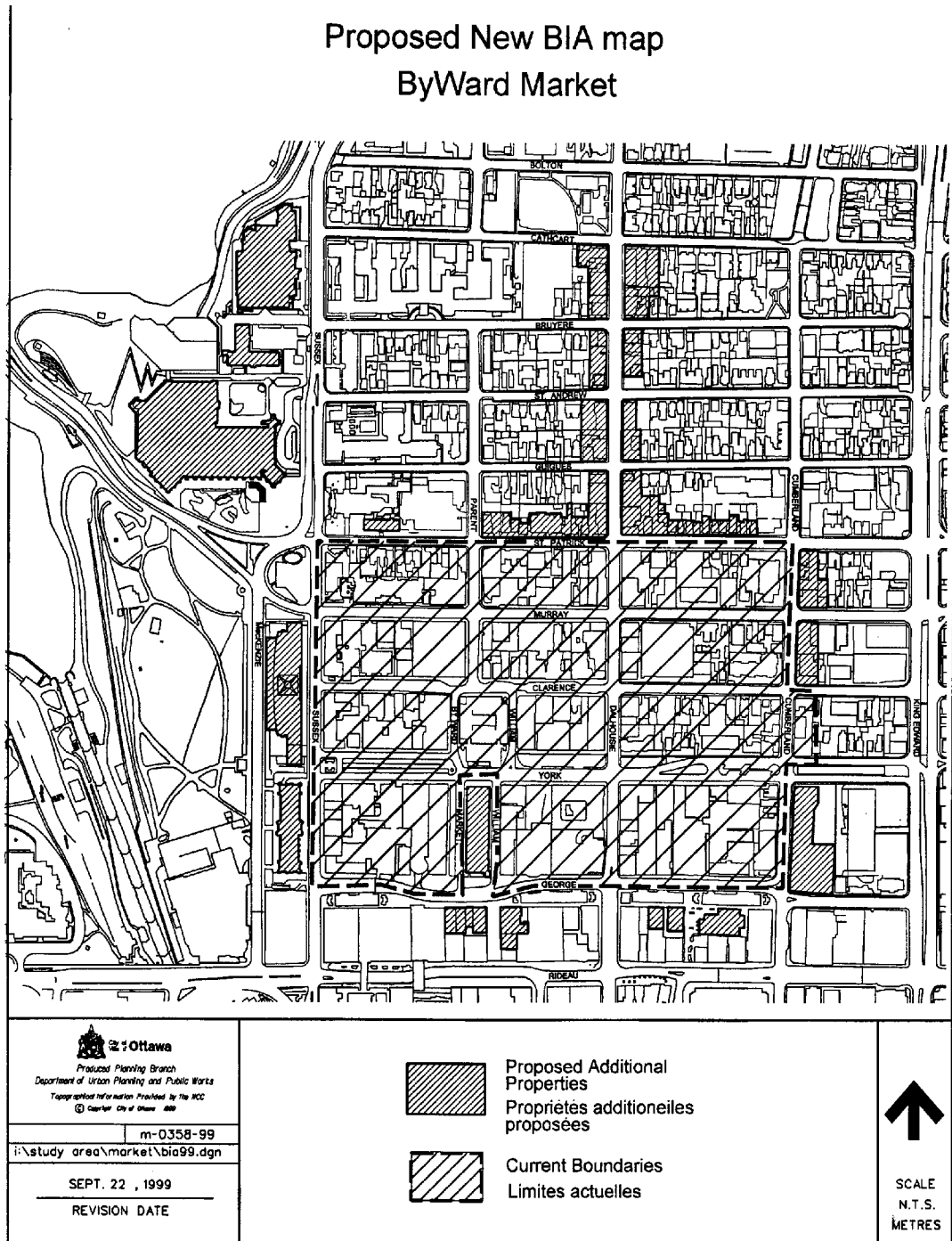
Disposition

The Office of the City Solicitor, Department of Corporate Services to prepare the necessary By-Law for enactment by City Council.

List of Supporting Documentation

- Document 1 Proposed Enlarged BIA Map - By Ward Market dated September 22, 1999
- Document 2 ACS1999-CC-PED-0006 (*Approved by City Council on September 1, 1999*)
- Document 3 Certificate from the City Clerk, Council and Statutory Services Branch, Department of Corporate Services
- Document 4 Letter from the National Capital Commission dated January 31, 2000
- Document 5 Letters of Objections (On File with the City Clerk)

Part II - Supporting Documentation



August 24, 1999

ACS1999-CC-PED-0006

(File: ACC3310/99)

Planning and Economic Development
Committee

Ward/Quartier

OT5 - Bruyère-Strathcona

• City Council / Conseil municipal

Action/Exécution

Business Improvement Area - By Ward Market - Boundary Expansion
Zone d'améliorations commerciales - Marché By - Élargissement des limites

Recommendation

That the following resolution be approved:

WHEREAS, in a letter sent to the City of Ottawa, the Board of Management of the ByWard Market B.I.A. has requested that its present boundaries be modified;

WHEREAS a letter was prepared and circulated by the ByWard Market B.I.A to existing and potential new members of the B.I.A. inviting them to attend a public information session on Tuesday, June 22, 1999 where additional information on the proposed boundary modification was presented;

WHEREAS a majority of the people who attended the information session did not express objections to the proposed boundary modification and, subsequently, no correspondence has been received by the ByWard Market B.I.A. opposing the modification;

WHEREAS, in a letter dated August 19, 1999 and attached as Document 1, the Board of Management of the ByWard Market B.I.A. agrees upon the new proposed boundary modification and requests that the process continue through Committee and City Council;

WHEREAS the ByWard Market B.I.A.'s current membership include commercial establishments located on the east side of Sussex Drive, the south side of St-Patrick Street, the west side of Cumberland Street plus the properties located on the east side of Cumberland between York and Clarence Streets and the north side of George Street and all of the properties located within the boundaries with the exception of the ByWard Market Building as indicated in Document 2;

WHEREAS the proposed boundary expansion, as indicated in Document 3, would also include the east side of Cumberland Street from George to St-Patrick Streets; the north side of St-Patrick Street between Sussex and Cumberland; all properties on both sides of Dalhousie Street located between St-Patrick and Cathcart Streets; the ByWard Market Building located at 55 ByWard; and the following buildings located on Sussex Drive: the Connaught Building, the United States Embassy, the National Gallery, the Canadian War Museum and the Canadian Mint;

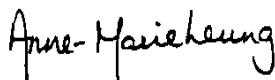
WHEREAS the proposed boundary modification would also include several properties on George Street, which, due to an anomaly, have traditionally been neither members of the ByWard Market B.I.A. nor of the Downtown Rideau B.I.A. pursuant to an agreement reached between the two B.I.A.s in 1996 and which was partly fulfilled by the Downtown Rideau B.I.A.'s boundary modifications in 1997;

WHEREAS the proposed boundary modification of the ByWard Market B.I.A. can only be established by forming a new B.I.A. around an existing one, resulting in the dissolution of the original B.I.A.;

THEREFORE BE IT RESOLVED THAT City Council approve, in principle, the dissolution of the present boundaries of the ByWard Market B.I.A. and that its new boundaries be modified in accordance with the map attached as Documents 2 and 3;

BE IT FURTHER RESOLVED THAT the City Clerk prepare the required assessment information and give notice in accordance with section 220 of the Municipal Act;

BE IT FURTHER RESOLVED THAT should City Council not approve the proposed boundary expansion of the ByWard Market B.I.A., the existing B.I.A. will continue to function and that its existing Board of Management will continue to govern.



August 24, 1999 (1:52p)

Anne-Marie Leung
Executive Assistant

AML:aml

Contact: Anne-Marie Leung - 244-5300 ext. 1-3620


City Council Decision - September 1, 1999

The Planning and Economic Development Committee recommendation, as presented, carried.

Financial Comment

This motion approves the expansion in principle only.

Subject to City Council's final expansion approval, after the notification and objection period, the boundaries of the ByWard BIA will be adjusted and the new properties added on the 2000 assessment roll. There will be no financial effect on the city as the city collects a special BIA levy on behalf of the BIA on all properties within the BIA boundaries to fund BIA activities.


August 24, 1999 (3:09p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The Planning and Economic Development Committee, at its meeting held on August 24, 1999, approved the aforementioned resolution.

Consultation

Consultation took place with existing and potential new members of the B.I.A., as described in the Resolution. If Council approves the designation-in-principle of the proposed boundary expansion of the ByWard Market B.I.A., a formal notification procedure with a two month objection period will be undertaken as prescribed in Section 220 of the Municipal Act. Should there not be sufficient objection received to preclude Council's approval of the new boundary, then a report for final designation of the B.I.A. will be brought forward for Council's approval.

Disposition

The City Clerk is to prepare the required assessment information and give notice in accordance with Section 220 of the Municipal Act.

List of Supporting Documentation

(DOCUMENTS 1 TO 3, HAVING BEEN CONSIDERED BY CITY COUNCIL, ARE ON FILE WITH THE CITY CLERK)

CERTIFICATE

IN THE MATTER of Council's intent to pass a by-law designating certain lands generally bounded to include the east side of Cumberland Street from George to St-Patrick Streets; the north side of St-Patrick Street between Sussex and Cumberland; all properties on both sides of Dalhousie Street located between St-Patrick and Cathcart Streets; the By Ward Market Building located at 55 ByWard; and the following buildings located on Sussex Drive: the Connaught Building, the United States Embassy, the National Gallery, the Canadian War Museum and the Canadian Mint; the proposed boundary modification would also include several properties on George Street.

I, Pierre Pagé, hereby certify that:

1. Notice of Council's intent to pass a by-law establishing the above noted improvement area was given by prepaid mail as required by Section 220 of the Municipal Act.
2. The required notice was sent to 197 owners.
3. The last notice sent on the 29th day of October 1999.
4. Objections were received from five persons within the area entitled to notice which is less than the 1/3 of the persons notified and represents less than 1/3 of the taxes rateable on property in the prescribed area.
5. The time prescribed by the Act for the receipt of a petition against the by-law has now passed.
6. It is my opinion that no sufficient petition has been received against the said by-law.

DATED AT OTTAWA this 21st day of June, 2000.

Pierre Pagé
City Clerk



National Capital
Commission

202-40 Elgin Street
Ottawa, Canada
K1P 1C7

Commission
de la capitale nationale

40, rue Elgin, pièce 202
Ottawa, Canada
K1P 1C7



January 31st, 2000

City of Ottawa
111 Sussex Drive
Department of Finance
Ottawa, Ontario
K1N 5A1

Attention: Bruce Helliker

Dear Mr. Helliker:

Re: Byward Market BIA Expansion

The National Capital Commission would like to advise staff of the Finance Branch of recent discussions between Carolyn Strauss, Intergovernmental Relations of the Chairman's office, and Councillor Stephane Emard-Chabot, Councillor, Bruyere-Strathcona Ward, on the subject of the proposed Byward Market BIA expansion.

A Business Improvement Area's primary role is to improve the area through beautification and co-ordinated promotional efforts within a designated area. The Byward Market BIA over the years has successfully achieved this goal by promoting the area through an attractive banner program, by co-operative advertising, and other programming initiatives.

The boundary expansion which is currently proposed would have the effect of including Sussex Drive from George street to Murray and possibly as far as Cathcart. The Commission would like to ensure a continued co-ordination between the NCC and the BIA as it pertains to the programming on Sussex Drive.

Ms. Strauss understood from the Councillor, that it would not be possible to include a special condition in the by-law to this effect, however, the Commission would like to

Canada

re-affirm the City's endorsement and acceptance that Sussex Street forms an integral and significant component of Confederation Boulevard and would appreciate if special reference in the minutes of the approval could be made to note the NCC's concerns.

Should you have any questions, please do not hesitate to call me at 239-5718.

Your co-operation in this matter would be greatly appreciated.



Robert Lewis
Director,
Urban Lands and Transportation
Park Services and Land Management

June 1, 2000

ACS2000-CV-LAC-0001
(File: ACV1734)

Local Architectural Conservation
Advisory Committee

Ward/Quartier
City Wide

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

Action/Exécution

**9. Local Architectural Conservation Advisory Committee -
1999/2000 Annual Report and 2001 Objectives**

**Comité consultatif local sur la conservation de l'architecture-
Rapport annuel de 1999/2000 et objectives pour 2001**

Recommendations

1. That the 1999\2000 Annual Report, as detailed in Document 1, be received.
2. The Committee recommends that the objectives for 2001 be approved.
3. That the accompanying resource requirements, as described in this submission be considered in the 2001 Budget and be made available to Council as part of the budget documentation.



June 5, 2000 (12:27p)

Lucy Corbin
Chairperson

LC:bjc

Contact: Lucy Corbin - 733-0574
Brenda Emond - 244-5300 - ext. 3541

Financial Comment

Funds for the Local Architectural Conservation Advisory Committee (LACAC) base budget of \$3,500 is currently provided for in account 2231941 in the Department of Corporate Services 2000 approved Operating Budget. Further, LACAC has received an additional \$4,800 from the unallocated bulk provision of \$ 10,000 provided in account 2231911 as approved during budget deliberations of January 17, 2000.

On April 5, 2000 City Council approved a report New Municipal Model - Advisory Committee Structure, which requests the existing advisory committees of the current City of Ottawa be included in the transition process to the new City of Ottawa. Therefore, Recommendation 3 pertaining to this advisory committee's 2001 budget will be made available to the Ottawa Transition Board for consideration as part of the budget process and included in budget documents.



June 5, 2000 (11:52a)

for Mona Monkman
City Treasurer

RL:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

The Local Architectural Conservation Advisory Committee (LACAC), in accordance with the reporting requirements for the Advisory Committee, submits its 1999/2000 Annual Report [May 1999 to May 2000] (Document 1) for the information of the Planning and Economic Development Committee and City Council.

Recommendation 2

The Local Architectural Conservation Advisory Committee is unique among City of Ottawa committees. LACAC's existence and mandate is based on provincial legislation enabled by the Ontario Heritage Act and it plays a direct role in the planning process.

The following details the Committee's objectives, with accompanying resources for the 2001 year:

LACAC OBJECTIVES AND BUDGET FOR 2001

Budget for the Department of Urban Planning and Public Works (OR ITS EQUIVALENT IN THE AMALGAMATED CITY):

Realizing that certain aspects of heritage planning for the new City of Ottawa will not be considered part of the LACAC budget, but wishing to make recommendation as to their inclusion in the New City Structure, we have compiled a more comprehensive "Heritage budget" which includes the following:

2 summer Students	\$15,000.00
3 full time Heritage Planners	\$180,000.00(Approx.)
Heritage Grant Program	\$150,000.00
Plaque program/Conservation Awards	<u>\$30,000.00</u>
TOTAL	\$375,000.00

Budget for Council and Committee Services (OR ITS EQUIVALENT IN THE AMALGAMATED CITY):

To support the responsibilities of an active LACAC, funding should be provided for administrative assistants and printing costs associated with agendas and other correspondence. Should the new LACAC structure in the amalgamated City choose to include citizens panels (a committee representing a small geographically areas that would report to the full LACAC).

Budget Request:

1/2 administrative assistant for full LACAC	\$20, 000.00(approx.)
1/2 administrative assistant for panels	\$20, 000.00(approx.)
Printing for full LACAC	\$2,800.00
Additional Printing for panels	<u>\$1,200.00</u>
Total	\$44,000.00

Objective 1

To create an atmosphere that is as inclusive as possible with regards to citizens representation on LACAC.

Implementation

To be as inclusive as possible, LACAC should make funds available for transportation and childcare. Additionally, food should be provided, as LACAC meetings are held twice monthly at 6:00 p.m. in order to accommodate citizen representation at the end of the work day.

Budget Request:

Transportation and Childcare (for full LACAC)	\$400.00
Transportation and Childcare (for LACAC panels)	\$400.00
Food for full LACAC	<u>\$1,200.00</u>
TOTAL	\$2,000.00

Objective 2

To update the City's Heritage Reference List, in conjunction with heritage planners, to reflect the input of all the area municipalities

Implementation

It would be necessary to form a sub-committee to look at all the ramifications of such a project, and to establish a budget. This would occur during the year 2001, with work on the project to begin in 2002.

No funds are currently requested for this objective.

Objective 3

To focus public attention on the importance of the identification, protection, and preservation of Ottawa's built heritage by recognising excellence in these areas.

Implementation

LACAC will continue to celebrate Heritage Day on the third Monday in February, and present Heritage and/or Century Plaques, Architectural Conservation Awards, a Heritage Day Prize for an outstanding research essay or study of Ottawa's built heritage, and Heritage Art prizes for drawings of built heritage. Cards will be made out of the winning entry or entries on a cost recovery basis.

Budget request:

Heritage Day Prize	\$1,000.00
Heritage Art Prizes	\$300.00
TOTAL	\$1,300.00

Objective 4

To stay informed on regional and provincial heritage issues, and have a voice in heritage matters.

Implementation

The Ottawa LACAC should continue to be due paying members of Community Heritage Ottawa (CHO), Council of Heritage Organizations in Ottawa (CHOO) and Heritage Ottawa, as many regional LACACs have been for years. LACAC receives newsletters, bulletins and other correspondence from these groups.

Budget request:

Membership	\$200.00
TOTAL	\$200.00

Objective 5

To maintain the necessary level of knowledge and expertise of Committee members

Implementation

LACAC attendance at heritage conferences, training seminars and technical workshops is necessary to sustain the level of knowledge and expertise of Committee members.

Budget request:

Attendance	\$1,500.00
TOTAL	\$1,500.00

Objective 6

To catch potentially problematic development applications in the early stages and filter out innocuous ones, thereby saving the full LACAC precious time.

Implementation

The need for a timely and thorough review of development applications will only grow as the City's heritage base is amalgamated. A Sub-Committee with a minimum of three members is required to deal with applications on a rotational basis.

No funds are requested for this objective.

Objective 7

To enable the new LACAC to cultivate programs and projects which it deems important.

Implementation

The setting up of sub-committees and prioritization of programs and projects will be an early task of the new LACAC. Money should be set aside to fund these programs and projects in advance should time be of the essence. Some examples would be the photographic recording of buildings about to be demolished, a built heritage calendar and the reproduction of archival photographs of historic and/or recent heritage structures to supplement existing collections.

Budget requested:

Photographs	\$1,500.00
TOTAL	\$1,500.00
TOTAL Budget Requested (including \$40,00.00 for administrative assistance)	\$50,500.00

Consultation

There was no broad consultation on these objectives; however, public input came through the members of the Advisory Committee.

The Department of Urban Planning and Public Works has been consulted in the preparation of this submission.

The Heritage/LACAC Sub-Committee of the Development Services Committee of the Transition Board was consulted in the preparation of the budget.

Disposition

- Objective 1- LACAL and Corporate Services (**OR ITS EQUIVALENT IN THE AMALGAMATED CITY**)
- Objective 2- LACAL with input from the Department of Urban Planning and Public Works(**OR ITS EQUIVALENT IN THE AMALGAMATED CITY**)
- Objective 3- Department of Urban Planning and Public Works(**OR ITS EQUIVALENT IN THE AMALGAMATED CITY**), administers the Heritage Plaque Program and Ottawa Architectural Conservation Awards, and will assist the LACAC with the administration of the Heritage Day Prize Works
- Objectives 4-7 LACAC

List of Supporting Documentation

- Document 1 - Annual Report of the City of Ottawa Local Architectural Conservation Advisory Committee

Part II - Supporting Documentation

Document 1

CITY OF OTTAWA LOCAL ARCHITECTURAL CONSERVATION ADVISORY COMMITTEE ANNUAL REPORT (June, 1999 - May, 2000)

Executive Summary

On Heritage Day, February 21, 2000, the City of Ottawa and LACAC presented a number of Architectural Conservation Awards and distributed Heritage Designation Plaques to recognize the historic value of eleven buildings and two conservation districts. Furthermore, the Ottawa Heritage Community Recognition award, sponsored by the Ontario Heritage Foundation for the fourth year, was presented by Mayor Jim Watson to Jean Palmer, a former member of LACAC and a member of Heritage Ottawa.

April 25th 2000 heralded the culmination of several years of hard work by a LACAC sub-committee. The Quarter Century Report, an overview of LACAC's and the City of Ottawa's accomplishments in the domain of built-heritage recognition and conservation, was released to the public at a 'book launching' ceremony, held at City Hall. Rather than producing a dry treatise replete with obscure architectural terminology, this book was designed for the use and enjoyment of both citizens of and visitors to the City.

In the closing weeks of the year, LACAC members had the opportunity to review and comment on the recommendations contained in the Central Area West Heritage Conservation District Study and Plan, commissioned by the City of Ottawa from Polymath Planning & Design and Baird, Sampson, Neurt Architects. The Study was accompanied by an Action Report produced by the staff of the Department of Urban Planning and Public Works. The recommendations contained in this Study were approved by the Planning and Economic Development Committee and by City Council. Two new Heritage Conservation Districts will now be created to help retain the heritage integrity of the historic business and government portion of Upper-Town Ottawa. The historical and analytical study has provided city officials and planners with a comprehensive foundation upon which to base future decisions regarding the central area of the Ottawa. In July 1999, LACAC members received a presentation relating to development plans for 132 – 148 Bank Street, three buildings along the west side of Bank Street situated within the confines of the proposed Heritage Conservation District on Bank Street. While Council proceeded with the designation of the oldest structure, the 'Cousins' building at the corner of Bank and Slater (132– 138 Bank Street), the two adjacent buildings were not so fortunate and have now been demolished.

Although the LACAC began the 1999-2000 year with a full complement of 13 volunteer members from the community, the departure of two members soon left it with only 11 active members. Meetings are regularly scheduled for the first and third Tuesday of every month, except for July and August when there is only one meeting per month. The 1999 – 2000 year was an usually quiet year for LACAC and this was reflected in the cancellation of a number of meetings. In all, the Committee held thirteen meetings and two special events, namely Heritage Day ceremonies and the Quarter Century Report book launch.

LACAC was also represented by the participation of its members in other heritage organizations throughout the year, namely: Community Heritage Ottawa (CHO), Council of Heritage Organizations in Ottawa (CHOO), Heritage Ottawa, Historic Ottawa Development Incorporated (HODI), Ottawa 2000, the Central Experimental Farm Advisory Committee, and the Downtown Revitalization Summit.

In December 1999, the provincial legislature passed Bill 14. It permits the owners of properties which have been designated under the Act to apply for a rebate of the sales tax which they incurred during any approved exterior modifications to their property. The maximum allowable amount for this rebate is \$3000 per property and this incentive will remain in effect until December 31, 2000. The province is currently developing guidelines and application forms for this rebate.

The following section highlights the activities of those sub-committees which were active during the year.

1. City of Ottawa Architectural Conservation Awards 1999

Submissions for the 1999 Ottawa Architectural Conservation Awards were solicited via the print media and the Ottawa Regional Society of Architects.

There are three categories for submissions: restoration (returning a heritage resource to its original form, material and integrity), adaptive use (modifying a heritage resource to contemporary functional standards, while retaining its heritage character) and infill (new construction within a historic context or an addition to a heritage building).

The LACAC sub-committee, with the assistance of city heritage planning staff, reviewed the submissions and recognized the following projects.

RESTORATION

Award of Excellence – Cummings Bridge

This bridge was constructed in 1921 and named after Sir Charles Cummings who had built a home on Cummings Island in 1836. It was one of the first multi-arched concrete bridges built in Canada.

Certificate of Merit – The LeBreton Flats Aqueduct

This certificate was awarded for the restoration of the landscape adjacent to the Aqueduct (constructed in 1875 to supply Ottawa with potable water) west of the Broad Street bridge.

Certificate of Merit – Cultural Centre of the Embassy of the Republic of Korea, 171–173 Bolton Street

Restoration of a pre-confederation residential dwelling, originally intended for double occupancy.

ADAPTIVE USE

Certificate of Merit – Sandy Hill Retirement Residence, 353 Friel Street

Originally constructed in 1906 as the St. Pierre School, this building had an addition made in 1930. From 1976 to 1996 it functioned as a community centre.

Certificate of Merit – Bank of Nova Scotia, 186 Bank Street

This 1906 bank building was designed by W.E. Noffke and recent modifications restored the high ceiling in the banking area, modified the main entrance to accommodate the installation of ATMs and added a ramped side entrance that respected the character of the building's exterior.

INFILL

Award of Excellence – 155 James Street, Verandah Addition

This Centretown residence was originally constructed in 1899. The new verandah was constructed with reference to millwork catalogues of the era and exhibits excellence in construction craftsmanship and attention to detail.

Certificate of Merit – McGarry Family Reception Centre, 315 Mcleod Street

This business has been located at this site since 1925, with the existing building begun in 1930. The latest addition and modifications to the Gladstone Street entrance complement the earlier building and the surrounding streetscape.

Certificate of Merit – Hopewell Public School, 17 Hopewell Avenue

The original school was constructed in 1910, with subsequent additions made in 1915 and 1930. This latest addition replaced some of the former additions and provided much needed extra space for the school. While of a contemporary design and constructed with new materials, this latest work respects the original building.

2. Designation Plaques

Installation of interpretive bronze plaques on structures designated under Part IV of the Ontario Heritage Act conveys the City of Ottawa's commitment to recognising and promoting its built history. The plaques include a brief bilingual description of the property and for the 1999 year, City Council approved plaques for the following sites:

- 294 Bank Street, former Bank of Montréal
- 429 Bay Street, Powers House
- 310 Cooper Street
- 39 Dufferin Road, Mackay United Church
- 185 Fifth Avenue, Mutchmor Public School
- 268 First Avenue, former Ottawa Ladies College
- 2976 Richmond Road, former Mosgrove School

- 501 Rockcliffe Park Driveway, Ottawa New Edinburgh Club
- 221 – 223 St. Andrew Street, Archambault House
- 138 St. Patrick Street, Rochon House
- 142 St. Patrick Street, Valade House
- The Centretown Heritage Conservation District
- The Sandy Hill West Conservation District

3. **Heritage Day Prize (1999)**

The three member LACAC sub-committee reviewed several submissions for the Heritage Day Prize, awarded annually to a post-secondary student research paper or project about the built heritage in the City of Ottawa. While the submissions demonstrated careful and thorough research, they did not focus on the subject matter specified in the announcement of the competition. The sub-committee chose to not award a Heritage Prize this year.

The sub-committee took advantage of the services offered by the City's web site manager, by advertising the competition on the site, in addition to the more traditional means of posting and distributing notices to academic institutions within the city. Emails were also sent to a large number of instructors advising them of the competition details. The sub-committee plans to expand their use of new communication technologies for promoting this annual competition.

4. **Budget 2000/2001**

The Chair of LACAC made a presentation to City Council requesting an increase to the amount of funds allocated for the city's Heritage Grants program, but these were not forthcoming. The concern is that in recent years, the quantity of restoration grants requested by the public has continually exceeded the amount of funding available in each fiscal year.

5. **Merging of Municipalities**

In the fall of 1999, the City of Ottawa LACAC was approached by the Heritage Nepean Committee to gauge their interest in participating in a joint meeting of all regional LACACs to be affected by the legislated amalgamation of several municipalities into a unified city, Ottawa, effective January 2001.

The first meeting was held in March 2000 and subsequent meetings have been organised. The current City of Ottawa LACAC created a sub-committee to serve as their representative at these planning meetings, as well as acting as a heritage information resource for the transition team, which has been appointed to oversee the entire municipal amalgamation. The goal of this sub-committee is to ensure the maintenance of a high quality level of awareness and support for the built heritage contained within the confines of the newly expanded city.

6. **Engineering and Structures**

The Regional Municipality of Ottawa Carleton (RMOC), along with their team of engineers, brought a request to alter a designated heritage structure, Pooley's Bridge, to LACAC in November 1998. During the current year, a member of the LACAC Engineering and Structures sub-committee participated at advisory meetings held by the RMOC to review the subsequent proposals for the stabilization and/or modifications to the bridge. This bridge has suffered major deterioration during recent decades and is no longer considered safe for even pedestrian and bicycle use. The intention of the RMOC was to rehabilitate the bridge to at least this level of functionality. The RMOC went through a public consultation process to obtain input from as broad a spectrum of interested parties as possible. LACAC urged the RMOC to retain as much of the historic fabric as possible, so that if funding became available at a later date, the bridge could be restored to its original form – an exercise too costly to embark upon at this point in time.

Unfortunately, the scheme which was finally approved by the City of Ottawa (as an Application to Alter under the Ontario Heritage Act) and the RMOC, includes substantial destruction of the existing heritage fabric.

7. **Victoria / Chaudière Industrial Heritage Site**

The Committee did not actively pursue the heritage interests relating to this site during this particular year. The National Capital Commission had released their long-term plans for both the entire region and the central core area during the preceding year and following up on the extensive feedback they received, the NCC released their revised plans for the core area on March 1, 2000. During the year, this LACAC sub-committee monitored the public interest and concerns in the NCC's vision, which includes the Victoria / Chaudière Site and is awaiting further developments.

8. **Public Relations and Web Site Sub-Committee**

This Sub-Committee co-ordinated the promotion of LACAC at Colonel By Day in August and at the Heritage Day Awards Ceremony in February. Their major energies were devoted to the publicity surrounding the launch of the Quarter Century Report in April. They garnered media interest in the event, the participation of a number of dignitaries and have arranged for sales of the book in a number of local book stores and tourism outlets.

9. **Quarter Century Report (QCR)**

Originally conceived to summarize 25 years of heritage preservation activity by the LACAC and the City of Ottawa, the Quarter Century Report evolved into an attractive and useful guidebook to the heritage properties which have been designated by the City. The QCR sub-committee began to investigate the possibility of producing this overview in the Summer of 1997 and the book was released to the public on April 25, 2000, in both English and French versions, entitled Ottawa A Guide to Heritage Structures and Ottawa Guide du Patrimoine Bâti, respectively.

With the essential funding support of the federal, provincial and municipal governments, LACAC succeeded in producing not merely a listing of designated properties, but a vibrant and interesting commentary on the City's history and the architectural character of its built environment. This funding enabled the sub-committee to hire researchers, writers, editors and production personnel for the guidebook.

While numerous others volunteered their time, energy and expertise to this long term project, the members of the coordinating sub-committee must be congratulated for their unflagging devotion to this effort.

10. Heritage Reference List

LACAC established this new sub-committee to review and update the existing Heritage Reference List. In particular, special attention would be given to conducting a “windshield” survey of neighbourhoods which are under-represented on the current list, namely suburban areas in the east, south and western extremities of the current City of Ottawa. The Committee plans to begin work on this initiative during the upcoming Summer months.

11. Statutory Applications

Applications in this category are those affected by the Ontario Heritage Act.

11.1. Applications to Alter

- Booth Barn Complex, Central Experimental Farm (Part IV)
- 47 - 49 Daly Street (Union Mission) (Part IV)
- 344 Gladstone Avenue (Part V, Centretown Heritage Conservation District)
- 30 James Street (Part V, Centretown Heritage Conservation District)
- 453 Laurier Avenue (Part V, Laurier Avenue Heritage Conservation District)
- 9 Fleet Street (Pooley’s Bridge) (Part IV)

11.2. Application for New Construction

- 44 Bolton Street (Lowertown West Heritage Conservation District)
- 358 Cooper Street (Part V, Centretown Heritage Conservation District)
- 179 Gilmour Street (Centretown Heritage Conservation District)

11.3. Demolition Applications

- 234 King Edward Avenue. (Lowertown West Heritage Conservation District)

11.4. Heritage Designation (under Part IV of the Ontario Heritage Act)

- 132 – 138 Bank Street, constructed in 1890-91
- 185 Fifth Avenue (Mutchmor Public School), completed in 1895
- 257 MacKay Street (MacKay United Church), constructed in 1909 on the site of the New Edinburgh Presbyterian Church constructed in 1875

11.5. Heritage Grants

Properties designated under Part IV of the Ontario Heritage Act

- 501 Rockcliffe Parkway (The Ottawa New Edinburgh Club)
- 150 St. Patrick Street
- 151 Stanley Street

- 346 Somerset Street East
- 119 Wellington Street

Properties designated under Part V of the Ontario Heritage Act

- 172 Bruyère Street (Lowertown West Heritage Conservation District)
- 220–4 Cathcart Street (Lowertown West Heritage Conservation District)
- 196 Cobourg Street (Cobourg Heritage Conservation District)
- 353 & 357 Frank Street (Centretown Heritage Conservation District)
- 417 Laurier Avenue East (Laurier Avenue Heritage Conservation District)
- 414 & 416 McLeod Street (Centretown Heritage Conservation District)
- 16 Sweetland Avenue (Sweetland Avenue Heritage Conservation District)
- 38 Sweetland Avenue (Sweetland Avenue Heritage Conservation District)
- 58 Sweetland Avenue (Sweetland Avenue Heritage Conservation District)

12 Development Applications

12.1. Application for rezoning or zoning variances

- 486 – 488 Albert Street (The Doral Inn)

112

- 36 Cameron Avenue (adjacent to designated heritage property at 32 Cameron Avenue)
- 531 Cooper Street

Extra Items Considered by the LACAC:

122 Cartier Street:

Ontario Municipal Board appeal of a City of Ottawa Committee of Adjustment decision to refuse the application for infill construction; the OMB approved the new development.

486 - 488 Albert Street

Support of a motion going before the Planning and Economic Development Committee that the City engage external legal services with respect to a “Stop Work” order for this property.

13. **Note of Appreciation**

The Committee wishes to take this opportunity to acknowledge the invaluable assistance and advice tendered by those employees of the City of Ottawa with whom we work on a regular basis the Senior Heritage Planner, Stuart Lazear, and the Heritage Planner, Sally Coutts. Also providing us with their expertise in the ways and means of the City’s operation were our regular assistant, Brenda Emond, and the alternate assistant, Carole Langford.