

Planning and Economic Development Committee

Comité de l'urbanisme et de l'expansion économique

Agenda 12

Ordre du jour 12

Tuesday, June 27, 2000 - 9:15 a.m.
Le mardi 27 juin 2000 - 9 h 15

Victoria Hall, First Level
Bytown Pavilion, City Hall

Salle Victoria, niveau 1
Pavillon Bytown, hôtel de ville



City of
Ville d' **Ottawa**

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

Minutes 12 (June 13, 2000)

Procès-verbal 12 (Le 13 juin 2000)

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Councillor/Conseillère Elisabeth Arnold, Chairperson/Présidente

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

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

LZF



June 2, 2000

ACS2000-PW-PLN-0073
(File: OZP2000/010)

Department of Urban Planning and Public
Works

Ward/Quartier
OT8 - Mooney's Bay

Action/Exécution

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

1. Zoning - 882 Fisher Avenue
Zonage - 882, avenue Fisher

Recommendation

That the application to amend the Zoning By-law, 1998, from R1G to an R1G exception zone, to permit a triplex house limited to a duplex house in which a third dwelling unit was added at 882 Fisher Avenue be **APPROVED**.

June 7, 2000 (10:19a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

June 7, 2000 (10:46a)

Approved by
John S. Burke
Chief Administrative Officer

GH:gh

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

Financial Comment

N/A

June 2, 2000 (2:55p)

for Mona Monkman
City Treasurer

BH:ari

Executive Report

Reasons Behind Recommendation

The site is located on the west side of Fisher Avenue between Crerar Avenue and Tunis Avenue. Presently situated on the site is a three-unit building, and a two-car garage sited at the rear of the property which is accessed from a driveway along the southern side yard. The northern side yard also contains a driveway that permits the parking of one vehicle.

The current R1G zone is a Detached House Zone that restricts the housing types to a detached house, a bed and breakfast establishment, diplomatic mission - official residence, and special needs housing. The G subzone imposes minimum lot width and lot area requirements.

The subject application was to legalize the existing triplex building on the property. A building permit was issued on May 8, 1956, for the construction of a duplex dwelling, which was at the time a permitted use in this area. The building resembles a purpose-built triplex having two storeys above grade and a high basement with large windows allowing for an additional basement unit. It is uncertain as to the year the building was converted to add the third unit in the basement, other than the applicant stating that it has been there for approximately 40 years.

The Department is recommending that a triplex house limited to a duplex house in which a third dwelling unit has been added become a listed permitted use at this location, rather than the applicant's request for a triplex house. The proposed use would be a more restrictive use of the land, yet still recognizing and legalizing the existing three-unit building at this location. The new use would prohibit the applicant from demolishing the existing building to construct a new purpose-built triplex house. The proposed zoning should alleviate any concerns about the zoning amendment setting a undesirable precedent in the area.

The Department is supporting the application as the existing three-unit rental building is situated at the edge of a residential neighbourhood on a regional arterial road. Although a permit was issued for two units more than 44 years ago with a signed declaration stating that at no time would the basement be converted to an apartment unit, it would be inappropriate at this time to eliminate an affordable dwelling unit from the rental housing market when the unit has existed for many years at this location and when the City's rental housing rate is 0.07 percent, one of the lowest if not the lowest in the country. Also, a site visit revealed that the converted building generally was compatible with the adjacent detached homes, having no noticeable negative land use impacts, and was providing adequate parking for the three units.

Economic Impact Statement

The legalization of the existing three-unit building on this property would have no appreciable economic impact on the city.

Environmental Impact

The Municipal Environmental Evaluation Checklist indicated that there would be no adverse impacts associated with the proposal.

Consultation

One letter was received to the public notification of this application. This individual has concerns about legalizing the triplex use and the noise associated with that use.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner (Bessie Small, 880 Fisher Avenue, K1Z 6P3), agent (Vice and Hunter, Barristers and Solicitors, 344 Frank Street K2P 0Y1), and the Region of Ottawa-Carleton, Plan Administration 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 write and circulate the implementing by-law.

List of Supporting Documentation

Document 1	Explanatory Note
Document 2	Location Map
Document 3	Municipal Environmental Evaluation Checklist (on file with the City Clerk)
Document 4	Consultation Details

Part II - Supporting Documentation

Explanatory Note

Document 1

THE FOLLOWING IS AN EXPLANATORY NOT TO BY-LAW NUMBER

By-law Number amends Zoning By-law Number, 1998, the City's Comprehensive Zoning By-law. This amendment affects the zoning of the property located on the west side of Fisher Avenue between Crerar Avenue and Tunis Avenue. The site is presently occupied by a three-unit building known municipally as 882 Fisher Avenue. The subject site is shown shaded on the attached Location Map.

Current Zoning

The subject site is currently zoned R1G which is a Detached House Zone that permits low-density dwelling units on lands designated Residential Area in the City's Official Plan. Permitted housing types in this zone are restricted to a detached house, a bed and breakfast establishment, diplomatic mission - official residence, and special needs housing. The G subzone imposes minimum lot width and lot area requirements.

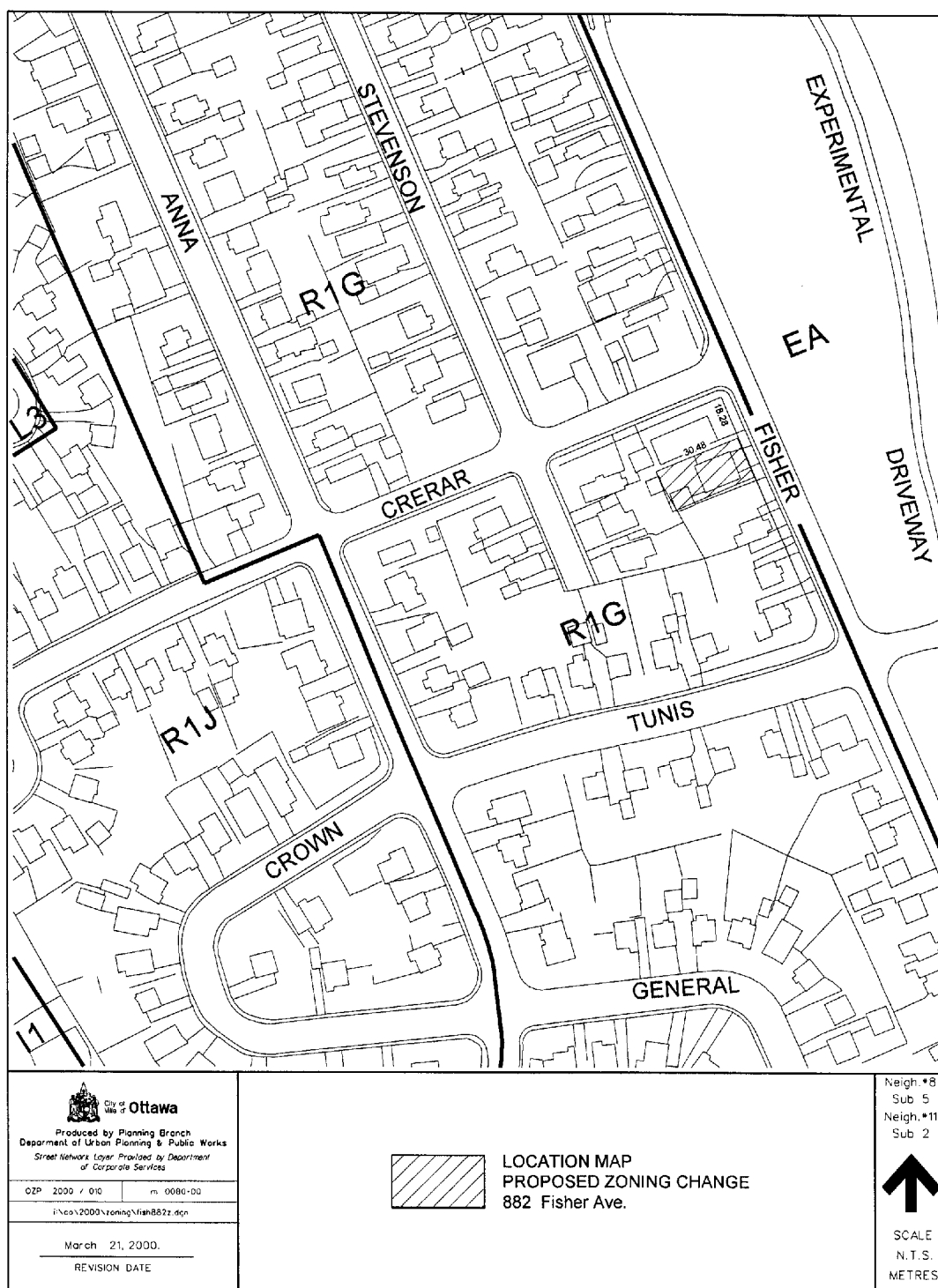
Proposed Zoning

The proposed zoning is R1G with an exception to permit a triplex house limited to a duplex house in which a third dwelling unit was added.

For further information on the proposed amendment please contact Gordon Harrison at 244-5300 ext. 3868.

Location Map

Document 2



Consultation Details

Document 4

NOTIFICATION AND CONSULTATION PROCESS

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

SUPPLEMENTAL NOTIFICATION AND CONSULTATION

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

PUBLIC COMMENTS

One public comment was received as a result of the posting of the on-site information sign and the mailing of a letter to the local community group. This individual stated that the legalization of the use would make the existing building more saleable and profitable for the owner. He mentioned that whether the conversion happened forty years ago or four months ago should not be a factor in the recommendation. He also had concerns that this will set a precedent for other buildings in the area to be duplexed or triplexed. He further stated that the increase of occupancy by 33% can only mean that noise emanating from the building and traffic will increase.

Response

The rationale section of this report has addressed the issues of conversion and the setting of precedent.

In terms of noise, there is a City of Ottawa Noise Control By-law that is intended to deal with noise emanating from a property.

Finally, the Department does not believe that the existing access/egress to the three-unit building negatively impacts traffic flows on Fisher Avenue, especially when there are high-rise apartment buildings south of the site where many more vehicles utilize the same private approach.

APPLICATION PROCESS TIMELINE STATUS

The application which was submitted on March 13, 2000, was subject to a project management timeline, as recommended by the "A Better Way Task Force", and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was not required since no community associations were identified for Mandatory Information Exchange.

This application was processed within the fourteen to twenty week timeframe established for the processing of Zoning Amendment applications.

Backgrounder

June 6, 2000

ACS2000-PW-PLN-0076

2. Zoning By-law Policy Anomalies

Anomalies dans la politique sur le zonage

Issue

- The Policy Anomaly Identification and Resolution Program was established earlier this year to: (1) facilitate the identification of policy anomalies of the *Zoning By-law, 1998*; and (2) provide a mechanism for the timely resolution of these anomalies.

What's New

- This report deals with the resolution of four policy-type anomalies. These resolutions are considered remedial and intended to undertake corrections to the *Zoning By-law, 1998*.

Impact

- **Definition of Lot Width:** The *Zoning By-law, 1998* changed the definition of lot width to require that it be measured as the average lot width. It is recommended that actual lot width be measured at the minimum required front yard setback (either 3m or 6m in the case of residential).
- **Definition of Gross Floor Area:** It is recommended that a new definition of gross floor area be adopted and include: "that all accessory uses are excluded from the calculation of gross floor area where located below grade". A new definition will also ensure: in certain specified accessory uses, developers are not penalized should they choose to locate these specified uses somewhere other than below grade; and that all parking and amenity areas be excluded from the calculation of gross floor area, ensuring developers are not penalized for the provision of indoor parking and any extra indoor amenity areas.
- **Parking Rate for Retail Food Stores:** *Zoning By-law, 1998* requires that all convenience stores be required to provide 3 parking spaces per 100 m² of store area. It is recommended that parking rates be revised to address similarly-sized retail food stores and convenience stores and that these rates be applied to all lands outside of the Central Area.
- **Industrial Rezoning on Belfast Road:** The lands located on the north side of Belfast, between Triole and Michael Streets, are zoned IL F(1.0), which does not permit automobile body shops. It is recommended that a new exception zone be permitted to allow the use in this location.

Contact: Author - Elizabeth Desmarais - 244-5300, ext. 3503
Communications Officer - Don Lonie - 244-5300, ext. 3103 pager 760-5653



City of
Ville d' **Ottawa**

June 6, 2000

ACS2000-PW-PLN-0076

(File: LBT3200/601

LBT3200/602

LBT3200/603)

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

2. Zoning By-law Policy Anomalies

Anomalies dans la politique sur le zonage

Recommendation

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

June 7, 2000 (1:49p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

ED:ed

Contact: Elizabeth Desmarais - 244-5300 ext. 1-3503

June 7, 2000 (2:47p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

These amendments are administrative and there are no financial implications.

June 7, 2000 (11:41a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The Policy Anomaly Identification and Resolution Program was established earlier this year by the Department of Urban Planning and Public Works to facilitate the identification of policy anomalies by staff involved in the day-to-day administration and enforcement of the *Zoning By-law, 1998* and to provide a mechanism for the timely resolution of these anomalies.

This report deals with the resolution to four policy-type anomalies, including refinements to the definitions of lot width and gross floor area, to the parking rate for retail food stores as well as to convenience stores, and to the zoning of industrial lands along the north side of Belfast Road.

Definition of Lot Width

The *Zoning By-law, 1998* changed the definition of lot width to require that it be measured as the average lot width, as opposed to that which applied under Zoning By-law Number Z-2K wherein it was to be measured at a specific point back from the front lot line (7.5m). The intent of the new definition was to remove the possibility of narrowing beyond the 7.5m lot depth.

The current definition has essentially reversed the problem that was identified under By-law Number Z-2K, and now the lot may be very narrow at the front lot line and wider to the back creating a T-shaped, or flag-shaped, lot. The new definition has led to some manipulation in the design of new infill lots which are not in keeping with the character of neighbouring lots. In addition, replacing the calculation at 7.5m back with one based on the average lot width has created calculation complexities and has become a time-consuming chore in the case of irregular lots; and does not eliminate the problem of extremely irregular-shaped lots, such as T and flag lots.

The importance of the minimum lot width regulation is at the front lot line, along the street frontage. This is because it is the streetscape which defines neighbourhood character. The width of a lot at the rear is of minimal consequence to neighbourhood character. Moreover, it is of little significance in terms of impact on abutting lots, as the side and rear yard setbacks will result in the creation of a certain minimum distance between houses.

It is City policy to discourage development on undersized lots which do not reflect neighbourhood character, and this zoning strategy was used during the creation of the new zoning by-law. It is not intended that undersized lots, or dramatically irregular shaped lots, such as flag lots, would be permitted as-of-right.

It is recommended that actual lot width be measured at the minimum required front yard setback (3m or 6m depending on geographic location in the case of residential), so that the minimum required lot width is indeed established by the point at which the house may be permitted to be located.

Requiring that the minimum lot width be achieved at the required front yard setback is considered to be the logical point at which to measure. It will ensure the consistent application of the lot width requirement along the street which implements Official Plan policies regarding the maintenance of neighbourhood character and sensitive infill.

The proposed solution does not capture all irregular-shaped lots, nor is it intended to do so. Any lot whose width is slightly less than that required at the minimum required front yard setback could be reviewed by the Committee of Adjustment and minor variances considered. The revised definition will reduce the complexity in the calculation of the lot width and will reduce the potential for manipulation of the lot width in the creation of new lots.

Definition of Gross Floor Area

Staff have encountered difficulties with the revised definition of gross floor area which was amended in August 1999 as part of the appeals issue resolution process, as the current definition erroneously exempts all accessory uses from the calculation of gross floor area whether located above, at or below grade.

Document 1 contains the recommended new definition, which will ensure that accessory uses are only excluded from the calculation of gross floor area where located below grade. In addition, certain specified accessory uses, including laundry facilities, play areas where accessory to a principal use and living quarters for a caretaker of the building will be excluded regardless of location within a building. This change will ensure that developers are not penalized should they choose to locate these specified uses somewhere other than below grade.

A few other changes are recommended, including the specific reference to only those play areas which are accessory to a principal use, so as to ensure that principal use play areas such as Cosmic Adventures or Laser Quest are included within the calculation of gross floor area. Note that all parking and amenity areas are to be excluded from the calculation of gross floor area, and not only those minimums required by the by-law, so as to ensure against penalizing developers for the provision of indoor parking and any extra indoor amenity areas. Amenity areas will be excluded from the calculation of gross floor area in all buildings, and not only in the case of residential ones.

Parking Rate for Retail Food Stores

Currently *Zoning By-law, 1998* requires that all food retail stores be required to provide 5 parking spaces per 100 m². Although the policy intent was that this parking requirement apply to the large grocery stores, which have significantly higher parking requirements as their customer base is generally drawn from a large geographical area, the parking rate is

now being applied to all retail food stores including small bakeries, butchers and family-owned grocery stores.

In order to help establish an appropriate parking rate for smaller retail food stores, staff conducted a telephone survey to determine typical store sizes of some of the chain convenience and grocery stores. The survey revealed that existing older convenience stores do not exceed 280 m² in gross floor area, with the larger, modern ones consisting of gross floor areas up to 465 m², the latter of which often contain ancillary and accessory uses such as bank machines and coffee dispensers.

Small retail food stores are neighbourhood-oriented uses by nature and in this sense are similar in size and market range to that of small, local convenience stores. Because of this similarity in size and target user group, it is recommended that parking rates be revised to address similarly-sized retail food stores and convenience stores and that these rates be applied to all lands outside of the Central Area, as shown in bold italics in Table 1 and detailed in Document 1.

Table 1. Existing and Proposed Parking Rates for Convenience Stores and Retail Food Stores

Land Use	Parking Rate Outside Central Area	Parking Rate Inside Central Area
Convenience store	<i>3 per 100m² for the first 280m² gfa; and 5 per 100m² over 280m²</i>	(a) Not required in CB, CP and CM zones (b) 1 per 135 m ² of gfa in zones other than CB, CP or CM
Retail food store	<i>3 per 100 m² for the first 280 m² gfa; and 5 per 100 m² over 280 m²</i>	(a) Not required in CB, CP and CM zones (b) 1 per 135 m ² of gfa in zones other than CB, CP or CM

A retail food store with a gross floor area 280 m² or less will require the same parking requirement as already required for a convenience store, i.e. 3 parking spaces per 100 m² of gross floor area, with the larger requirement, currently in effect for retail food stores, setting in beyond the average 280m² size for both the larger convenience and retail food stores. The additional parking requirement for large convenience stores greater than 280 m² is recommended in recognition of the fact that they serve a wider geographical area and offer a wider range of products and services.

No changes are proposed for the parking rates for the two categories of convenience store and retail food store in the Central Area, as they are primarily neighbourhood-serving uses.

Moreover, it is Council's policy to not introduce additional parking requirements within the Central Area, as the whole of the area is considered to be a transit station, and is well-served by surface parking lots.

Industrial Rezoning on Belfast Road

The lands, outlined in Document 2, and located on the north side of Belfast between Triole and Michael Streets, are zoned IL F(1.0) which does not permit automobile body shops. As the use was permitted under the previous Zoning By-law Number Z-2K and as there exist numerous automobile body shops along this stretch of Belfast Road, it is recommended that a new exception zone be permitted to recognize the use in this location.

Consultation

Staff held meetings with the Ward Councillor as well as with an automobile body shop owner regarding the industrial rezonings needed in the Michael Startop Neighbourhood. Both the Federation of Citizens' Association and the Ottawa-Carleton Home Builders' Association have been forwarded a copy of this report.

As the amendments proposed in this submission are remedial and intended to undertake corrections to the *Zoning By-law, 1998*, no additional public participation process was undertaken.

Disposition

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

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

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

List of Supporting Documentation

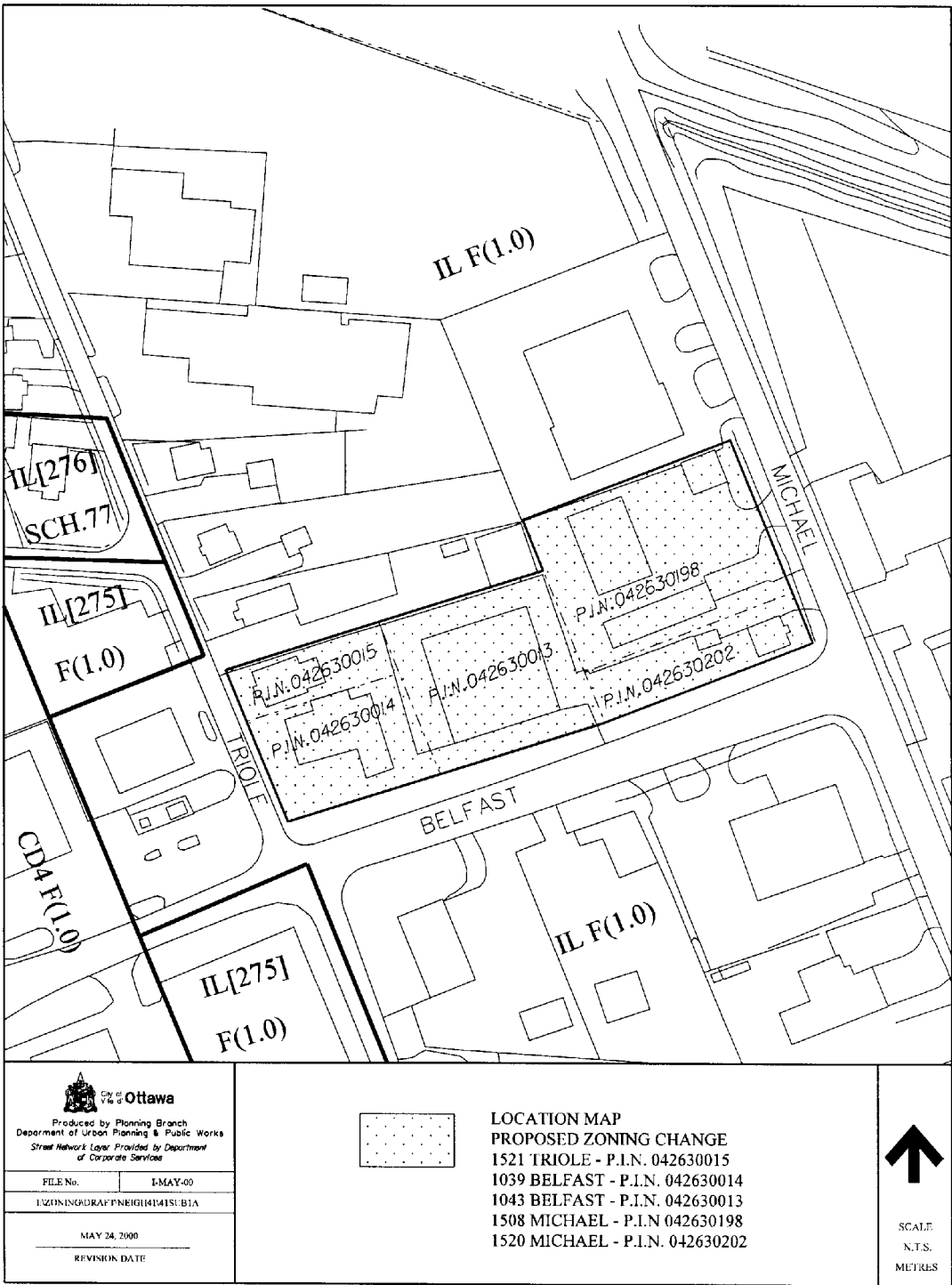
Document 1	Details of Recommended Zoning
Document 2	Location Map

Part II - Supporting Documentation

Details of Recommended Zoning

Document 1

1. That Part I, [B - DEFINITIONS], Section 2 be amended by deleting the current definition of “*lot width*” and replacing it with a new definition which requires that lot width be
 - ▶ the horizontal distance between the side lot lines
 - ▶ to be measured at right angles to the lot depth
 - ▶ to be measured at a point equal to the front yard requirement of the zone
2. That Part I, [B - DEFINITION], Section 2 be amended by deleting the current definition of “*gross floor area*” and replacing it with a new definition which requires that gross floor area be
 - ▶ the total area of each floor, whether located above, at or below grade, including floor area occupied by interior walls
 - ▶ and excluding floor area for the following:
 - exterior walls
 - mechanical, service and electrical equipment that serve the building
 - steps and landings
 - required and additional motor vehicle parking facilities
 - required and additional loading facilities
 - laundry facilities
 - play areas where accessory to a principal use
 - living quarters for a caretaker of the building
 - required and additional amenity space; and
 - accessory uses located below grade.
3. That Part III, Table 51, Column II - Parking Rate Outside Central Area, Rows x and xxxi be amended as follows:
 - ▶ in the case of row x, convenience store, the current parking rate of 3 per 100m² of *gfa* be amended to 3 per 100m² for the first 280m² *gfa* ; and 5 per 100m² over 280m²
 - ▶ in the case of row xxxi, retail food store, the current parking rate of 5 per 100m² of *gfa* be amended to 3 per 100m² for the first 280m² *gfa* ; and 5 per 100m² over 280m²
4. That Part XV - EXCEPTIONS be amended by creating a new exception on the lands identified on Document 2 and zoned IL F(1.0) to add automobile body shop as an additional permitted use.





June 1, 2000

ACS2000-PW-PLN-0062
(File: OCM3100/2000-003)

Department of Urban Planning and Public
Works

Ward/Quartier
OT10 - Alta Vista-Canterbury

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

Action/Exécution

3. Official Plan Amendment - Alta Vista/Faircrest Heights/Riverview Park Key Principles

**Modification au Plan directeur - Principes clés - Quartiers Alta Vista,
Faircrest Heights et Riverview Park**

Recommendation

That an amendment to the Official Plan - Alta Vista/Faircrest Heights/Riverview Park Key
Principles - be APPROVED as detailed in Document 1.

June 7, 2000 (11:04a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

June 7, 2000 (1:10p)

Approved by
John S. Burke
Chief Administrative Officer

RS:rs

Contact: Bob Spicer - 244-5300 ext. 1-3858

Financial Comment

N/A.

June 7, 2000 (8:22a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

A City-funded visioning study was conducted in 1994 by the Alta Vista/Faircrest Heights/Riverview Park community in order to establish common goals and a desired future for the area. The results of that study are contained in the 1994 Alta Vista Visioning Report. Although it is not a City Council approved document, approximately half the visioning study recommendations were addressed by the Alta Vista/Planning Study, approved by City Council in 1996.

However, the community wished to have Key Principles derived from the visioning study included in the Official Plan. Working with the community, the Alta Vista/Faircrest Heights/Riverview Park Key Principles (Document 1) have been prepared as an Official Plan Amendment (OPA) for inclusion in Volume II of the Official Plan. This OPA will provide a policy and guideline framework for land use and site development in the Alta Vista/Faircrest Heights/Riverview Park area, building upon the applicable policies set out in the Primary Plan (Volume 1 of the Official Plan) and the visioning study. Volume II of the Official Plan currently includes Key Principles for eight Ottawa neighbourhoods.

The recommended Key Principles define specific boundaries for Alta Vista/Faircrest Heights/Riverview Park as shown in Document 1. In addition, the Key Principles include objectives and policies to:

- Ensure that residential development complements the scale and density of exiting housing;
- Promote the retention of the Greenway System and open spaces and leisure facilities; and,
- Ensure development in the Smyth Road and Alta Vista Drive Major Institutional Area is compatible with the neighbouring residential areas in keeping with the policies of the Primary Plan.

Economic Impact Statement

There is no immediate economic impact flowing out of this OPA.

Environmental Impact

There is no environmental impact resulting from the approval of the OPA. In accordance with the Municipal Environmental Evaluation Process (MEEP), individual development applications will be subject to MEEP requirements.

Consultation

The community held a public meeting on January 12, 2000 to review the draft Key Principles. The OPA incorporates the input received at that meeting.

Disposition

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

Office of the City Solicitor to write and forward the adopting by-law to City Council.

List of Supporting Documentation

- | | |
|------------|---|
| Document 1 | Proposed Official Plan Amendment No. to the City of Ottawa Official Plan (includes Location Map on Schedule "A"). |
| Document 2 | Consultation Details |

Part II - Supporting Documentation

Document 1

Official Plan Amendment P Modification du Plan directeur

Land use Utilisation du sol



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THE STATEMENT OF COMPONENTS

PART A - THE PREAMBLE - introduces the actual Amendment but does not constitute part of the Amendment to the City of Ottawa Official Plan.

PART B - THE AMENDMENT - consisting of text and maps, constitutes the Amendment to the City of Ottawa Official Plan.

PART C - THE APPENDIX - does not form part of the Amendment but is provided to clarify the intent and to supply background information related to the Amendment.

OFFICIAL PLAN AMENDMENT

PART A - THE PREAMBLE

1.0 Purpose

The purpose of Amendment No. is to add the Alta Vista/Faircrest Heights/Riverview Park Key Principles to Volume II of the City of Ottawa Official Plan in order to guide future development in the neighbourhood. Accordingly, the boundary and symbol for “9 Alta Vista/Faircrest Heights/Riverview Park- Key Principles of Neighbourhood Plans is to be added to Schedule A - Land Use as shown on Schedule “B” and “C”.

2.0 Location

The lands affected by this Amendment correspond closely to the boundaries formed by the Neighbourhood Monitoring Areas of “Alta Vista”, “Riverview Park” and the “Health Sciences Centre”. The specific boundaries are Riverside Drive and CNR line on the northwest; Bank Street on the west; Heron Road on the south; Coronation/Industrial Avenues on the north; with Russell Road, the Ontario Hydro corridor, the east leg of the Greenway System, Kilborn Avenue westerly to and including the Greenway System between Kilborn Avenue and Heron Road forming the easterly boundary.

3.0 Basis

3.1 Background

A City-funded visioning study was conducted in 1994 by the Alta Vista/Faircrest Heights/Riverview Park community in order to establish common goals and a desired future for the area. The 1994 Alta Vista Visioning Report, containing the results of the study, is not a City Council approved document. However, the Alta Vista/Smyth Road Planning Study, approved by City Council in 1996, addressed approximately one-half of the visioning study recommendations.

The Key Principles in this Official Plan Amendment have been prepared in order to provide a policy and guideline framework for land use and site development, building on the applicable principles set out in the Primary Plan (Volume 1 of the Official Plan) and the 1994 Alta Vista Visioning Report.

3.2 Official Plan Designations

Alta Vista/Faircrest Heights/Riverview Park is subject to six land use designations: “Residential Area”, “Major Institutional Area”, “District Linear Commercial Area” and three “Greenway System” designations - “Linkage”, “Major Open Space” and “Environmentally Sensitive Area”. Site Specific Policies (SSP) also apply to two sub-areas included under 6.0 Alta Vista Smyth. The underlying land use designation of both sub-areas is Major Institutional Area.

The Residential Area designation accommodates a wide range of housing types, neighbourhood serving uses and certain non-residential uses subject to established criteria to ensure compatibility. The policies of the Official Plan are designed to ensure compatible forms of development that meet the housing needs of the population, while respecting the physical character of existing neighbourhoods. Non-residential uses, such as the shopping centre on Alta Vista Drive, are recognized under this designation.

The Major Institutional Area designation includes uses such as hospitals, colleges, universities and major health care facilities. This designation is intended to meet the existing and future land requirements of major institutional uses while minimizing their impact on adjacent neighbourhoods. The Health Sciences Centre, including the Ottawa Hospital General Campus, as well as the Riverside Campus, are the major institutional uses in Alta Vista/Faircrest Heights/Riverview Park.

The westerly boundary of Alta Vista/Faircrest Heights/Riverview Park along Bank Street is designated as a District Linear Commercial Area. Such designations traditionally attract a significant percentage of their trade area population from beyond the local area and are characterized by uses located on relatively large sites when compared to sites in Neighbourhood Linear Commercial Areas.

The Greenway System includes three designations in Alta Vista/Faircrest Heights/Riverview Park: Linkage along much of the easterly boundary; Major Open Space covering the Billings Estate Museum and the Lynda Lane playing fields; and the Environmentally Sensitive Area designation of Pleasant Park Woods and Sawmill Creek.

Site Specific Policy 6.0 Alta Vista Smyth applies to two sub-areas: firstly the lands on both sides of Alta Vista Drive generally north of Smyth Road and south of the Ontario Hydro corridor and secondly the lands north of Smyth Road, south of the National Defence Medical Centre, east of Fairbanks Road and west of South Haven Road. For the first sub-area, the SSP accommodates office uses for the headquarters of non-profit organizations while the second sub-area has urban design guidelines for future residential development.

PART B - THE AMENDMENT

1.0 The Introductory Statement

All of this part of the document entitled “Part B - The Amendment”, consisting of the following text and the attached maps entitled Schedules “A”, “B” and “C”, constitutes Amendment No. of the City of Ottawa Official Plan.

2.0 Details of the Amendment

The City of Ottawa Official Plan is hereby amended as follows:

1. Schedule “A” - Land Use is revised to add “9” (the boundary and symbol) “Alta Vista/Faircrest Heights/Riverview Park - Key Principles of Neighbourhood Plans” as shown more specifically on Schedule “B” and “C” attached hereto.
2. Volume II - Secondary Policy Plans/Site Specific Policies is revised to add to Key Principles of Neighbourhood Plans, Chapter 9.0 Alta Vista/Faircrest Heights/Riverview Park and to revise the Table of Contents in Volumes I and II accordingly. Chapter 9.0 Alta Vista/Faircrest Heights/Riverview Park includes the following text:

9.0 ALTA VISTA/FAIRCREST HEIGHTS/RIVERVIEW PARK (KEY PRINCIPLES)

9.1 Location

This Chapter applies to Alta/Vista/Faircrest/Riverview Park, which corresponds closely to the boundaries formed by the Neighbourhood Monitoring Areas (Map 3 of the Official Plan) of “Alta Vista”, “Riverview Park” and the “Health Sciences Centre”. The specific boundaries are Riverside Drive and the CNR line on the northwest; Bank Street on the west; Heron Road on the south; Coronation/Industrial Avenues on the north; with Russell Road, the Ontario Hydro corridor, the east leg of the Greenway System, Kilborn Avenue westerly to and including the Greenway System between Kilborn Avenue and Heron Road forming the easterly boundary.

9.2 Existing Area Development and Essential Character

Alta Vista/Faircrest Heights/Riverview Park is comprised mostly of detached houses, with some multiple housing located near the northern edge of Riverview Park and along Kilborn Avenue. These residential areas are open and spacious, having well maintained homes that are set back from the street and with many mature trees. Neighbourhood serving uses are part of these residential areas, and are comprised of school sites, formal park sites or open lands now used for a variety of recreational activities. Three small commercial sites (one on Alta Vista Drive and two on Kilborn Avenue) provide neighbourhood shopping services, while the Bank Street edge provides more car-oriented and broader levels of commercial use serving many parts of the city accessible to Bank Street, as well as Alta Vista/Faircrest Heights/Riverview Park.

The Health Sciences Centre is an expanding medical campus complex located north of Smyth Road between Riverview Park and Faircrest Heights. Immediately to the east of the Health Sciences Centre, outside of the Alta Vista/Faircrest Heights/Riverview Park boundaries, is the developing Ottawa Life Sciences Technology Park. The Alta Vista/Smyth institutional/office node flanks the Health Sciences Centre on the west at Alta Vista Drive, and the Ottawa Hospital - Riverside Campus occupies a portion of the whole area's western edge south of Smyth Road and west of the CPR line at the foot of the Smyth Road bridge.

9.3 Purpose

The purpose of this chapter is to guide future growth and change in Alta Vista/Faircrest Heights/Riverview Park according to Key Principles which deal with land use, site development and public participation. Reference may be made to the Alta Vista Visioning Report, 1994 to assist in the understanding and intent of these Key Principles.

9.4 Objectives

To maintain the quality of life in the Alta Vista/Faircrest Heights/Riverview Park area. More specifically:

- a) To ensure that residential development complements the scale, density and openness of the existing residential housing stock, which is predominantly detached dwellings.

- b) To promote the retention of the designated Greenway System and open spaces and leisure facilities enjoyed by the Alta Vista/Faircrest Heights/Riverview Park community in accordance with the objectives and policies set out in the Primary Plan.
- c) To ensure that development in the Smyth Road and Alta Vista Drive Major Institutional Area is in compliance with the policies of the Official Plan and compatible with the neighbouring residential areas of Alta Vista/Faircrest Heights/Riverview Park.

9.5 Policies

9.5.1 Land Use

9.5.1.1 Residential Areas

- a) Notwithstanding Policies 3.6.2f) and i) of the Primary Plan, only Minor Residential Development shall be considered along the following arterial, major collector and collector roads:
 - ▶ Smyth Road (south side) from Lynda Lane to the CPR line.
 - ▶ Alta Vista Drive from Dorion Avenue to the Ontario Hydro corridor portion of the Greenway System and from Smyth Road to Heron Avenue.
 - ▶ Pleasant Park Road from Delmar Drive to Riverside Drive.
 - ▶ Heron Road from the Greenway System between Kilborn Avenue and Heron Road to Bank Street.
 - ▶ Kilborn Avenue from Delmar Drive to Blossom Avenue.

The above arterial, major collector, and collector roads on which only Minor Residential Development shall be considered are shown on Appendix 11 of Volume III: Appendices of the Official Plan.

- b) In determining the acceptability of minor residential growth proposals in accordance with Policy 3.6.2d) of the Primary Plan, lot sizes in the immediate surrounding blocks of the proposed growth will be considered representative of the typical lot size of the surrounding area.

9.5.1.2 Neighbourhood Serving Uses

- a) In addition to the factors outlined in Policy 3.6.2 of the Primary Plan, low profile development will also be used as a factor to determine the acceptability of neighbourhood serving uses in the residential areas of Alta Vista/Faircrest Heights/Riverview Park.

9.5.1.3 Leisure Areas

- a) That the physical and ecological attributes of the Greenway System in Alta Vista/Faircrest Heights/Riverview Park be protected in accordance with Policy 6.2.2 of the Primary Plan.
- b) That City Council provide community, neighbourhood and sub-neighbourhood leisure facilities in Alta Vista/Faircrest Heights/Riverview Park. In accordance with Policy 9.2.2 of the Primary Plan, Appendix 11 of Volume III : Appendices of the Official Plan identifies the existing parks containing Leisure Facilities in Alta Vista/Faircrest Heights/Riverview Park, which are in addition to the Leisure Facilities shown on Schedule A - Land Use of the Official Plan.

9.5.1.4 Health Sciences Centre

- a) That any expansion of Health Sciences Centre development minimize potential conflicts with the adjacent neighbourhoods in accordance with Policy 10.2.2 of the Primary Plan.
- b) Official Plan Amendments, and other development approvals, including subdivision, zoning and site plan control approval, will be required to accommodate redevelopment of parts of the Health Sciences Centre lands for residential and employment uses as outlined in the Alta Vista Planning Study approved by City Council in 1996.

9.6 Site Development

- a) New development is to be visually and functionally compatible with existing development.

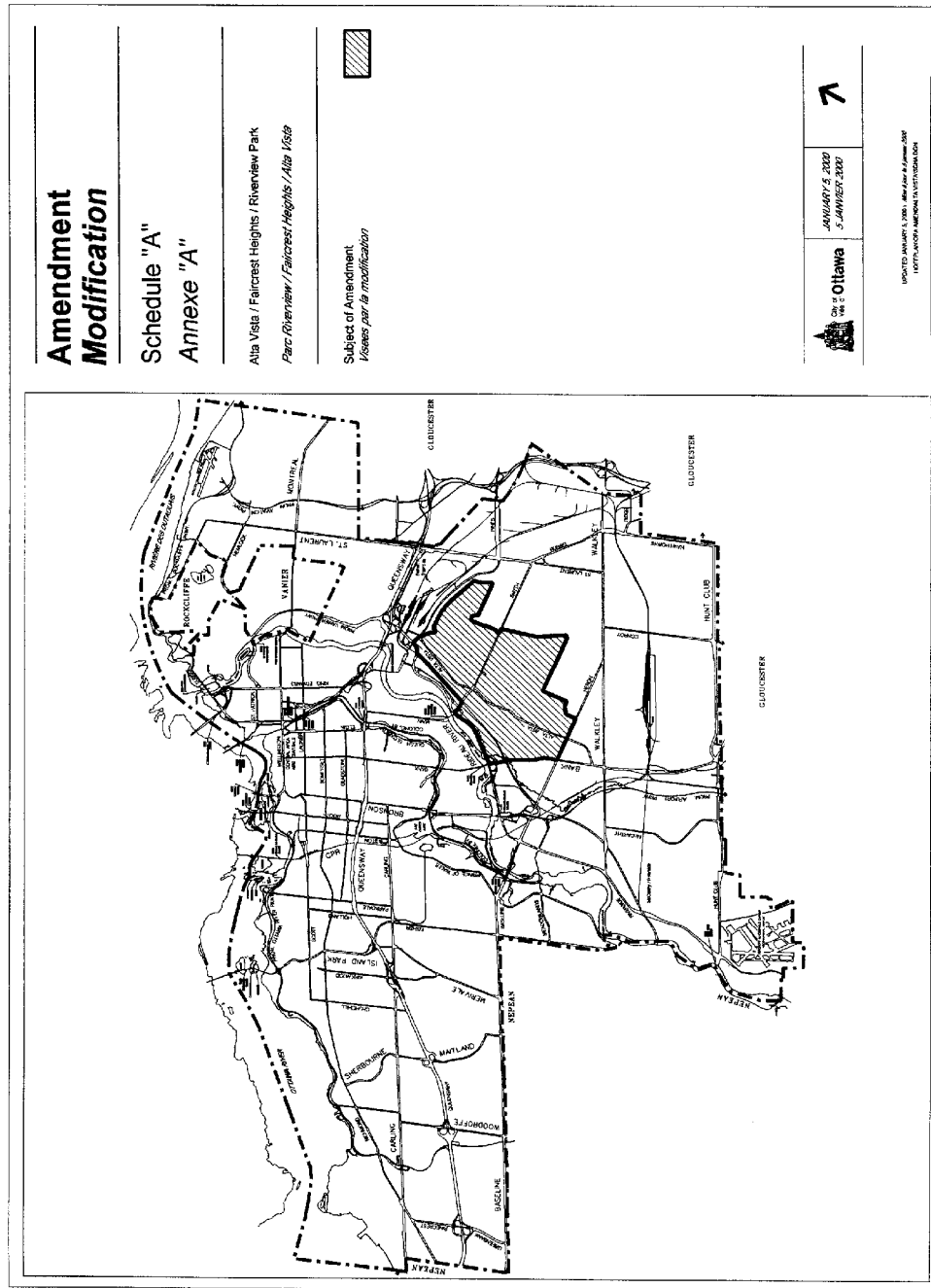
- b) In new development, existing mature vegetation (trees, shrubs) is to be retained or replaced with vegetation of comparable size where possible. Where not possible, there shall be a reinstatement of an appropriate quantity and quality of urban forest on the site of the development in accordance with Policy 6.9.2a) of the Primary Plan.

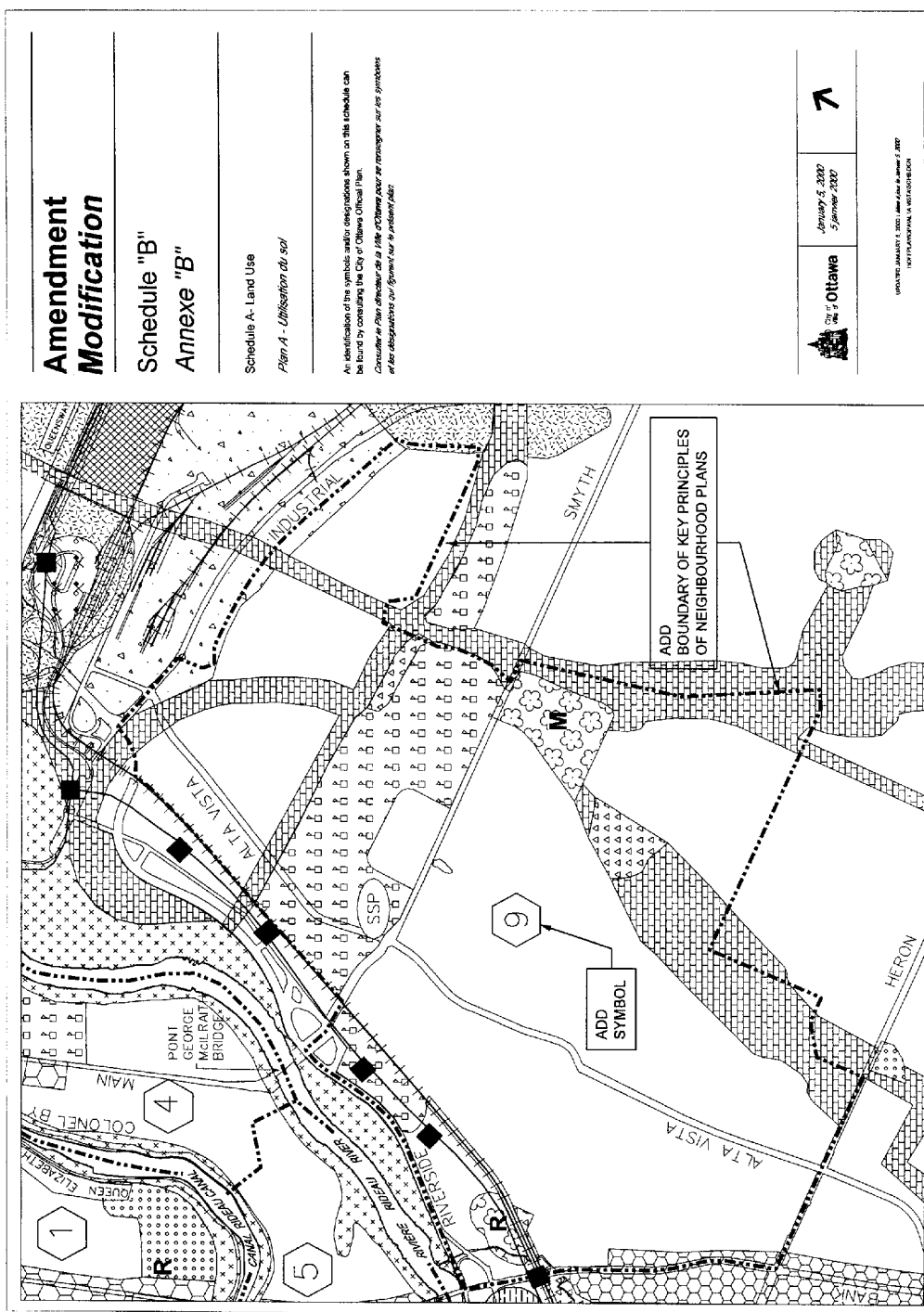
9.7 Public Participation

In accordance with the policies and objectives of Section 13.24 of the Primary Plan, area residents are to be notified and consulted regarding neighbourhood planning matters, including disposal of any City-owned lands containing community, neighbourhood and sub-neighbourhood level leisure facilities, as outlined in the City's public participation and public notification procedures.

3.0 Implementation and Interpretation

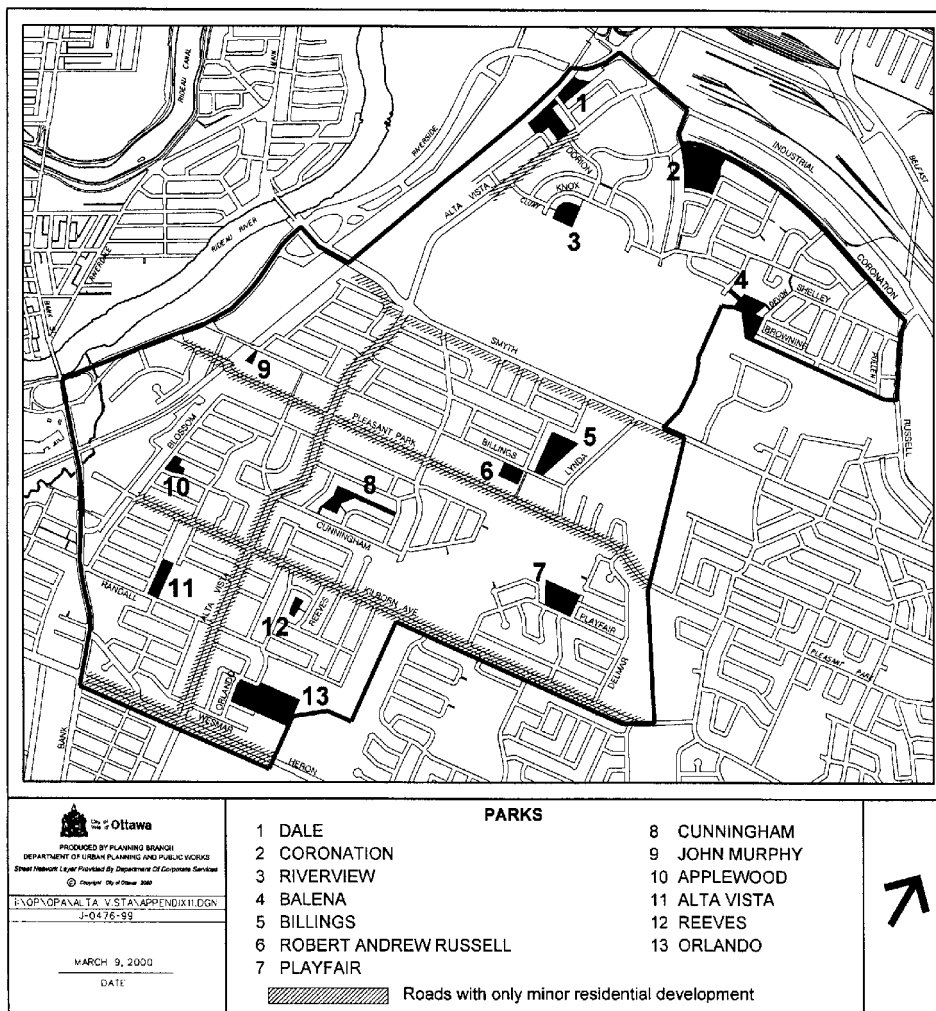
Implementation and Interpretation of this Amendment shall be made having regard to information contained in all of the Chapters of the City of Ottawa Official Plan.





11.0

Appendix - Alta Vista / Faircrest Heights / Riverview Park



Consultation Details

Document 2

Notification and consultation procedures do not require the posting of an on-site information sign for Zoning and Official Plan Amendments which are not site specific. The Alta Vista Visioning Committee hosted a public meeting to augment the notification and consultation Process.

Public Comments

The Alta Vista Drive Residents Association, Alta Vista Community Association, Faircrest Heights Community Association and the Alta Vista Visioning Committee were all supportive of including the Key Principles in the Official Plan.

Councilor's Comments

Councillor Allan Higdon is aware of this OPA.

Backgrounder

June 9, 2000

ACS2000-PW-PLN-0068

4. Official Plan Amendment / Zoning - East Conroy Study Implementation

Modification du Plan directeur / Zonage - Examen du zonage du secteur à l'est du chemin Conroy

Issue

In 1998, the Department of Urban Planning and Public Works initiated a study of 28 hectares of vacant industrial zoned lands in the Hunt Club Park community. The study was conducted on the basis of the following issues: the study area is affected by three Official Plan land use designations and an industrial zoning which was identified as an area for further study as a result of the 2020 Zoning Review public participation process; removal of an inner ring road from the *Region of Ottawa Carleton's Official Plan*; under utilization of the study lands; and it is subject to a subdivision and re-zoning application for residential development.

What's New

- that City Council adopt a preferred residential concept plan, in principle, on the basis of a land use impact and design evaluation conducted for the City of Ottawa by a local Planning and Engineering consultant.
- consider two amendments proposed to the *Land Use of the City of Ottawa Official Plan*: the business employment area designated lands east of Conroy Road be redesignated to "Residential Area"; and the traditional industrial designated regional lands - west of Hawthorne Road be redesignated to "Residential Area".
- zoning amendments are required to implement the proposed amendments to the *Land Use of the City of Ottawa's Official Plan* recommended in this report and will allow for future development to proceed in accordance with the recommended concept plan.

Impact

- the Rideau Valley Conservation Authority and the Department have not identified any natural heritage or natural hazard issues.
- results of the Natural and Open Spaces Study show no Greenway System zoning requirements.
- the proposed zoning shows a positive environmental impact on air, noise and land use.

**Contact: Author - Dave Powers, 244-5300 ext. 3989
Communications Officer - Don Lonie - 244-5300 ext. 3103 pager-760-5653**



June 9, 2000

ACS2000-PW-PLN-0068
(File: OZS1997/003)Department of Urban Planning and Public
WorksWard/Quartier
OT3-Southgate

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

Action/Exécution

**4. Official Plan Amendment / Zoning - East Conroy Study
Implementation****Modification du Plan directeur / Zonage - Examen du zonage du
secteur à l'est du chemin Conroy****Recommendations**

1. That City Council accept, in principle, the East Conroy Concept Plan as shown in Document 2.
2. That an amendment to the City of Ottawa Official Plan be APPROVED and ADOPTED, as detailed in Document 3.
3. That amendments to the *Zoning By-law, 1998*, be APPROVED subject to the details in Document 4 and as shown in Document 6.
4. That City Council request Regional Council to amend the Regional Official Plan consistent with recommendation 2 of this submission.

June 13, 2000 (10:07a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DP:dp

Contact: Dave Powers, 244-5300 ext3989

June 16, 2000 (11:42a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

This report is administrative and there are no financial implications.


June 13, 2000 (9:19a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Background

In 1998, the Department of Urban Planning and Public Works initiated a study of 27.5 hectares of vacant industrial zoned lands in the Hunt Club Park community located east of Conroy Road, west of Hawthorne Road north of Johnston Road and south of the Canadian National Railway line (see Document 6 - Location Map). The East Conroy Study was divided into two sub-components, the first comprising 20 hectares of IL - Light Industrial zoned lands in the western portion of the study area directly east of Conroy Road and north of Johnston Road, and the second comprising 7.5 hectares of a long narrow strip of IH - Heavy Industrial zoned land north of Cellini, Sai and Hunterswood Crescents in the east portion of the study area.

The Study was conducted on the basis of the following issues:

- The study area is affected by three Official Plan land use designations including “Residential Area”, “Business Employment Area” and “Traditional Industrial Area”. In the western sector of the Study Area the lands are designated “Residential Area” and “Business Employment Area”. The IL - Light Industrial zoning, adopted under Zoning By-law, 1998, is inconsistent with the residential Official Plan designation.
- The removal of a future planned high speed limited access inner ring road from the transportation component of the Region of Ottawa Carleton’s Official Plan provides opportunities for alternative land uses. The inner ring road would have bisected these lands.
- In 1996, as part of the 2020 Zoning Review public participation process, the Hunt Club Park Community Association formed a committee to comment on the proposed IL - Light Industrial zoning and IH - Heavy Industrial zoning that applies to the lands within the Study Area. In reviewing the proposed zoning for this area in the new Zoning By-law, 1998, the Hunt Club Park Community Association asked the Department to

investigate the feasibility of zoning this area for Business Park purposes rather than light industrial. This community request prompted the initiation of the East Conroy Study.

- There is an absence of market demand for development under the current zoning.
- A subdivision and rezoning application for residential development have been submitted within the Study Area furthering the need to determine how these vacant lands should be developed cohesively.

On February 16, 2000, City Council enacted Interim Control By-law 34-2000 affecting the East Conroy Study area generally bounded by Conroy Road, Johnston Road, Hawthorne Road and Stevenage Drive. The Interim Control By-law was passed while the Department of Urban Planning and Public Works was in the process of examining alternative land use concept plans and impact analysis for the same lands and considering a residential subdivision and zoning application within the study area. The Interim Control By-law placed limitations on the use of the land and pursuant to Council's resolution directed the Department of Urban Planning and Public Works to conduct further study in respect of land use planning policies in the East Conroy area in order to determine the future community service needs generated by additional residential growth.

An Interim Control Study was initiated, with the primary purpose of identifying existing community services and facilities and to assess the impact of additional residential growth in the Study Area on future community service needs. In addition, in order to provide a more comprehensive approach to the various related issues regarding the East Conroy Study identified by the Department and the community, the Interim Control Study was expanded to incorporate the planning policy context, infrastructure servicing, transportation, environmental and economic impacts.

A review of soft servicing issues identified that overall, the HuntClub Park and Greenboro Neighbourhoods are average to above average in comparison to other Districts in the city for many types of facilities. However, there is a need for increased capacities at certain community facilities which will be impacted over the short term as a result of additional residential development such as community centres, library and indoor swimming pools. However, facility improvements can be achieved by expanding existing facilities and creating hub activity centres which will achieve savings through economies of scale by linking facilities together (i.e. library, community centre). Funding has already been approved by City Council to contribute towards the construction of such a facility. Government reform and the removal of municipal boundaries also offer future economies of scale providing a larger pool of tax dollars to plan for future facilities such as swimming pools.

In terms of school facilities, the School Boards presented their enrollment patterns for the affected schools indicating that they have turned a corner in enrollments, and despite an increase in the number of housing units, there will be some drop-off in the overall enrollment level as the neighbourhood ages. Removal of grade 13 in the school curriculum by the year

2001 will also provide room for anticipated increases in the secondary school system. Enrollment has already peaked at one of the schools in 1996 and is expected to decline gradually.

Recommendation 1

The recommendation for City Council to adopt a preferred residential concept plan, in principle, was made on the basis of the Interim Control Study (Document 1) supported by an evaluation of various land use concepts provided by a local Planning and Engineering Consultant (Appendix 2- Document 1). In order to assess which land use option is the most viable and practical for the vacant residential and industrial business park designated lands, the consultant was requested to develop alternative concept plans. Concept plans were developed for residential land use options, a business park option and a mix between the residential and business park options. The concept plans demonstrate street layouts, lotting, access, and buffering. The consultant was also asked to assess transportation impacts, intersection capacity, utility servicing, site grading and storm sewer and sanitary sewer servicing. Lastly, the multiple ownership pattern was taken into account in developing a comprehensive plan.

The East Conroy Interim Control Study (Document 1) provides a summary of the hard servicing impacts submitted by the consultant in conjunction with the community servicing impacts. The global evaluation of impacts and policy review as discussed in Document 1 leads to the conclusion that residential development is the preferred future land use for the subject land.

The impact analysis in Document 1 indicates that the hard servicing is in place to accommodate residential development and that there are no identified constraints. However, as part of the review of subdivision applications, a composite utility plan will be required based on the co-ordinated comments of all public agencies and must be finalized to the satisfaction of the City and the ROC. Furthermore, a noise impact study will have to be submitted prior to any future approval of a draft plan of subdivision. The Department is confident that if noise mitigation measures are required as a result of such studies, the concept plan provides for a 20-25 metre buffer that could accommodate a berm and/or sound attenuation fence and a 5-10 metre rear yard setback for a separation distance totalling 30 metres. Further, the Study Area is located over 600 metres from the primary rail yard activities located west of Conroy Road which also separates the Study Area from the rail yard.

Document 2 illustrates the recommended residential concept plan for the subject lands. The recommended concept plan is submitted for Council approval, in principle, as the basis for:

- directing zoning and Official Plan Amendments; and
- as a general guide or blue print for the future subdivision of lands which must take into consideration the conceptual road layout, intersections, park location and buffering facets.

The following are characteristics of the recommended residential concept plan:

- The overall design is structured to permit each property owner to develop their lands independent of the other property owners.
- The concept plan recognizes a future local commercial use at the corner of Johnston Road and Conroy Road.
- There are three access points from Johnston Road which are designed to distribute traffic equally to Johnston and Conroy Road.
- A centralized park/tot lot is featured based on a 5% parkland dedication.
- All development along Johnston Road is reverse frontage, similar to the existing development along the south side of the road except at the far east corner where four lots front directly onto Johnston Road as do two existing houses on the south side of the road.
- A buffer is required between the site and the rail line on the north and the Hawthorne Business Park on the east. A 20 metre buffer is shown which is capable of accommodating a 3 metre high berm with 3:1 side slopes and a 1 metre crown should noise mitigation measures be required as a result of a noise feasibility study. A noise study would be required as part of any future subdivision application within the study area.
- In addition to the buffer, increased lot depths are depicted adjacent the rail line and the industrial business park to mitigate noise for a total separation distance from the rail line of 30 metres.
- A remnant vacant piece of property extends along Johnston Road which is not developable because of the current ownership pattern.
- The westerly entrance will be accessible to approximately twenty dwelling units and will generate one car every two to three minutes during peak periods.
- An entrance road on Johnston Road is located opposite Ewing Street to establish a vehicle and pedestrian link to the Hunt Club Park community.
- The “Larco Subdivision” can be accommodated within the larger residential neighbourhood with fewer changes, thus allowing the application to proceed.

Recommendation 2

There are two amendments proposed to Schedule A - Land Use of the City of Ottawa

Official Plan. These amendments affect two different sites within the Interim Control Study Area as discussed below:

Business Employment Area Designated Lands East of Conroy Road

In the western sector of the Study Area, the “Business Employment Area” designated lands situated to the north of the “Residential Area” designated lands are subject to the proposed Official Plan amendment as shown in “Schedule B” Document 3. The proposed Official Plan amendment involves the redesignation of the “Business Employment Area” to “Residential Area” in order to permit rezoning for future residential development.

On the basis of the comprehensive impact analysis, the unsuitability of these lands for Business Park development, the abandonment of Regional plans for an inner ring road in this location and the future widening of Conroy Road, former encumbrances to development have been removed establishing these lands as high quality sites for residential uses. From a policy perspective, a residential designation will contribute to the fulfilment of the Regional growth strategy policies which encourage and establish targets for dwelling units and population allocations inside the greenbelt in order to support a sustainable growth pattern and minimize the costs of urban sprawl by reducing energy consumption, relieving pressures on nearby natural areas and agricultural lands and decreasing the financial burden of underutilised municipal services. The designation is also in accordance with the municipal development strategy which calls for the management of growth in recognition of limits to infrastructure and the achievement of a healthy and livable urban environment. In addition, the designation to “Residential Area” will permit the implementation of a strategically designed planning concept which is designed in accordance with existing servicing and transportation facilities in order to achieve Official Plan objectives which call for cohesive strategic neighbourhood planning.

Traditional Industrial Designated Regional Lands - West of Hawthorne Road

Within the Interim Control Study Area there is a strip of land designated “Traditional Industrial Area”. During the course of the study, an issue was raised by certain residents regarding this long narrow strip of IH - Heavy Industrial zoned land east of the study area north of Sai and Hunterswood Crescents. This strip of land is owned by the ROC and was originally intended for the Inner Provincial Highway By-Pass. In May 1994, Regional Council approved a motion to remove the Inner Provincial Highway Bypass as a proposed Regional Road. Therefore, by default, this land has remained vacant separating the residential area from the industrial uses to the north. A berm has also been constructed on the western end of it to screen and buffer industrial uses. This land is approximately 61 metres (200 feet) wide and has limited access from Hawthorne Road. It is proposed that these lands be redesignated from “Traditional Industrial Area” to “Residential Area” in order to rezone the land for leisure purposes and serve as a buffer between the heavy industrial and residential land uses.

Recommendation 3

Zoning amendments are required to implement the Official Plan amendments in

Recommendation 2 and to allow future development to proceed in accordance with the recommended concept plan.

Light Industrial to Residential

The recommendation to rezone the IL - Light Industrial lands within the Study Area to R1L - Residential is based on a number of policies and land use considerations. From a policy perspective, residential development within the study area will contribute to the fulfilment of Regional growth strategy policies which encourage and establish targets for dwelling units and population allocations inside the greenbelt in order to support sustainable growth patterns and minimize the costs of urban sprawl. The proportional share of new residential units in the Region built inside the greenbelt is intended to increase from 45% in the year 2001 to 53% by 2021. These residential targets are to be supported by Regional Council provided that new development respects the characteristics of established communities and significant impacts of the proposed residential development are minimised. The anticipated impacts have been addressed as per the recommended concept plan discussed under recommendation 1.

From a site location perspective, the study area is well situated for residential development in that it is easily served by existing water and sewer facilities protecting investment in the existing neighbourhood. It is in proximity to existing transit facilities and an effective transportation network decreasing congestion by providing an alternative mode of transportation. Further it is in proximity to existing fire services providing the opportunity to make efficient use of public facilities. The area under review is bordered by Conroy Road, a Regional arterial road which has been recently widened to four lanes with sidewalks on both sides. Johnston Road borders the area to the south and functions as a collector road east of Conroy Road and as a major collector road west of Conroy Road. Consequently, road capacity is available (see Document 5).

In terms of land use compatibility issues, residential development north of Johnston Road represents a logical extension to residential development south of Johnston Road avoiding the commercial and industrial truck traffic on Johnston Road if industrial land uses developed in this area. The proposed R1L zoning permits single detached dwellings. This type of zoning provides for low profile dwellings with a minimum lot frontage of 10 metres and a minimum lot area of 300 square metres. The overall density is also limited to 30 units per hectare as a secondary density control. For example, it is possible to develop 86 single detached residential dwellings within the Larco subdivision which has a site area of 4.86 hectares. This density is equivalent to 30 units per hectare and therefore should also be applied to the remaining lands within the study area to establish an equitable number of residential units per hectare for each owner. However, other owners will be unable to achieve the same density as Larco based on the buffer area to be located along the perimeter of the study area as indicated in the proposed residential concept plan (Document 2). Consequently, based on the approved concept plan, minimum lot frontage and lot area requirements of the R1L zone and the maximum unit per hectare provision of 30 units per hectare, the total number of detached dwellings to be developed will range between 280 to

just under 300 dwelling units.

Heavy Industrial to Leisure

The IH - heavy industrial zoned lands as shown in Document 6 are proposed to be rezoned to L3 - Community Leisure Zone. The L3 zone permits recreational uses that meet the needs of the surrounding community to be located on lands designated "Residential Area" in the Official Plan. The lands are currently vacant with an earth berm running parallel to its northern boundary, in association with a major trunk storm sewer and easements. The Region of Ottawa-Carleton has conducted their own assessment and have concluded that the constraints on the IH F(1.0) zoned lands make it highly impractical for the development of residential, commercial or industrial uses. For this reason the land is of limited value for other land uses and best serves as an open space buffer area or for potential outdoor recreational uses in the future.

Recommendation 4

The lands subject to the proposed zoning and Official Plan amendments are designated "Business Park" in the Regional Official Plan. Accordingly, an amendment to the Regional Official Plan is required to accommodate the proposed designation of "Residential Area".

Economic Impact Statement

	Est Investment	\$22,039,290
CITY COSTS:	2000	2001-2009
Extraordinary Costs**	\$0	\$0
Admin & Services	\$5,825	\$35,646
Inspection and Control	\$6,982	\$42,726
Roadways and parking	\$66,456	\$406,650
Garbage and Storm Sewer Maint.	\$6,140	\$37,573
Social and Family Services	\$1,353	\$8,281
Rec and Culture	\$13,100	\$80,161
Planning and Development	\$5290	32,370
Sub-total	\$105,148	\$643,406
CITY REVENUES:		
Property Tax	\$91,078	\$557,312
Building Permit	\$184,045	\$0
Tax From Indirect Impacts	\$36,001	\$220,293
License/Permit	\$29,620	\$181,248
Sub-total	\$340,744	\$958,853
NET TO CITY	\$235,596	\$315,447

EMPLOYMENT

New Jobs (ecl. construction)	n/a	0
Net New Jobs	n/a	176

New Jobs (indirect/induced)	n/a	309
Total	n/a	485

Environmental Impact

The Rideau Valley Conservation Authority and the Department have not identified any natural heritage or natural hazard issues. Based on the draft results of the Natural and Open Spaces Study, there are no Greenway System zoning requirements for the Study Area. Selective tree retention will be encouraged. McEwen Creek which is situated in the ROC lands ranked as a moderate watercourse, however, viable fish habitat is lacking. The Rideau Valley Conservation Authority and the City of Ottawa have undertaken the McEwen Creek Water Quality and Erosion Control Study. All future developments within this watershed will be assessed a stormwater service charge.

In addition, the proposed zoning has a positive environmental impact on air, noise and land use. The proposed zoning is more compatible with the surrounding residential communities. Air and noise quality conditions may be less intrusive and noxious under the new zoning. In terms of noise attenuation issues, the proposed residential development in this location would not be unlike many other residential developments in proximity to a major arterial road and rail way. Separation distances from the rail yard will not likely be the issue in contention from a noise attenuation perspective based on existing noise studies near the area. The issue will be Conroy Road and noise from the rail line and therefore a noise impact assessment will be required for all sources of noise as a condition of future subdivision approval to determine if noise mitigation measures are required.

Consultation

A variety of comments, issues and concerns relating to land use, zoning, and interim control matters were received as a result of the public participation process. The public participation process included two public meetings, a meeting with the community executive, mailouts, early notification, advertisements in the local and community newspapers and two meetings with affected land owners. The process and comments are summarized in Document 8 - Compatibility with Public Participation Policy.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the owners: Regional Municipality of Ottawa Carleton, National Capital Commission, Sunoco Inc., Richcraft Homes, Bona Building Management and Regional Municipality of Ottawa-Carleton, Development Approvals Division of City Council's decision (see mailing list).

Office of the City Solicitor to forward the implementing Official Plan Amendment and Zoning by-law to City Council.

Department of Urban Planning and Public Works to prepare and circulate the implementing zoning by-law and submit the Official Plan Amendment to the Regional Municipality of Ottawa-Carleton.

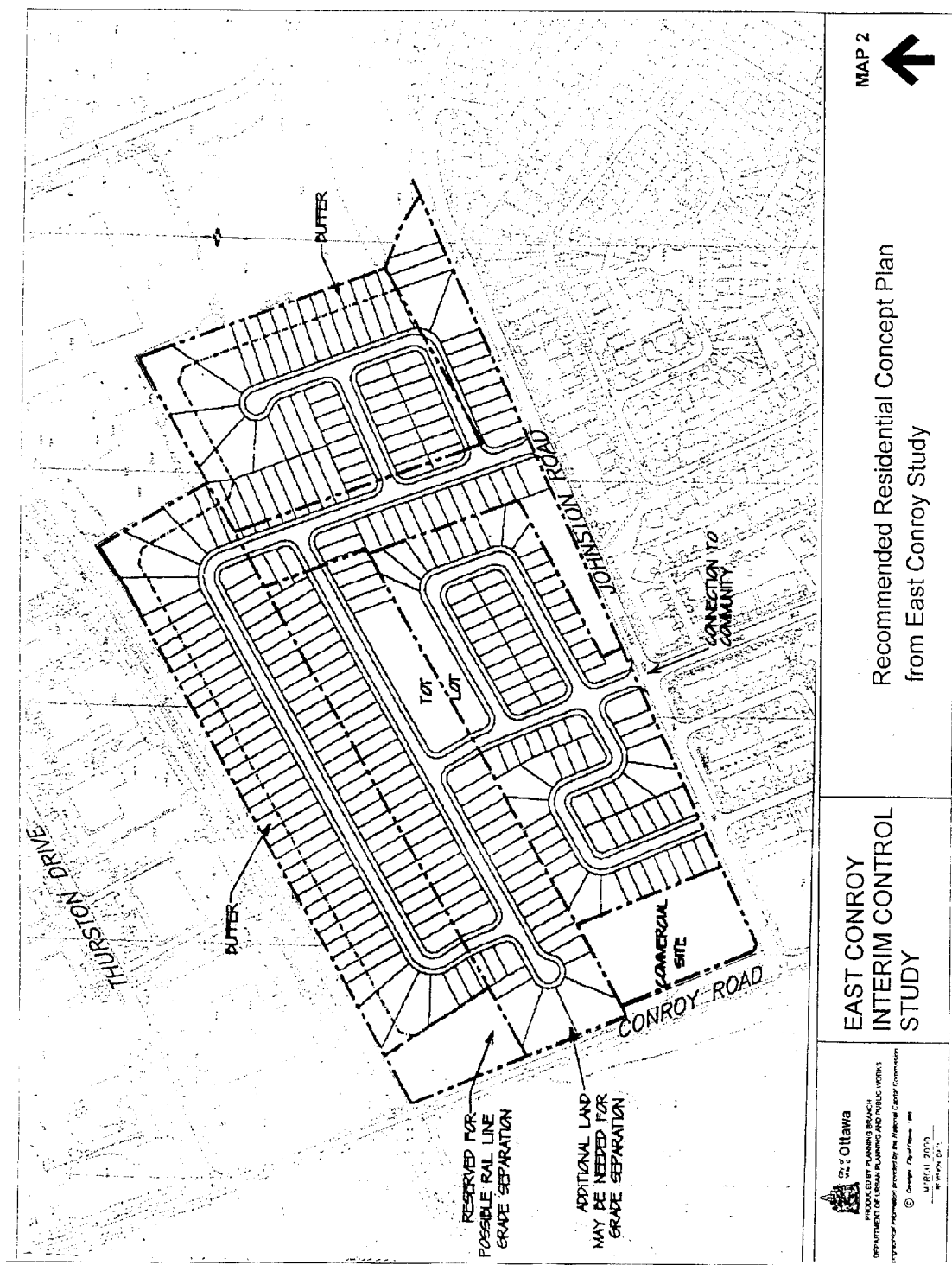
List of Supporting Documentation

- Document 1 - East Conroy Interim Control Study Report - On file with the City Clerk and distributed separately
- Document 2 - Recommended Concept Plan
- Document 3 - Proposed Amendment No.____ to the City of Ottawa Official Plan
- Document 4 - Zoning Details
- Document 5 - Area Map
- Document 6 - Recommended Zoning and Location Map
- Document 7 - Explanatory Notes
- Document 8 - Consultation Details

Part II - Supporting Documentation

Recommended Concept Plan

Document 2



Official Plan Amendment ■ Modification du Plan directeur

**Land use
Utilisation du sol**



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THE STATEMENT OF COMPONENTS

Part A - THE PREAMBLE, introduces the actual amendment but does not constitute part of the Amendment to the City of Ottawa Official Plan.

Part B - THE AMENDMENT, consisting of the following text and Schedule "B" constitute Amendment No. ____ to the City of Ottawa Official Plan.

PART A - THE PREAMBLE

1.01 Purpose

The purpose of Amendment No. __ is to change the land use designation of certain lands, as shown on attached Schedule “B” from “Business Employment Area” to “Residential Area”. This change will facilitate the development of the lands for residential purposes..

2.0 Location

The general location of the lands affected by this Amendment is shown on Schedule “A” of this amendment .while Schedule "B" indicates the lands to be redesignated more specifically. The lands affected by the amendment are generally bounded by Conroy Road to the west, Johnston Road to the south, the CN/CP rail line to the north and the Hawthorne Business Park to the east.

3.0 Basis

In 1998, the Department of Urban Planning and Public Works initiated a Planning Study for the above-noted lands on the basis that there was no secondary policy direction for the lands and that a more extensive land use and zoning review was required. During the course of the Study an interim control by-law was approved by City Council limiting the use of the lands until a Planning Study had been completed. Consequently, the purpose of the East Conroy review and interim control study was to examine the feasibility of various land use options, evaluate the impact of a recommended land use option on existing community facilities and recommend a preferred land use concept plan to City Council.

The abandonment of Regional plans for an inner ring road in this location and the future widening of Conroy Road removes some of the former encumbrances to development establishing these lands as high quality sites for residential uses. A residential designation will contribute to the fulfilment of the Regional growth strategy policies which encourage and establish targets for dwelling units and population allocations inside the greenbelt in order to support a sustainable growth pattern and minimize the costs of urban sprawl by reducing energy consumption, relieving pressures on nearby natural areas and agricultural lands and decreasing the financial burden of underutilised municipal services. The designation is also in accordance with the Municipal Development Strategy which calls for the management of growth in recognition of limits to infrastructure and the achievement of a healthy and livable urban environment. In addition, the designation to “Residential Area” will permit the implementation of a strategically designed planning concept which establishes a buffer area if noise mitigation is necessary as a result of a required noise feasibility study and which is designed in accordance with existing servicing and transportation facilities in order to achieve Official Plan objectives which call for cohesive strategic neighbourhood planning.

PART B - THE AMENDMENT

1.0 The Introductory Statement

All of this part of the document entitled Part B - "The Amendment" consisting of the following text and attached map designated Schedule "B" constitute Amendment No. __ to the City of Ottawa Official Plan.

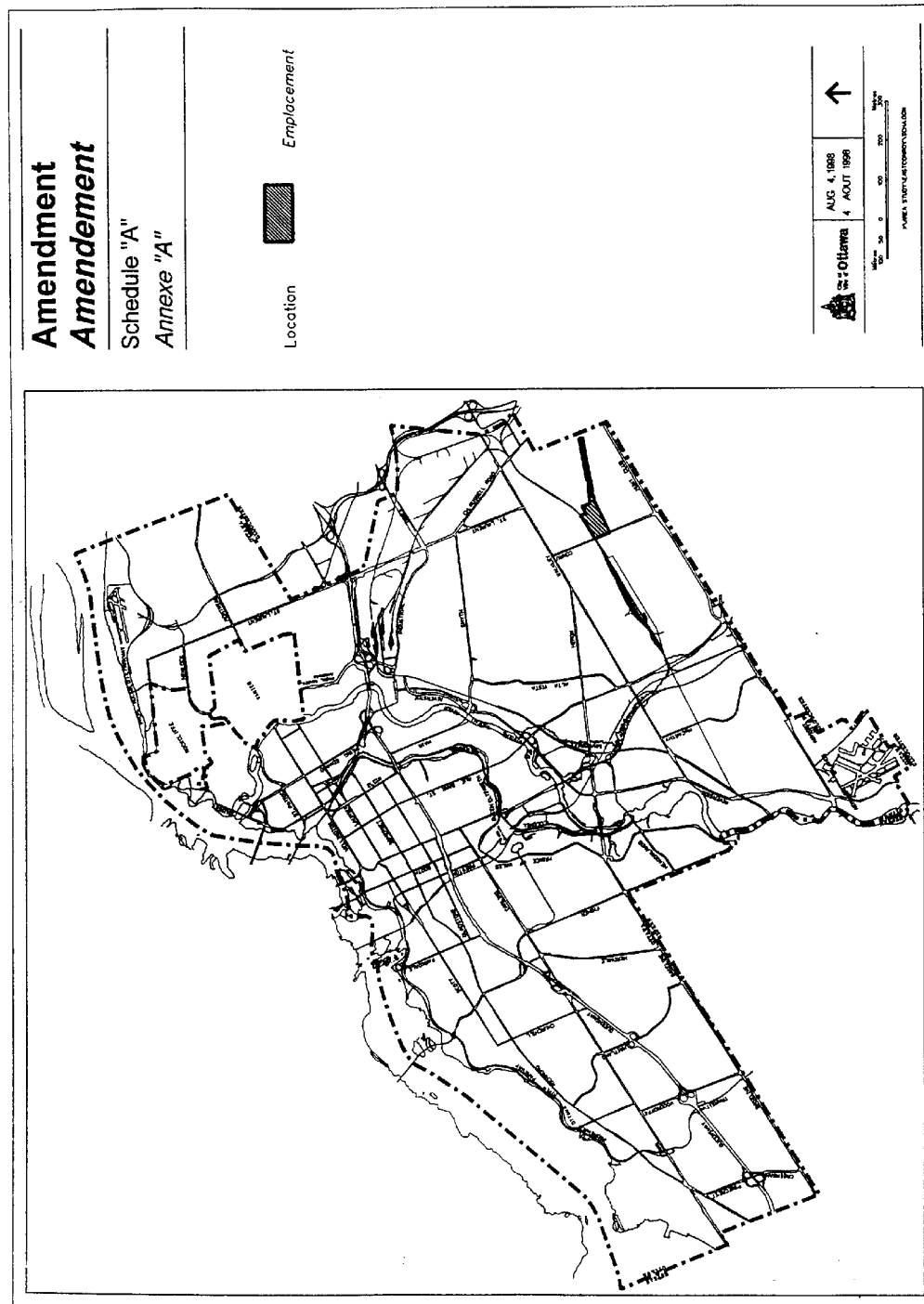
2.0 Details of the Amendment

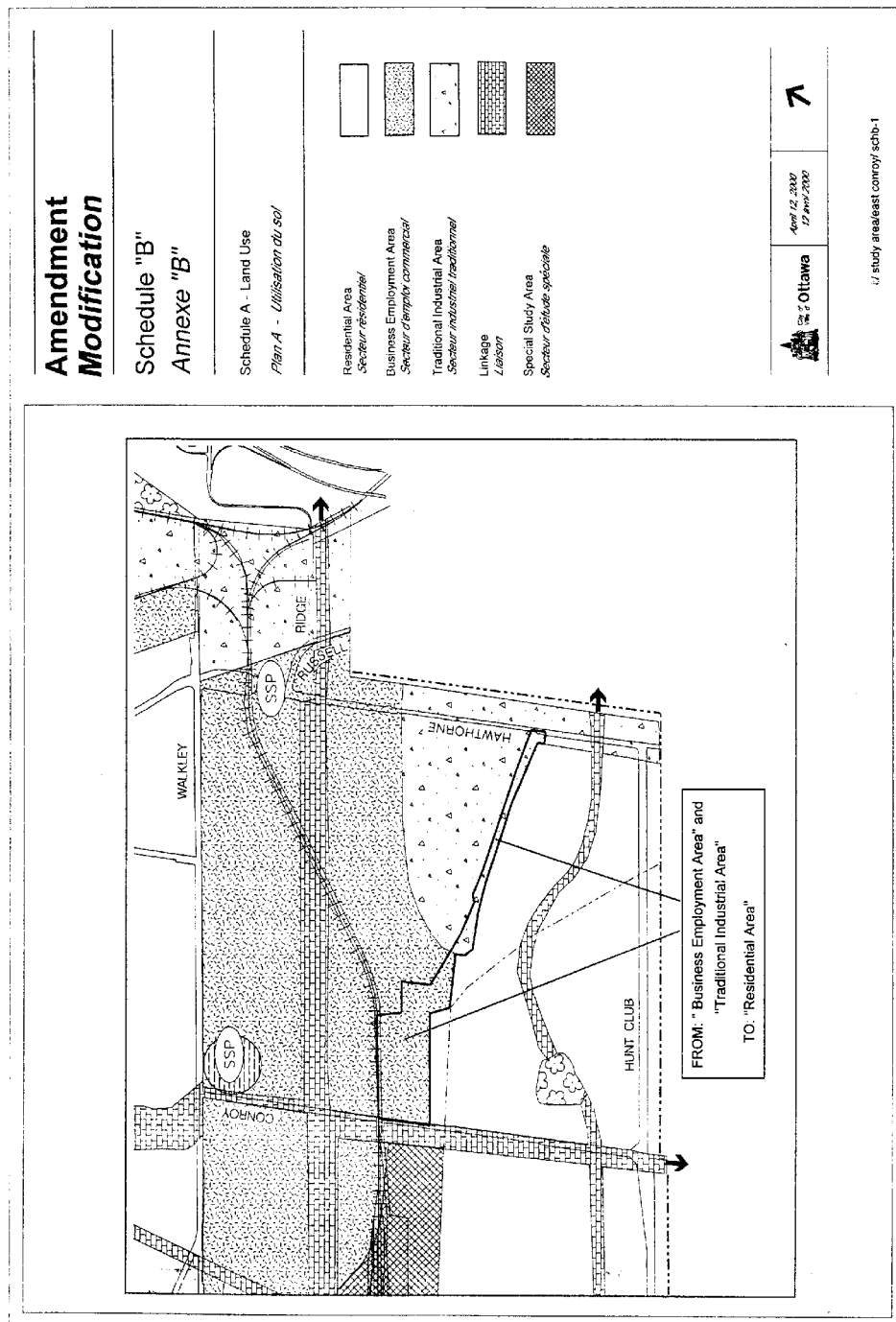
The City of Ottawa Official Plan, is hereby amended as follows:

- i) Schedule "A" - Land Use is revised to redesignate from "Business Employment Area" to "Residential Area", the area generally bounded by Conroy Road to the west, Hawthorne Business Park to the east, the CN/CP rail line to the north and the southern property line of Regional of Ottawa-Carleton owned lands to the south, as shown on Schedule "B" attached hereto.

3.0 Implementation and Interpretation

Implementation and interpretation of this Amendment shall be made having regard to the information contained in all chapters of the City of Ottawa Official Plan.





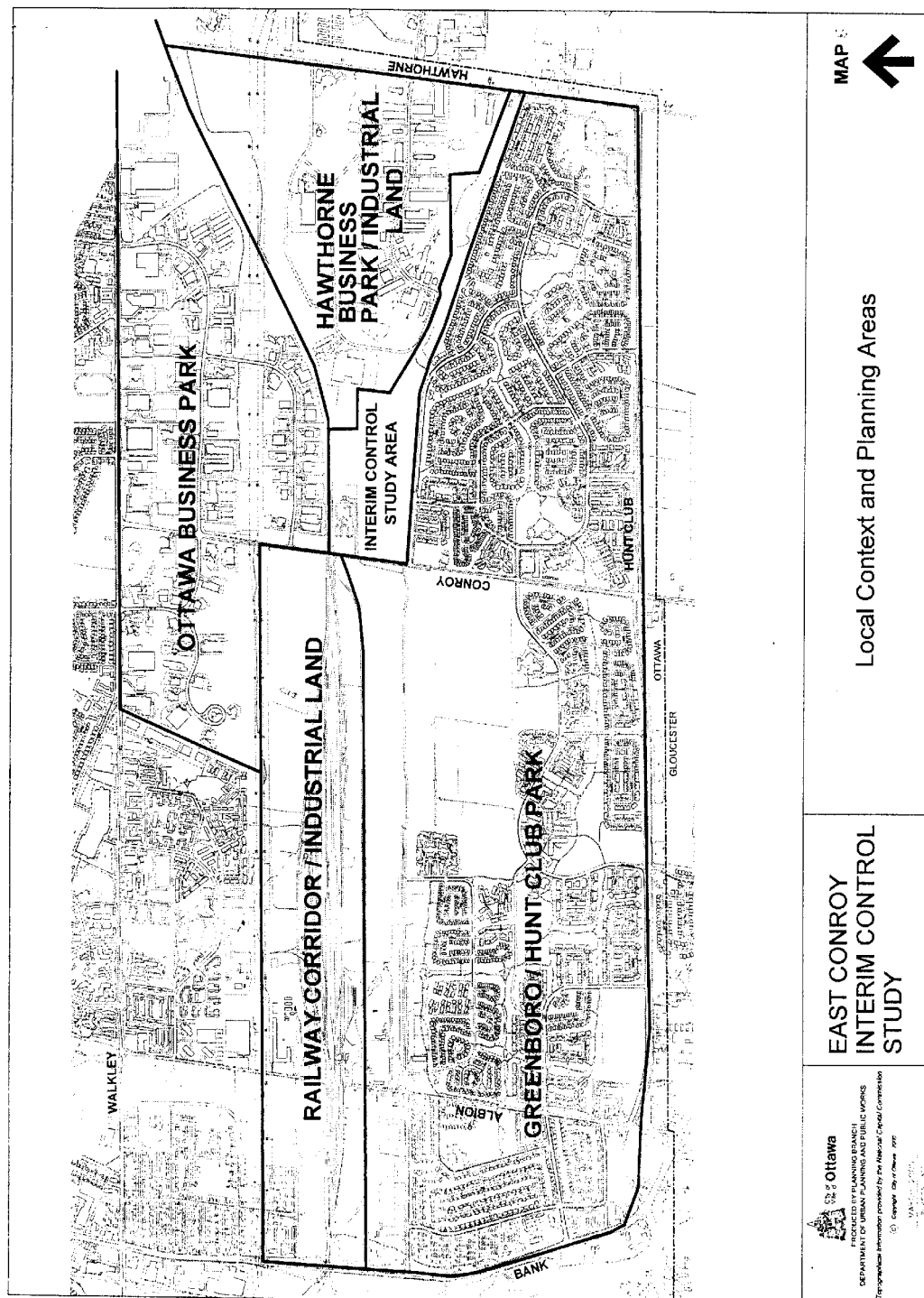
DETAILS OF RECOMMENDED ZONING

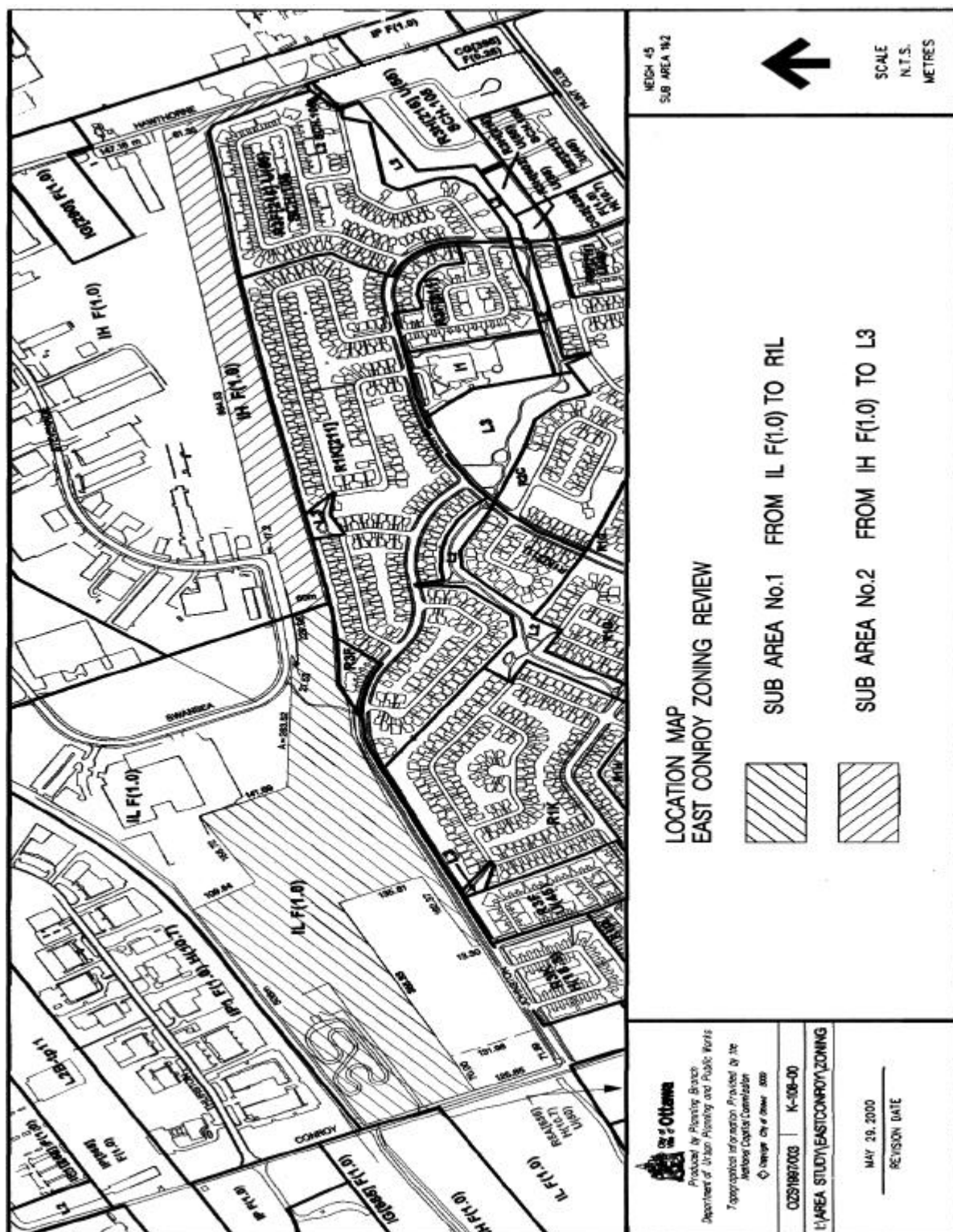
Sub Area No. 1

1. Amend *Zoning By-law, 1998* to rezone the lands located at 3169 Conroy Road, 3145 Conroy Road, 3179 Conroy Road, 3203 Conroy Road and 2101 Johnston Road as shown in Document 6, From: IL F(1.0) To: R1L
2. Amend *Zoning By-law, 1998* to permit a maximum of 30 units per hectare for the identified lands depicted in Sub Area No. 1 Document 6.

Sub Area No. 2

1. Amend *Zoning By-law, 1998* , to rezone the lands for part of 3340 Hawthorne Road as shown in Sub Area No. 2 Document 6, from IH F(1.0) to L3.





THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW NUMBER -98

By-law Number -98 amends the *Zoning By-law, 1998*, the City's Comprehensive Zoning By-law.

The zoning recommendations are a result of the East Conroy Interim Control Study which reviewed land use and zoning issues in the area generally bounded by Conroy Road, Johnston Road, CN/CP rail line and Hawthorn Road as shown on the attached map. The area is primarily comprised of vacant industrial zoned lands. The proposed zoning amendments affect two different locations within the Study Area which will allow these lands to be developed for residential and leisure land uses.

ZONING BY-LAW PROVISIONS

Lands Directly East of Conroy Road

Current Zoning

The current zoning is IL F(1.0). This is a light industrial zoning. The purpose of the IL zone is to permit a range of low density light industrial uses. The F (1.0) means that the permitted floor area is based on one times the gross area of the lot.

Recommended Zoning

The recommended zone is R1L. This is a residential zone which permits single detached houses only on land designated "Residential Area" in the Official Plan. The R1 zone contains a range of minimum lot area and lot frontage requirements. The "L" represents a subset of the R1 zone where specific lot area and lot frontage requirements are applied where a minimum lot area of 300 square metres and a minimum lot frontage of 10 metres are required for single detached houses.

Lands West of Hawthorne Road north of Sai, Hunterswood and Cellini Crescents

Current Zoning

The current zoning is IH F(1.0). This is a heavy industrial zone that has a floor space index of 1.0. The heavy industrial zone is applied to lands that are reserved for uses which by their nature, generate noise, fumes, odours and are hazardous and obnoxious such as truck transport terminals, automobile body shop and manufacturing plants.

Proposed Zoning

The proposed zoning is L3 Community Leisure Zone. The L3 zone permits recreational uses that meet the needs of the surrounding community to be located on lands designated residential in the Official Plan. Community serving uses such as community centre, recreational and athletic facility and park are permitted in the L3 zone.

For further information on the proposed amendments, please contact Dave Powers at 244-5300 ext. 3989.

NOTIFICATION AND CONSULTATION

Public consultation consisted of mail-outs, signposting, advertisements in the community newspaper, two meetings with affected land owners and two public meetings. Other City Departments, public agencies and the school boards were contacted for input and policies. The purpose of the public consultation process was to:

- ensure different viewpoints were represented;
- identify existing and emerging community issues;
- provide feedback; and
- assist in disseminating information to the community

All tenants and owners within a 120 metre radius of the study area were contacted for public meetings held on April 15, 1998 and on January 19, 2000. In addition, two meetings were held with affected land owners. As a result of these meetings, the land owners are in unanimous support of residential development, while there is varying opinion from the community

An initial public meeting was held (April 15, 1998) to present the Study, review zoning and applicable Official Plan policies and present potential options for zoning and Official Plan amendments. The second meeting was held (January 19, 2000) to present seven concept plans (including residential and industrial) for the Study Area with an analysis of traffic impacts, site access, roads, density and infrastructure requirements complete with the pros and cons for each option. Residents in attendance commented that they wanted a more extensive impact analysis that would take into consideration soft servicing issues in addition to the hard surface analysis that had been conducted.

Council subsequently approved interim control by-law 34-2000 on February 16, 2000. A report was prepared (Document 1) to address the By-law and in response to the impact concerns and issues that were raised by the Community and the representative Huntclub Park and the Southkeys/Greenboro Community Associations. Document 1 includes a detailed analysis of soft servicing issues raised by the Community through the community participation process as well it addresses a consolidation of hard servicing and transportation issues that were raised.

INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

Regional Municipality of Ottawa-Carleton

The City of Ottawa has negotiated with the Regional Municipality of Ottawa-Carleton in regard to the proposed zoning and they concur with the recommendations of the report as

they pertain to the existing IL- zoned properties east of Conroy Road and the strip of IH zoned lands north of Sai, Hunterswood and Cellini Crescents. In regard to the required Regional Official Plan Amendments, the ROC have provided written confirmation of support.

The ROC have also stated that in accordance with Regional Official Plan Policy 11.6.2 (4), a noise feasibility study will be required prior to any residential development.

National Capital Commission

The National Capital Commission have provided written comments indicating support for the proposed zoning changes affecting their lands.

COUNCILLOR'S COMMENTS

Councillor Diane Deans provided the following comments:

Planning for communities should include modelling based on demographic profiles to determine the following:

- Are there services currently in place to support new growth, or on the capital priority list to service additional growth within a reasonable time period?
- Without development fees to direct funds to service new communities, corporate policy should be changed to balance funding between the maintenance of existing infrastructure and the construction of new infrastructure to service growth areas.
- The analysis would reflect the impact on population growth on transportation (to ensure that there are adequate roads and future transit considerations to support the growth) not only within the area, but linking the area to other areas, such as to the city core.
- Another issue is the proximity of proposed residential development to railway tracks and marshalling yards. An appeal of the residential rezoning of land at 1555 to 1565 Johnston Road and the subsequent Ontario Municipal Board Hearing will have an impact on future development within 300 metres of the the railway line. Noise impact studies should indicate enhanced construction methods needed for housing units in proximity to a railway line.
- Adequate setbacks to allow for the construction of an earth berm, or another form of landscaped buffer should be considered.
- All development proposals should include information on the impact on area roads, in particular Conroy Road as well as the future grade separation for the Conroy Road railway line.

- Adequate setbacks to allow for the construction of an earth berm or another form of landscaped buffer.

Response to Councillor's Comments

In the Interim Control Study (Document 1) and in this submission, the Department has investigated in detail issues raised by the Councillor, as well as members of the public in order to identify potential impacts of infill residential development. The following is a brief summary taken from the Study in response to the above-noted comments.

Services

The Department investigated a number of hard servicing issues including the existing water, wastewater and stormwater infrastructure. The analysis indicated that existing watermains, trunk stormwater sewer and a wastewater collector sewer are in place to serve as outlets for development within the Study Area. With respect servicing requirements needed for any new development to link up with the existing infrastructure, new watermains need to be connected to the existing watermains on Johnston and/or Conroy. Similarly, storm sewers should be connected to the existing stub sewers on Johnston Road that were installed as part of the Eastern Community Storm sewer system. In addition, as part of any future subdivision approval, a master servicing plan is required which will include the design of the sanitary sewer system which will be conveyed to the Green Creek Collector sewer on Johnston Road.

Development Fees

Development fees are one method by which municipalities set aside funding for community facilities. With the onset of amalgamation, the new municipality will have control over where to encourage new growth and accompanying facilities. Alternatives to development charges include impact fees, funds from the sale of surplus properties and strategies for controlling growth.

Transportation Capacities

The recent widening of Conroy Road to four lanes has substantially improved access to the area and accommodated traffic volumes. The planned expansion of Conroy Road to six lanes will further increase the ability of this road to accommodate future population increases. Similarly, the subject area is ideally located for residents to utilize the existing transit service. In terms of other factors that may affect transportation patterns, the planned development of the Alta Vista Parkway is slated to become a four lane arterial road running from Conroy and Walkley Roads to Riverside Drive. The purpose of this parkway is to facilitate traffic flow in and out of the City's core with two lanes reserved for public transit and two lanes for cars.

Railway Line

A noise impact study was conducted for the Sunoco lands north of Johnston Road to determine the noise impact of the Walkley Rail Yard operations located 1.5 kilometres west of Conroy Road. The noise study indicated that there is no restriction due to noise from the rail yard activity for which the Ministry of Environment criteria apply. Despite these findings, the recommended concept plan has a built in 20 metre buffer that could accommodate an

earth berm or sound attenuation fence if required directly south of the rail line . In addition, extra long lots backing onto the rail line would require a 10 metre rear yard setback establishing a 30 metre separation distance when combined with the 20 metre buffer area. There are also lands adjacent to Conroy Road that are reserved for a possible rail line grade separation that serve as a buffer from Conroy Road. For interior noise, the developer will be required to use building materials that meet the standards of the Ministry of Environment, if a noise study for lands directly south of the rail line indicate that interior noise levels are exceeded.

Impact on Local Roads

Delcan consultants were hired to develop concept plans for the Study area as well as provide an analysis of different land use options on the local roads. The analysis is provided in the Interim Control Study (Document 1). In summary, the projected peak hour traffic volumes associated with the recommended residential concept plan can be accommodated by the Conroy/Johnston intersection and there is no need for another signalized intersection on Conroy Road. In addition, the southbound double left turn lanes on Conroy can accommodate the PM peak hour inbound traffic.

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June 8, 2000

ACS2000-PW-PLN-0078
(File: OSP00-18)Department of Urban Planning and Public
WorksWard/Quartier
OT4 - Rideau

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

5. Site Plan Control Approval - 840 Montreal Road

Approbation du plan d'emplacement - 840 chemin Montreal

Recommendation

That the Site Plan Control application (OSP00-18) be **APPROVED**, as shown on the following plans:

1. "Site Plan - 840 Montreal Road" Drawing Number O1, prepared by Murray & Murray Associates Inc., dated March, 2000, as revised to June, 2000, and dated as received by the City of Ottawa, June 2, 2000.
2. "Landscape Plan - 840 Montreal Road" Drawing Number L1, prepared by James B. Lennox and Associates, dated March, 2000, and dated as received by the City of Ottawa, June 2, 2000.
3. "Grading Plan - Montreal and Carson" Drawing Number 100012-GR, prepared by Novatech Consulting Engineers and Planners, dated March, 2000, as revised to June 2, 2000, and dated as received by the City of Ottawa, June 2, 2000.



June 12, 2000 (10:32a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

CWL:cwl

Contact: Charles Lanktree, RPP., OALA. - 244-5300 ext. 1-3859



June 12, 2000 (1:42p)

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.



June 12, 2000 (9:52a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

This application for Site Plan Control pertains to the construction of an eleven-storey, 175-unit apartment building at the southwest corner of Montreal Road and Carson's Road. A zoning application to permit the proposed residential apartment building was approved by City Council on May 3, 2000.

The subject site is designated as Site Specific Policy (SSP) area 5.0 in the Official Plan. As set out in SSP 5.4.2 there are three studies which need to be addressed in the context of a Plan of Development prior to the enactment of any zoning amendment, plan of subdivision or site plan affecting these lands. These studies include traffic, sanitary servicing and stormwater management. Each of these matters was satisfactorily addressed in an original Plan of Development for this property as approved by the Ontario Municipal Board (OMB) in October, 1991.

With respect to the traffic impact of a residential high-rise building which would fit within the building envelope established by the height and setback parameters in Schedule 52 to the Zoning By-law, 1998, it is considered that the traffic generated would be no greater than that which would be created by the original office and retail development approved by the OMB. The building concept for this site is an eleven-storey structure with 175 apartment units. It would retain the .65 hectare woodlot which was incorporated into Schedule 52 of the Zoning By-law. Also, the flow of traffic directly to Montreal Road would be the same as the original proposal, and therefore, would have less impact on Carson's Road which is currently designated as a local road. However, it is anticipated that a further traffic study would be necessary with respect to a residential subdivision at 650 Carson's Road to the south and an associated connection to Carson's Road from Den Haag Drive to the west.

Concerning the storm and sanitary flows from this site, the Engineering Branch has no objection to this Site Plan if the flows are directed to the Den Haag Drive sewer systems.

The storm and sanitary flows expected from this site are to be consistent with the flows identified in the Master Servicing Report for the CMHC Lands, as prepared by J.L. Richards & Associates. Any increase in flows will, as a minimum, require the approval of the City of Ottawa and City of Gloucester.

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

Economic Impact Statement

FISCAL/ECONOMIC IMPACT STATEMENT

840 Montreal Rd Est Investment:\$13,468,455			
CITY COSTS:	2000	2001-2009 *	
Extraordinary Costs **	\$0	\$0	
Admin & Services	\$3,445	\$21,078	
Inspection & Control	\$4,129	\$25,265	
Roadways, parking	\$39,297	\$240,463	
Garbage & Storm Sewer Maint.	\$3,631	\$22,218	
Social & Family Services	\$800	\$4,897	
Rec & Culture	\$7,746	\$47,401	
Planning & Development	\$3,128	\$19,141	
	Sub-total	\$62,177	\$380,463
CITY REVENUES:			
Property Tax	\$34,998	\$214,157	
Building Permit	\$119,763	\$0	
Tax from Indirect Impacts	\$22,001	\$134,624	
License/Permit	\$17,515	\$107,177	
	Sub-total	\$194,278	\$455,957
	NET TO CITY	\$132,101	\$75,494
EMPLOYMENT			
New Jobs (excl. construction)	n/a	0	
Net New Jobs (construction) ***	n/a	108	
New Jobs (indirect/induced)	n/a	189	
	Total	n/a	296

* Present value at a discount rate of 8.5%

** Includes: n/a

*** After excess capacity has been absorbed

Environmental Impact

This application was circulated to the Environmental Management Branch along with the Environmental Advisory Committee. A Municipal Environmental Evaluation Report (MEER) was submitted in association with this application. A condition of the approval of this Site Plan is that the MEER is acceptable to the Manager of the Environmental Management Branch.

Consultation

One written comment was received specifically to the public notification of this application and one more general comment speaks to the broader development of the area.

Disposition

Department of Corporate Services

1. Statutory Services Branch to notify the applicant and owner (Claridge Building Corporation, 210 Gladstone Avenue, Station 2000, Ottawa, Ontario K2P 0Y6) and the Region of Ottawa-Carleton, Plans Administration Division, of Planning and Economic Development Committee's decision.
2. Office of the City Solicitor to prepare the require Site Plan Control Agreement.

List of Supporting Documentation

Document 1	Conditions of Site Plan Control Approval
Document 2	Location Plan
Document 3	Site Plan
Document 4	Landscape Plan
Document 5	Grading Plan
Document 6	Building Elevations
Document 7	Municipal Environmental Evaluation Process Check (on file with City Clerk)
Document 8	Consultation Details

Part II - Supporting Documentation

Document 1

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

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

SPECIFIC CONDITIONS

1. The Owner(s) shall finalize the report entitled, "Municipal Environmental Evaluation Report, Montreal Road and Carson's Road Lands (March, 2000)" to the satisfaction of the Manager of the Environmental Management Branch.

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

2. That the Owner(s) provide a written statement confirming, with necessary rationale, the following:

that the proposed setback of the building from the woodlot to be preserved will be sufficient to ensure the long term survival of all trees currently within Area "C" - Landscaped Area, as depicted on Schedule 52 to the Zoning By-law, 1998,

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

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

The Owner must submit a statement specifying the species, size, health and structural stability for all the existing trees which are to be retained, to the satisfaction of the Commissioner of Urban Planning and Public Works. The inspection of this existing trees and statement must be prepared by a person having qualifications acceptable to the Commissioner of Urban Planning and Public Works and may include, but need not be limited to a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist. (Contact: Charles Lanktree, 244-5300, ext. 3859, Planning Branch)

STC 1.2.1 - Landscape Elements Estimate by Landscape Architect

The Owner must provide a detailed itemized estimate prepared by a Landscape Architect, of the value of all required landscaping, including the value of all or any specific existing trees to be retained in accordance with the Canadian Nurseries Association and the International Society of Arboriculture (ISA) Standard, to the satisfaction of the Commissioner of Urban Planning and Public Works.

STC 1.3 - Posting of Financial Securities for Landscape Elements

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

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

SPECIFIC CONDITIONS

1. The Owner(s) shall comply with the mitigation and monitoring measures stipulated in the finalized Municipal Environmental Evaluation Report, to the satisfaction of the Manager of the Environmental Management Branch.

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

2. The Owner(s) shall implement the specific noise control measures recommended in the approved noise study and any other measures recommended by the City.

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

3. That the Tree Preservation Plan, as detailed on Drawing Number L-1, Landscape Plan, be implemented.

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

4. That the Owner(s) shall implement and monitor the erosion and sediment control plan, as depicted on Drawing Number 100012-GR - Preliminary Grading Plan, during all phases of site preparation and construction to the satisfaction of the Manager, Environmental Management Branch.

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

STC 2.1 - Installation and Planting of Landscape Elements

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

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

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

STC 2.9 - Release of Financial Securities for Landscape Elements

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

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

- i) The Tree Compensation Deposit shall be retained for a period of three (3) years during which time the deposit is non-retrievable, unless otherwise determined by the Commissioner of Urban Planning and Public Works. The period of time during which the money is non-retrievable shall only commence upon occupancy of the development, or as otherwise determined by the Commissioner of Urban Planning and Public Works.
- ii) To request a release of the Tree Compensation Deposit, the Owner(s) shall provide the Commissioner of Urban Planning and Public Works with a certified inspection and statement indicating:
 - a) whether the specific tree(s) remains structurally stable and healthy;
 - b) to what extent a tree(s) is damaged during construction;
 - c) whether the tree(s) shall die primarily as a result of development;
 - d) whether or not an existing tree(s) shall require replacement, primarily as a result of the effects of development.
- iii) That the required inspection and statement must be conducted by a person(s) having qualifications acceptable to the Commissioner of Urban Planning and Public Works and

may include, but need not be limited to a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist.

- iv) The terms of the release of the Tree Compensation Deposit shall be determined by the Commissioner of Urban Planning and Public Works upon review of the certified inspection and statement.
- v) When determined by the Commissioner of Urban Planning and Public Works, based on the acceptance of the certified, inspection and statement addressing the need for possible tree removal; the Owner(s) shall replace the tree(s), by either:
 - a) one or more new deciduous tree(s) with a combined caliper size equal to those removed, but in no case shall each replacement deciduous tree be less than seventy-five (75) millimetres caliper,
 - b) one or more new coniferous tree(s) with a combined height of not less than that of the height of the tree to be removed, with each specimen not less than one point five (1.5) metres, except when prescribing species, varieties or cultivars which are normally less than ten (10) metres high at maturity, or
 - c) a combination of the above.

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

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

STC 2.12 - Storage of Snow

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

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

The City may release the Owner(s) from any agreement required as a condition of this Site Plan Control Approval once all terms of the agreement have been completed but not earlier than the date of release of all financial securities required as a condition of this Approval. The Owner(s) shall pay all costs associated with the application for and registration of release from this agreement.

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

SPECIFIC CONDITIONS

1. Approval of Private Sewer Systems, Lot Grading and Drainage Plan(s)
The Owner(s) must submit a plan(s) showing the private sewer systems and lot grading and drainage which indicates:
 - a. the methods that surface water will be self-contained and directed to catch basins, storm sewers, swales and or ditches, and then conveyed to the public storm, combined sewer system or City ditches unless otherwise directed by the Commissioner of Urban Planning and Public Works;
 - b. the runoff coefficient for the site should adhere to the runoff coefficient identified in the most recently accepted Storm Water Site Management Plan, CMHC National Office Lands, Rockcliffe Mews Phase II, prepared by J.L. Richards and Associates Limited, dated March 2000. For further information contact David Wright at 244-5300, ext. 3829;
 - c. that all sanitary and storm sewer servicing for this site should be directed south to the subdivision known as 650 Carson's Road; and
 - d. that all private storm and sanitary sewers required to service the subject site are completely separated from each other and conveyed to the public storm, sanitary or combined sewer, except in the designated Combined Sewer Area; to the satisfaction of the Commissioner of Urban Planning and Public Works.

CONTACT: Bruce Coombe, 244-5300, ext. 3461, Engineering Branch

2. That prior to the issuance of a building permit, the Owner(s) shall have a noise study prepared and certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning. The study shall be submitted to the satisfaction of the City and shall comply with the MOEE LU-131, Noise Assessment Criteria in Land Use Planning, the RMOC's Standards for Noise Barriers and Noise Control Guidelines, and be in accordance with the current version of the APEO Guidelines for Professional Engineers providing Acoustical Engineering Services in Land Use Planning.

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

3. That prior to the issuance of a building permit, the Owner(s) shall submit a written statement clearly specifying the location, number, species, size, health, and structural stability for all trees within 15 metres of the westerly edge of the woodland to be preserved, and include any required mitigation measures to ensure their long-term survival. The required inspection and statement must be conducted by a person having qualifications acceptable to the Commissioner of Urban Planning and Public Works and may include, but need not be limited to a qualified Arborist, Forester, Silviculturalist, Landscape Architect, Horticulturist, Botanist, or Landscape Technologist.

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

STC 3.1.1 - Signing of Site Plan Control Agreement or Amending Agreement

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

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

SPECIFIC CONDITIONS

1. The Owner(s) shall undertake protective measures to the satisfaction of the Commissioner of Urban Planning and Public Works, prior to the commencement of and during construction, to ensure against damage to any roots, trunks or branches of all existing private trees and shrubs to be preserved. These measures shall include but not be limited to the following:
 - i Erect a snow fence along the limit of the property line, and outside the dripline of the wood lot to be preserved to prevent any damage or interference with existing vegetation. The barrier shall be erected prior to any site preparation and shall remain in place until such time as final grading has been completed to the satisfaction of the Commissioner of Urban Planning and Public Works.
 - ii No heavy equipment and vehicles will be permitted within the snow fence protecting the existing vegetation to be retained.
 - iii Pruning and trimming of remaining trees will be undertaken using manual methods.
 - iv Retain an on-site supervisor to conduct on-going surveillance during construction to ensure mitigation measures are being implemented as specified.
 - v Any construction damage to vegetation within the woodland to be preserved should be identified immediately, and a remediation plan prepared and

implemented, prior to final grading.

CONTACT: Greg Montcalm, 244-5300, ext.3883, Environmental Management Br.

2. Connection of the storm and sanitary services for 840 Montreal Road to the sewers for 650 Carson's Road may be delayed until prior to the issuance of the occupancy permit for 840 Montreal Road, provided the following conditions are met.
 - a. is a registered subdivision agreement in place for 650 Carson's Road prior to a building permit being issued for 840 Montreal Road;
 - b. there are applicable financial securities in place for 650 Carson's Road prior to a building permit being issued for 840 Montreal Road; and
 - c. the storm and sanitary sewers for Phase I of 650 Carson's Road, including the storm and sanitary sewers which will service 840 Montreal Road, have been constructed, service connections have been made for 840 Montreal Road and both the service connections and the sewers have been accepted for use by the City of Ottawa prior to the issuance of the occupancy permit for 840 Montreal Road.

CONTACT: David Wright, 244-5300, ext. 3829, Engineering Branch

3. 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.

CONTACT: Bruce Coombe, 244-5300, ext. 3461, Engineering Branch

4. The curb and sidewalk is to be continuous and depressed across the private approach in accordance with the Private Approach By-law 170-73.

CONTACT: Ray Fournier, 244-5300, ext. 3811, Engineering Branch

STC 4.3 - Approval of Work on Municipal Property or Easements

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

STC 4.4 - Approval for Construction Related to Private Approaches

The Owner(s) must receive written approval from the Commissioner of Urban Planning and Public Works for any construction related to a private approach within the road allowance.

STC 4.5 - Notification of Construction or Alteration of Private Approach

The Owner(s) must notify the Commissioner of Urban Planning and Public Works in writing when the construction or alteration of any private approach servicing this development will commence. Lack of notification may result in the City requiring changes to the private approach at the expense of the Owner.

STC 4.6 - 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).

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.

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.

STC 4.18 - Planting of Trees in Road Allowance

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

- i) 0.6 metres from the property line, pursuant to the Standard Locations for Utility Plant (referred to as the CR-90), as approved by the City;
- ii) utility clearances are required prior to planting and/or staking;
- iii) wire baskets and burlap used to hold the root ball and rope that is tied around the root collar are to be removed at the time of the planting of the tree(s);

- iv) guying of the tree(s) is not acceptable;
- v) the tree(s) must meet the requirements set out by the Canadian Nursery Standards; and
- vi) tree stakes are to be removed prior to the release of the financial securities for the landscape elements.

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.

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

1. No permanent or temporary sanitary sewer servicing is available on Montreal Road for this site.

CONTACT: David Wright, 244-5300, ext. 3829, Engineering Branch

2. The Composite Utility Plan(s) and Site Servicing & Grading Plan(s) submitted with the Site Plan Control Application must be considered as preliminary only.

The Owner(s) will be required to comply with the Private Sewer Systems, Lot Grading and Drainage Plan(s) approved by Engineering Branch.

CONTACT: Bruce Coombe, 244-5300, ext. 3461, Engineering 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 7 - Maintenance of Municipal Boulevard

In accordance with the Use and Care of Streets By-law (By-law Number 165-73, as amended) the Owner(s) and or prospective owner(s) will be responsible for the maintenance of the municipal boulevard.

STI 8 - Prohibition of Storage of Snow on Road Allowance

No snow is to be deposited on the road allowance as per the By-law Regulating the Use and Care of Streets (By-law Number 165-73, as amended).

STI 10 - RMOC Registered Agreement Required

The Owner(s) is advised that an agreement must be entered into with the Regional Municipality of Ottawa-Carleton and the Owner(s) (Contact Jim Denyer, 244-5300, ext. 3499, Planning Branch) which will include the following conditions:

STI 11 - RMOC Jurisdiction

Montreal Road is under the jurisdiction of the Region of Ottawa-Carleton.

TRANSPORTATION

Road Widening

- T2** In accordance with the Regional Official Plan, the Region has a widening requirement for a 4.5 x 4.5 corner triangle at the corner of Montreal Road and Carson Road. The exact 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 widened right-of-way, including commercial signage.

Vehicular Access

- T8** In accordance with the Regional Regulatory Code, the grade of both accesses as shown on the site plan prepared by Murray & Murray Associates Inc., Drawing No. 01 of 3, dated March 2000, should not exceed 2% for a distance of 9 metres from the streetline (existing property line) on Montreal Road.
- T9** In accordance with the Regional Regulatory Code, the proposed accesses as shown on the site plan prepared by Murray & Murray Associates., Drawing No. 01 of 3, dated March 2000, should be constructed having a depressed curb and continuous concrete sidewalk across the accesses. The accesses should not exceed 9 metres in width.
- T12** The owner shall undertake a Transportation Impact Study for this site. The purpose of the study will be to estimate the anticipated traffic volumes associated with the development, investigate the expected impact on the road system and determine the road modifications and other measures required to accommodate the development. The recommendations of this study will be to the satisfaction of the Regional Environment and Transportation Department Commissioner.

- T13** The owner is responsible for all costs such as those associated with the public roadway modifications including final design construction drawings, and sidewalks. The final design and specifications shall be to the satisfaction of the Environment and Transportation Commissioner.

General Transportation

- T23** The owner shall have a noise study prepared and certified by a professional engineer (expertise in the subject of acoustics related to land use planning). The study shall be to the satisfaction of the Region and comply with MOE LU-131, Noise Assessment Criteria in Land Use Planning and the Region Of Ottawa-Carleton's Standards for Noise Barriers and Noise Control Guidelines.
- T24** The owner shall implement the noise control measures recommended in the approved noise study and have its engineering consultant certify the design and construction of the required measures.
- T25** The owner is advised that prior to undertaking any utility work under Montreal Road (Regional Road 34), 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 metres 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.

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 RMOC and requires direct access to the containers. Any additional services (ie. winching of containers) may result in extra charges.

SW8 The owner shall provide an adequately designed and constructed road access suitable for waste/recycle vehicles to the satisfaction of the Environment and Transportation Commissioner.

Finance

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

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

ENVIRONMENT

Water

- W1** Fire flow records are not available for this site, consequently upon request, the Region of Ottawa-Carleton will perform a fire flow test, at the owner's expense, to confirm the available fire flow capacity. Fire flow tests will only be carried out between 1 April and 1 November of each year. The owner may be required to undertake an engineering analysis certified by a professional engineer, to ensure that the water supply meets municipal/regional standards. The owner will be required to demonstrate how adequate fire protection will be provided and may be required to provide temporary measures until such time as water system improvements to this pressure zone are completed.
- 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).
- W10** The owner shall note that the Ministry of Environment approval is required for any on-site stormwater management facility to service this project. No construction of these works shall commence until the owner has secured a Certificate of Approval from the Ministry of Environment.

Sewer

- S1** As the proposed development is located within an area tributary to a regional collector sewer system which has been assessed by the Region to be at capacity, the owner shall, prior to applying for a building permit, liaise with the Region in the identification of extraneous wet weather flow sources. Where flow removal cannot be achieved on site, removal of extraneous flows will be conducted through a flow removal program coordinated by the Region and area municipality within the area tributary to the affected Regional facility. The permanent sanitary sewer discharge for this site should be south to the Maxime collector system.

ENBRIDGE-CONSUMERS GAS

Enbridge-Consumers Gas should be contacted regarding the necessity of providing easements or servicing requirements. (Contact 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 Deroches, 738-5999)

BELL CANADA

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

ROGERS OTTAWA

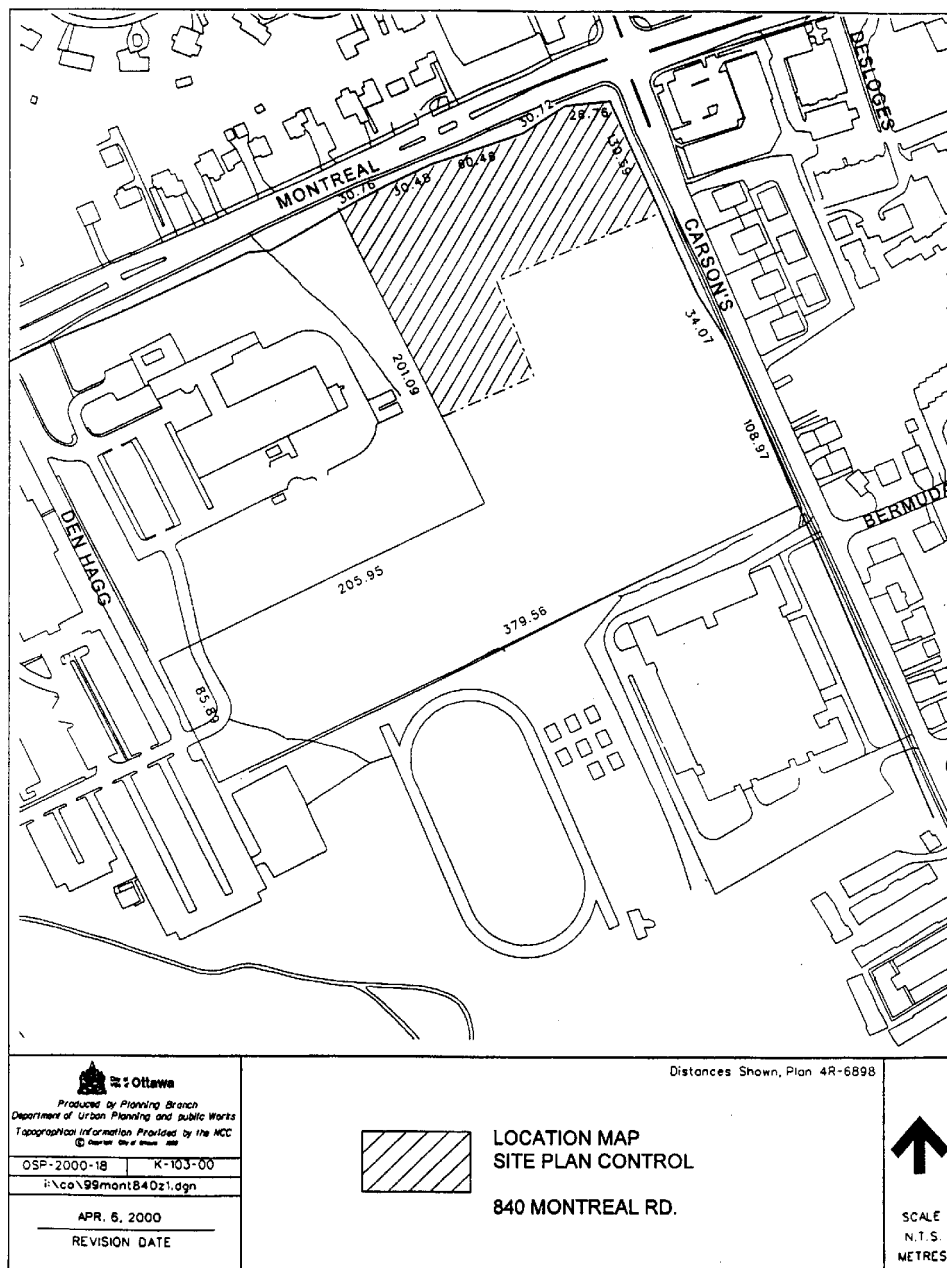
Rogers Ottawa Cablevision be contacted in planning stages to arrange facilities. (Contact Garry Gilson, 247-4719)

CANADA POST CORPORATION

In the case of a private street, door to door postal service at this site location is not available and an owner supplied and installed lock box assembly panel will be required. (Contact Roger Sevigny, Delivery Services Officer, 734-2747)

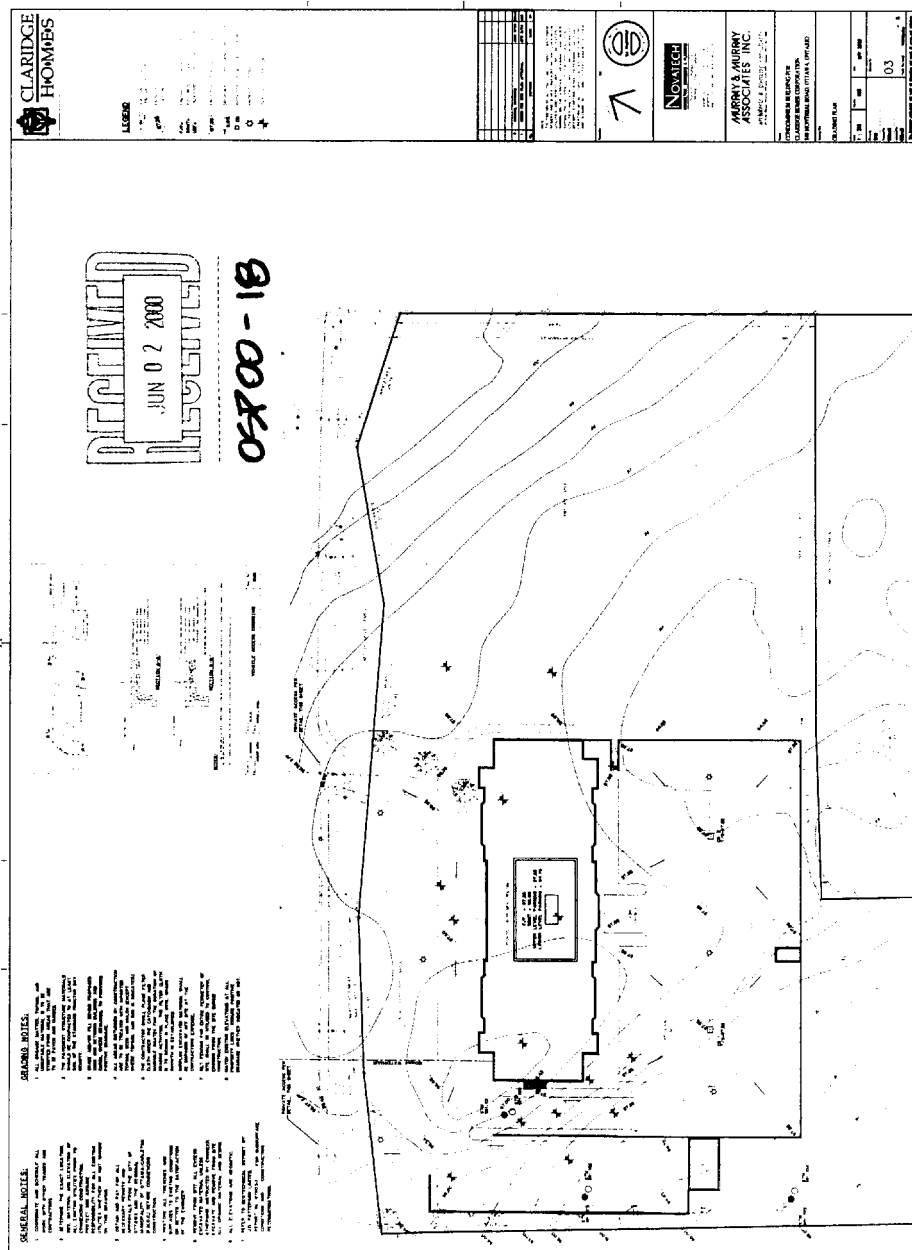
In the case of a municipal street, door to door postal service at this site location is not available and a community mailbox(es) will be installed. (Contact Roger Sevigny, Delivery Services Officer, 734-2747)

Location Plan

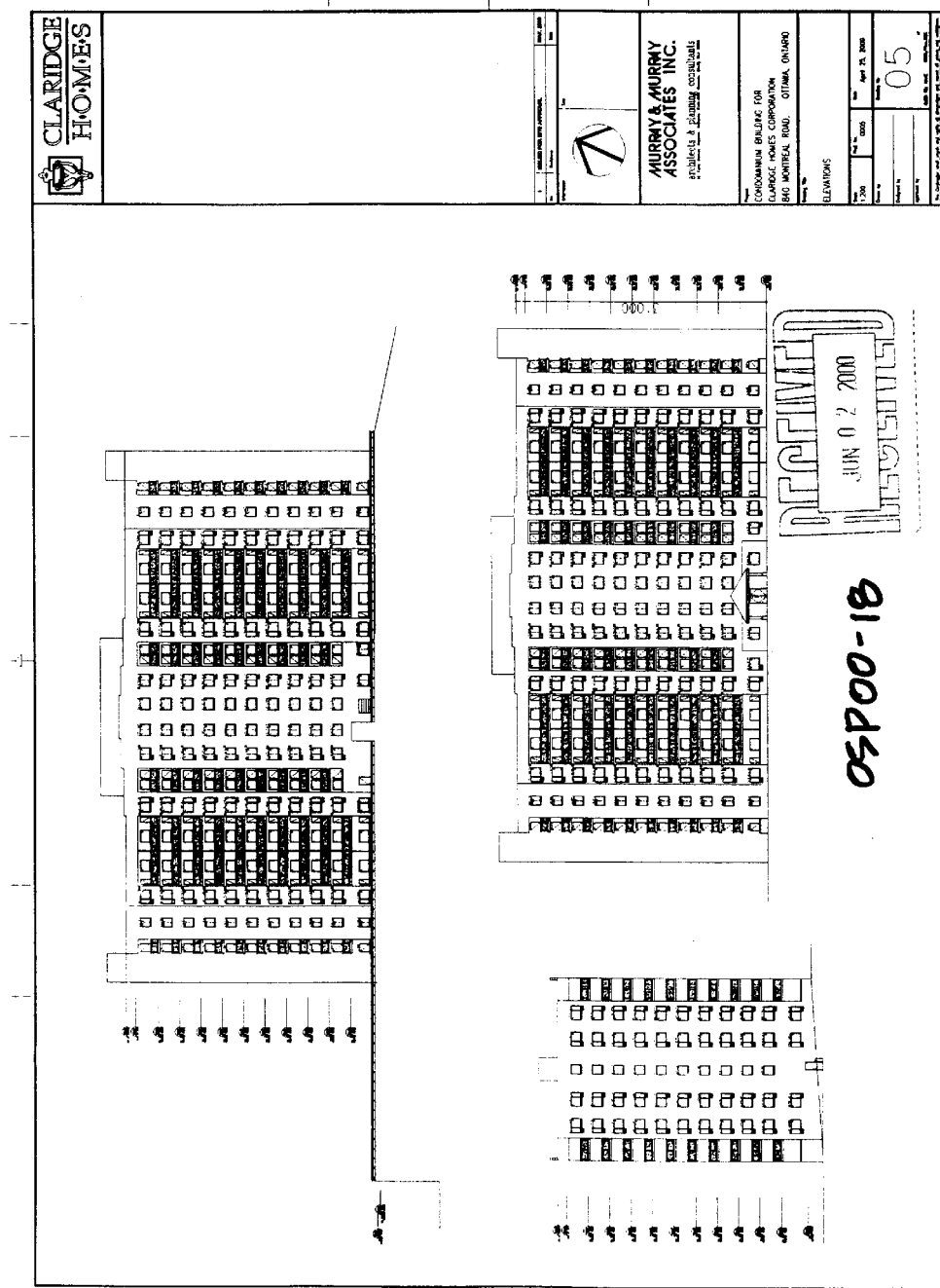


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Grading Plan



Building Elevations



Consultation Details

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

Supplemental Notification and Consultation

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

Public Input and Staff Response

Two comments were received in opposition to this proposal. These comments are summarized as follows:

- | | |
|-----------|---|
| Comment- | The density of the new development should be in line with that of the existing neighbourhood. |
| Response- | The development of this residential apartment building of 11 storeys with 175 units is equivalent in density to the originally approved 14 865 square metre office and retail building. The population and traffic generated by either development are approximately the same although the general activity level, light and noise would be greater with the original commercial project. |
| Comment- | The height of the proposed buildings be in line with that of the existing neighbourhood. |
| Response- | The zoning of this property which was approved by City Council on May 3, 2000, maintained the height limit (Schedule 52) in conformity with the OMB approved zoning for this property that permits a building 31.0 metres high. |
| Comment- | The impact of traffic on Carson's Road be held to a minimum. |
| Response- | As this site will have no direct access to Carson's Road it will have a minimum of impact on that road. |
| Comment- | The OMB required that Carson's Road be reclassified before any traffic be directed onto it. |
| Response- | As no traffic is being directed onto Carson's Road there is no need to reclassify it at this time. |
| Comment- | The OMB ruling imposed as a condition of development that there should be a green connection between the woodlot, Bathgate Park and the green land along the Aviation Parkway. |

- Response- A pedestrian pathway has been incorporated along the eastern side of the proposed building which will lead to the proposed subdivision development to the south. This will fulfil the requirements of Site Specific Policy 5.2.15 in the Official Plan.
- Comment- The OMB ruling imposed a requirement to preserve 1.7 acres of the existing woodlot at the corner of Montreal Road and Carson's Road.
- Response- This area has been preserved as shown on the Landscape Plan (Document 4).

Councillor's Comments

Councillor Richard Cannings is aware of this application.

Application Process Timeline Status

This application, which was submitted on March 28, 2000, was subject to a project management timeline, as recommended by the "A Better Way Task Force", and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was undertaken by staff with interested community associations since the proponent did not undertake preconsultation. This application was processed within the timeframe established for the processing of Site Plan Control applications.

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June 16, 2000

ACS2000-PW-PLN-0065
(File: OZS1995-002)

Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

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

Action/Exécution

6. Elgin Street Study **Étude de la rue Elgin**

Recommendation

That Document 2, "Strategic Plan, Elgin Street Planning Study", form the basis of future actions to be undertaken by the City regarding Elgin Street.

June 19, 2000 (8:13a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

PML:pml

Contact: Patrick Legault, 244-5300, ext. 3857

June 21, 2000 (2:36p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

There are no direct financial implications as a result of this report.

June 16, 2000 (3:45p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The Elgin Street Planning Study was initiated upon the approval of the Terms of Reference by City Council on December 6, 1995. The initial thrust of this study came from the identification of inconsistencies between the Centretown Secondary Policy Plan of the City of Ottawa Official Plan and the current uses that had developed along Elgin Street. Further, there were concerns that the function of Elgin Street as a local commercial area could erode to the detriment of the adjacent residential areas and to the maintenance of a healthy commercial mix for the street. At the same time, there was a recognition that Elgin Street is a thriving and vibrant commercial street which has evolved to be an important and integral component of the downtown environment, and that this function for Elgin Street is important to the area's current health.

The goal of the Elgin Street Planning Study, as set out in the City Council approved Terms of Reference, is to develop a Strategic Plan to support the preservation of Elgin Street within the Centretown neighbourhood as an important and vital commercial street. Further, Elgin Street should accommodate a mix of uses to serve the adjacent residential areas, and should recognize the regional attraction of the area. These goals are very much in keeping with the Downtown Revitalization Action Plan approved by City Council on May 3, 2000. Elgin Street is an integral part of the downtown area addressed by the Action Plan.

A grass-roots participatory process was initiated for the planning study wherein the businesses, property owners and area residents were invited to participate and be involved in the study on an ongoing basis. Among these, a Core Study Team representing two to three volunteers from each group was selected, along with participation from staff and the Ward Councillor, to ensure a continuous grass-roots involvement in the study process. The participation of the stakeholders included: the identification and analysis of the area's strengths and weaknesses, the identification and prioritization of issues and concerns, the assessment of the area's potential, and finally the determination of a desired future for Elgin Street consistent with the policies of the City's Official Plan for Neighbourhood Linear Commercial Areas.

A number of meetings were held to discuss the study, and a process of information and data gathering was undertaken during 1996. This completed the first phase of the study and resulted in the preparation and presentation of an Existing Conditions Report in January 1997 to the Study Team, interested merchants, property owners and residents. From this base of information, phase two of the study was initiated, consisting of group workshops, four of which were held through 1997 and one in 1998, geared to review specific proposals within the three main topic areas which were identified. These topic areas included: Planning and Regulatory Controls, Parking and Cash-in-Lieu of Parking Proposals, and Urban Design, Streetscaping and Circulation System Proposals. Through each workshop, issues and

concerns related to the individual topic area were vetted, and with the assistance of staff, suggestions and ideas related to policy changes, zoning and by-law modifications, and direction with regard to potential physical changes and the enhancement of Elgin Street were identified.

Phase two of the process involved a great deal of discussion and debate, reflecting the varying and sometimes divergent views respecting individual areas of concern. Topic areas such as parking and cash-in-lieu of parking, necessitated follow-up workshops, to try to fully explore concerns stemming from the impact of parking on and adjacent to Elgin Street, and to explore viable solutions to address these concerns equitably. As in any exercise involving a collection of stakeholders with differing interests and opinions, group-wide agreement was not reached on all matters discussed. In most areas, however, for those participating, the recommendations brought forward in the Strategic Plan document, which is the final phase of the study process, represent a consensus on the manner in which to address the issues and concerns identified throughout the study process. It is these recommendations, which form the basis of future planning initiatives, which will be undertaken over the short, medium and long term, to reach the goals and objectives outlined in the Elgin Street Vision Statement. Some recommendations, including deleting parking requirements for residential uses and establishing an urban design strategy coincide with major initiatives of the Downtown Revitalization Action Plan.

Economic Impact Statement

None at this time.

Consultation

A number of public meetings and workshops were held from 1996 through to 1998, which included representatives from the merchants, property owners, residents, the Ward Councillor and City staff. The issues raised at the meetings, and the general consensus reached, form the basis of the recommendations outlined in the Strategic Plan document attached.

Disposition

Department of Urban Planning and Public Works to review the implementation of the recommendations outlined in Document 2.

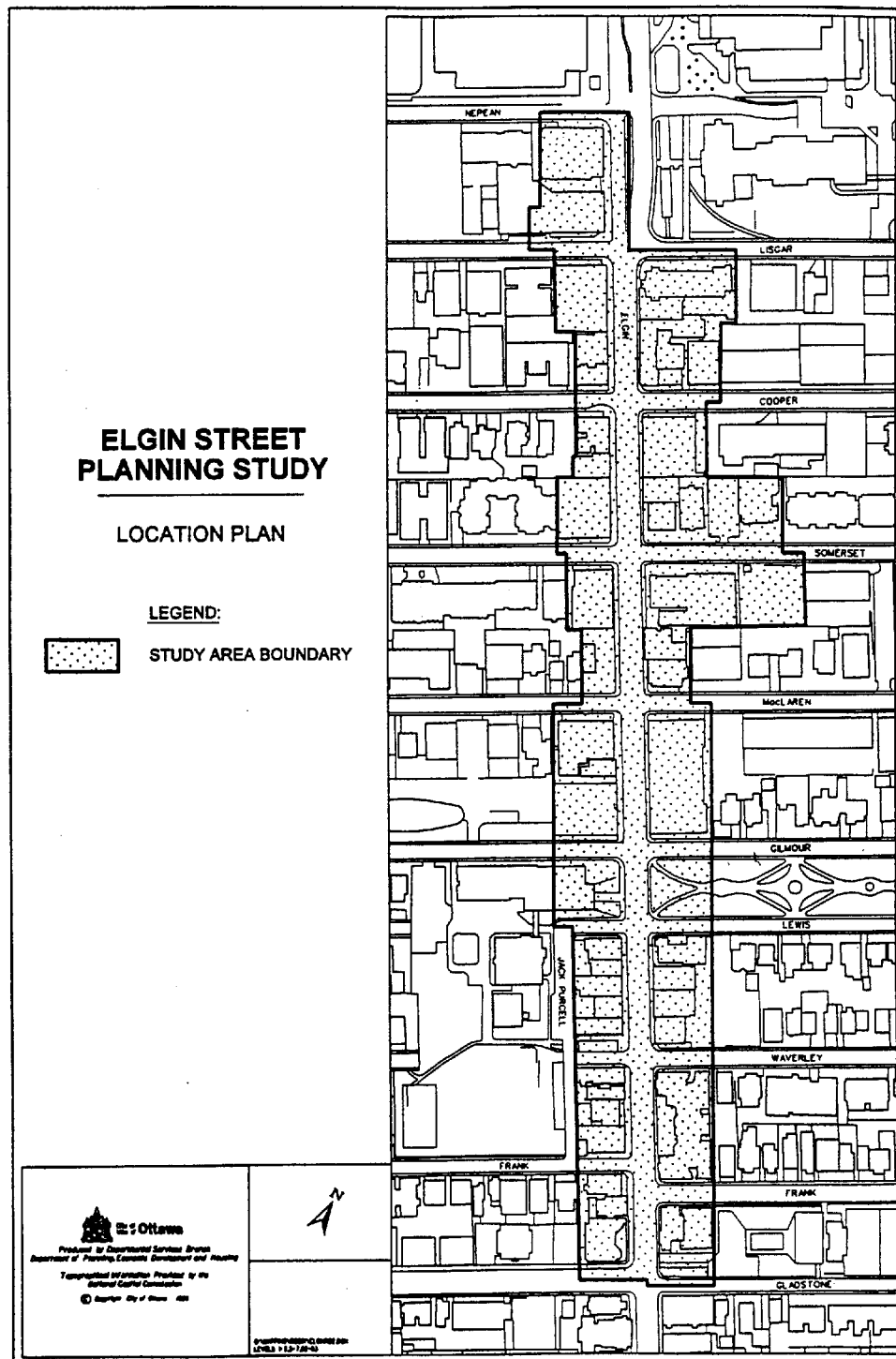
List of Supporting Documentation

Document 1	Location Map
Document 2	Strategic Plan - Recommendations
Document 3	Consultation Details

Part II - Supporting Documentation

Location Map

Document 1



STRATEGIC PLAN

Document 2

The following document will form the basis of future actions to be undertaken by the City regarding Elgin Street. The document is a synthesis of an extensive consultation process which was initiated by City Council on December 6, 1995, in approving the Terms of Reference for the Elgin Street Planning Study. Through the consultation process, a group of individuals and the public, comprised of Elgin Street merchants, property owners, area residents and elected representatives, attended and participated in a number of meetings and workshops, from 1996 through 1998. The intent of this process was to review key topic areas with the purpose of bringing forth recommendations which would support the preservation of Elgin Street within the Centretown neighbourhood as an important and vital commercial street that would accommodate a mix of uses to serve the adjacent residential areas, and that would recognize the street as a regional attraction.

The three key topic areas include: Planning and Regulatory Controls; Parking and Cash-in-Lieu of Parking Proposals; and Urban Design, Streetscaping and Circulation System Proposals. Each of these topic areas addresses areas of concern identified through the consultation process, and are categorized on the basis of proposals dealing with: policy initiatives (ie. Official Plan, Secondary Plan modifications), by-law initiatives (ie. Zoning By-law, cash-in-lieu of parking by-law modifications), and planning initiatives and strategies (ie. maximizing/increasing public parking, an urban design strategy, a streetscape plan, and an enhanced pedestrian circulation system). The recommendations presented in each topic area have been discussed during the various workshops held during the study period, and while unanimity was not reached on the details of all recommendations, a general consensus on a majority of the issues was reached by the groups participating in the exercise.

The reference to timing identified for the actions described in each topic area will be subject to priorities determined in the Departmental Work Program for the new City. The items referred to as being addressed in the short term, are those recommendations which should be completed as soon as priorities permit as they will form the basis of future actions, or they can be implemented with relative ease. Recommendations intended to be completed in the medium term are those items which will require further in-depth analysis or study, such as their city-wide applicability, or may require capital budget allocations. Longer-term proposals deal with those items which may be coordinated with other works, such as street reconstruction, where initiatives to implement specific measures would be undertaken when opportunities present themselves. Staff will endeavour to commence the process of Official Plan and zoning amendments and associated cash-in-lieu and related policy changes in the Fall of this year.

With approval of the strategic plan proposals, it is intended that each action and initiative be pursued following established practices and procedures and that recommendations brought forward for any actions/initiatives where formal Council approvals are required as per normal practices, policies and procedures account for any related decisions/directives that may have been approved by Council. As an example, while the strategic plan provides direction to

implement as a priority in the medium term traffic calming along Elgin Street (currently a regional road) as set out in the Centretown Traffic Calming as a priority, Council has previously directed that any traffic calming measures that may be considered for implementation in Centretown on City streets be subject to detailed design, public consultation and technical review and that vertical measures not be implemented until such time as the evaluation of pilot traffic calming measures has been completed with a comprehensive traffic calming policy being approved by Council. Such general directives will take precedent and will direct how various initiatives and actions will be pursued by staff of the current City of Ottawa and of the new City of Ottawa.

ELGIN STREET STUDY
- Strategic Plan Proposals -

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
A. Planning Policies, Regulatory Controls, Land Use	1. Modifications to the Official Plan and Centretown Secondary Policy Plan	<p>a. Official Plan amendment establishing new land use designation for Elgin Street to be known as “Elgin Street Commercial Area”;</p> <p>b. New land use policy statement for the “Elgin Street Commercial Area” to be added to the Land Use Policies section of the Centretown Secondary Policy Plan; and</p> <p>c. New policies specific to “Elgin Street Commercial Area” dealing with land use details, cash-in-lieu of parking, parking and streetscaping. These policies propose the following:</p> <p><u>Land Use Details</u></p> <ul style="list-style-type: none"> - zoning to limit size and street frontage of uses and location of certain uses. <p><u>Strategic Interventions</u></p> <ul style="list-style-type: none"> - identification and participation in development opportunities, through joint venture initiatives, and/or financial incentives to encourage or support desired uses. <p><u>BIA</u></p> <ul style="list-style-type: none"> - If initiated by owners and merchants, City Council pursue the establishment of a BIA. <p><u>Streetscape Improvements</u></p> <ul style="list-style-type: none"> - establish building facade design guidelines and participate in streetscape improvements. 	Short Term

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
	2. Modifications to the Zoning By-law	<p><u>Cash-in-Lieu of Parking</u></p> <ul style="list-style-type: none"> - detailed under Parking and Cash-in-Lieu of Parking. <ul style="list-style-type: none"> a. Establish one commercial zone; b. Permitted uses limited to those supporting commercial mix and pedestrian activity with restaurants being prohibited on upper floors but permitting residential uses on the upper floors only, by eliminating parking requirement; c. Ground floor commercial floor area limited to 225 m², except retail food establishment maximum - 500 m², retail business - 250 m², and restaurant take-out and fast food - 80 m²; d. Ground floor commercial frontage limited to maximum 10 m, except retail food establishment to maximum 18m; e. No setback for front and side property line, however 7.5 m rear yard required, and 10 m setback for public parking from Elgin Street; and f. Building heights limited to 14m. 	Short Term
B. Parking and Cash-In-Lieu of Parking	1. Policy Statement Identifying City Council's Intent	City Council to be committed to a balanced parking strategy related to increasing/maximizing parking supply and allowing for flexibility in assessing cash-in-lieu of parking applications supporting Elgin Street Vision while not contributing to the current parking shortage.	Short Term
	2. Maximize parking	a. City Council to pursue initiatives to maximize on-street parking adjacent to the Elgin Street Commercial Area, in particular ensuring on-street parking allows	Short/Long Term

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
		<p>for short and long term needs, and pursue objective of permitting parking along Elgin Street during AM and PM peak periods;</p> <p>b. City Council to pursue initiatives to maximize existing area parking facilities, through joint-use agreements, reviewing off-site parking for Elgin Street businesses, and encourage employers and employees to park off-site; and</p> <p>c. Should off-site parking be considered, City Council shall review its viability through the cash-in-lieu of parking process, including Council's ability to enforce lease agreements which conform to the provision of off-site parking. The intent would be that the lease would remain in effect for the duration of the use, where failure to provide proof of such a lease, shall result in a zoning violation.</p>	
	3. Cash-in-Lieu of Parking	<p>a. In addition to existing policies, City Council shall consider the following when assessing CIL applications:</p> <ul style="list-style-type: none"> - contribution of proposal to maintaining healthy and vibrant commercial mix for the area, - review of parking study prepared by expert, assessing actual needs of proponent based on use, <p>b. City Council may consider reductions in cash-in-lieu rates where the following applies:</p> <ul style="list-style-type: none"> - actual demand is less than By-law requirement as determined through parking study, and 	Short/ Long Term

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
	4. Increase Public Parking	<ul style="list-style-type: none"> - proposal is consistent with land use policies and vision for Elgin Street; and c. City Council may consider deferred payment, when cash-in-lieu is granted. Said deferral shall not exceed 3 years and 3 equal payments, with the first payment due when CIL agreement is signed. Deferred payment would not apply where a reduction in cash-in-lieu is granted. a. Develop strategy with employers and parking lot owners and operators to both secure off-site parking for employees and promote use of off-site parking by patrons. Factors to consider: <ul style="list-style-type: none"> - potential joint venture agreements, - potential revenue/cost sharing agreements between City/businesses/parking lot operators/owners, - development of a promotional strategy, - provision of monthly passes for Elgin Street businesses, and - potential customer support or incentives (ie. refund off-site parking cost or tokens); b. Investigate elimination of current peak period parking restrictions on Elgin Street, c. Provide 15 minute parking meters for Elgin Street businesses catering to short-term customers, d. Pursue the extension of metered parking time along Elgin Street for and a distance of one block from Elgin Street from 5:30PM to 	Medium Term

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
	5. Modifications to Cash-in-lieu By-law	<p>9:00PM., and</p> <p>e. Implement as a priority the creation of angled parking along side streets leading to Elgin Street, where feasible.</p> <p>a. In addition to delegating approval authority to Director, provide authority to refuse applications where policies not satisfied,</p> <p>b. Enable Director to approve deferred payment plan, in accordance with policies,</p> <p>c. Remove Elgin Street area from Central Area cash-in-lieu rates, in order that rates are the same as the remainder of Centretown, and</p> <p>d. Enable City Council, at its discretion, to direct cash-in-lieu funds from specific approvals to identified areas of parking concern.</p>	Medium Term
	6. Parking-related Zoning Changes	<p>a. Delete parking requirement for residential uses within Elgin Street area, and</p> <p>b. Subject to review of Council's ability to enforce parking lease agreements, permit 50% of required parking to be located off-site within 250 m of property, provided:</p> <ul style="list-style-type: none"> - subject use has a g.f.a. of less than 100 m², in the case of ground floor commercial, and - public parking is a permitted where off-site parking to be provided. 	Short Term

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
C. Urban Design, Streetscape, and Circulation Systems	1. Urban Design Policy	<p>City Council to support, participate and assist in establishing a unique image for Elgin Street, through an urban design strategy which will incorporate the following:</p> <ul style="list-style-type: none"> - developing gateway features at both Gladstone and Lisgar Streets, - capitalize on open space and public use areas, - enhance traditional main street commercial character, - establish unique southern focus of existing heritage buildings, - participate in streetscape/ sidewalk improvements to improve pedestrian environment, - strengthen pedestrian linkages between Central Area to the north and Museum of Nature to the south, - develop strategic special treatment areas at key nodes, - establish building design guidelines to encourage facade improvements, and - implement traffic calming measures as a priority. 	Short/ Long Term
	2. Strategy for Streetscape Improvements	<p>a. Streetscape Plan</p> <ul style="list-style-type: none"> - develop plan incorporating streetscape revitalization including design details and implementation strategy (short and medium-long term objectives). <p>b. Streetscape Design Principles</p> <ul style="list-style-type: none"> - establish a unique image and character through streetscape elements (benches, planters, lighting etc.), development of gateways, establishing public focus, uniformity of signage; - provide comfortable pedestrian environment through creation of 	Medium Term

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
		<p>pedestrian focal points, ensuring clear pedestrian movement on sidewalks, providing for pedestrian safety, lighting and weather protection (storefront canopies);</p> <ul style="list-style-type: none"> - provide sidewalk animation through sidewalk patios which do not encumber pedestrian movement, banners and flags, street trees at strategic locations, accommodating sidewalk vendors, a variety of sidewalk surface treatments; and - enhance pedestrian priority focus of the street through widening sidewalks at intersections, defining pedestrian crossings, maximizing sidewalk width where possible. <p>c. Implementation Strategy</p> <ul style="list-style-type: none"> - undertake and implement temporary low cost improvements in the short term, with more extensive permanent improvements in the long term associated with other works (traffic calming, capital funds, road reconstruction), - co-ordinate extensive permanent works with planned capital works, and - secure funding from either capital works or other funding (ie. BIA if established) for priority improvements. <p>d. Short Term Improvements:</p> <ul style="list-style-type: none"> - additional bike parking, garbage receptacles, seating, planters, addition of streetscape furniture, pedestrian scale lighting, banners and flags, sign consolidation, 	

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
		<p>and prohibit sandwich boards impeding pedestrian movement.</p> <p>e. Improvements Related to Traffic Calming Measures or Establishment of Angled Parking:</p> <ul style="list-style-type: none"> - widening of east sidewalk, - defining pedestrian crossings at intersections, and - flaring out sidewalks at intersections. <p>f. Improvements Related to Major Road Construction or Other Capital Works:</p> <ul style="list-style-type: none"> - burial of overhead wires, - relocate/replace streetlighting with pedestrian scale lighting, - tree planting, - sidewalk reconstruction, and - specialty streetscape elements (benches, garbage receptacles etc.). <p>g. Priority Improvements Requiring Funding</p> <ul style="list-style-type: none"> - gateway features at Lisgar and Gladstone Avenues, and - enhancing/defining focal areas at Minto Park, Jack Purcell Community Centre and Elgin Street Public School. 	
	3. Building Facade Improvement Strategy	<p>a. Facade Design Guidelines</p> <ul style="list-style-type: none"> - treatment of facades of buildings of heritage interest and new construction should follow “Building Conservation and Infill Guidelines”, and - facades of new or renovated buildings should compliment original building design and key design features of older commercial buildings. <p>b. Facade Improvement Program</p>	Medium Term

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
		<ul style="list-style-type: none"> - examine reestablishment of program. <p>c. Strategy to Increase Awareness of Value of Improving Facades</p> <ul style="list-style-type: none"> - initiate awareness program highlighting benefits, including: developing brochures, promote financial assistance, encourage improvements for development approvals, publishing design guidelines, and - initiate program inviting owners to participate in pilot programs to stimulate interest. 	
	4. Circulation System Improvement Initiatives	<p>a. Pedestrian Circulation System</p> <ul style="list-style-type: none"> - implement, as a priority, Centretown Traffic Calming proposals for Elgin Street, particularly widening east sidewalk.; - implement streetscaping proposals linked to Traffic Calming proposals; - develop action plan to improve pedestrian environment along Elgin Street, north of Lisgar, which may include: provision of street trees, encourage at-grade street-related uses, improve pedestrian crossings, concentrate street vendors at strategic locations to contribute to sidewalk animation, and provide new amenities such as benches and planters; - provide well-defined and safe pedestrian connections to public parking facilities through Centretown Traffic Calming Plan, development of Elgin Street Streetscaping Plan, and 	Medium Term

<u>TOPIC AREA</u>	<u>PROPOSAL</u>	<u>RECOMMENDATIONS</u>	<u>TIMING</u>
		<p>provision of signage and lighting; and</p> <ul style="list-style-type: none"> - augment proposals in Centretown Traffic Calming Plan for Metcalfe Street at Museum of Nature to improve visual and physical linkages, which may include well-defined and safe pedestrian routes, signage, lighting and landscape improvements. <p>b. Loading</p> <ul style="list-style-type: none"> - undertake a loading needs analysis for existing businesses to develop a loading strategy to limit, to the extent possible, loading timing during the day to minimize disruption of the street and adjacent community. <p>c. OC Transpo</p> <ul style="list-style-type: none"> - investigate current service within Centretown to improve transit service between residential areas and community-serving commercial areas, which may include redirecting existing routes, introducing a local transit service for Centretown and the local community, etc. <p>d. Bicycle Circulation/Parking</p> <ul style="list-style-type: none"> - design a Cycling Plan specific to Centretown in the Comprehensive Cycling Plan; - Implement Centretown Cycling Plan, in part, through implementation of Centretown Traffic Calming; and - provide additional cycle parking along Elgin Street in a manner which will not impede pedestrian movement. 	

CONSULTATION DETAILS

NOTIFICATION AND CONSULTATION

A number of public meetings, core study team meetings and workshops were held between June 6, 1996 and April 29, 1998. Actual workshops dates discussing the details of the various topic areas were held:

June 26, 1997
October 8, 1997
October 23, 1997
November 18, 1997
April 29, 1998

As previously outlined, planning staff recorded and considered all issues raised and discussed at the meetings and workshops. The recommendations brought forth are compilation of the discussion and represent a general consensus of the issues.

COUNCILLOR'S COMMENTS

Councillor Elisabeth Arnold has participated in all aspects of the public process and is aware of the recommendations being brought forward.

PUBLIC COMMENTS

There was extensive public consultation involved in the preparation of the attached document which is outlined above. It is anticipated that there will be further discussion as a result of the circulation of the final report at the Planning, Economic Development Committee meeting.

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June 12, 2000

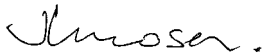
ACS2000-PW-PLN-0085
(File: JPD4840/ALTA 2400)Department of Urban Planning and Public
WorksWard/Quartier
OT10 - Alta Vista-Canterbury

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

Action/Exécution

7. Signs By-law Amendment - 2400 Alta Vista Drive**Modification de l'Arrêté municipal sur les enseignes - 2400,
promenade Alta Vista****Recommendation**

That the application to amend the Signs By-law 36-2000 to permit the installation of an illuminated ground-mounted identification sign, with a message centre, in a District 2 Use Zone, as detailed in Document 1, be APPROVED, subject to the removal of the existing ground sign and that the proposed sign be reduced to 1.8 metres in height, with no illumination for the message centre and no illumination for the rest of the sign between the hours of 10 p.m. and 7 a.m.



June 13, 2000 (10:28a)

for/ Edward Robinson
Commissioner of Urban Planning and
Public Works

June 13, 2000 (12:49p)

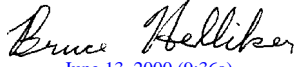
Approved by
John S. Burke
Chief Administrative Officer

PB:pb

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

Financial Comment

N/A.


June 13, 2000 (9:36a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The applicant is requesting an amendment to the signs permitted, illumination provisions, area and dimension limitation sections of the by-law. Approval of this application would permit the installation of an illuminated ground mounted sign on the St. Timothy's church property. The sign would identify and provide information relating to the activities of the church. A large portion of the sign would include a changeable message centre (readograph) to advise the public of upcoming activities at the church.

The application is being requested in a District 2 Use zone of the signs by-law. The proposed sign will have an area of 3 square metres instead of the maximum 1.8 square metres allowed, have a height of 2.59 metres instead of the 1.5 metres maximum allowed and have illumination and a message centre which are otherwise prohibited. Ground signs are permitted but the intent of the by-law is to reduce the impact on adjacent uses.

The property is located on Alta Vista Drive and is zoned institutional in the Zoning By-law. Adjacent area land uses are primarily low density residential development. The applicant believes that the sign will serve its purpose to the passing public, and the background of the sign is opaque which will reduce the illumination. The applicant feels that residential homes are far away and protected by a high cedar hedge at the side of the property. It is also felt that the readograph is necessary to provide flexibility for announcing events.

Regarding the scale and message centre issues of the sign, the Department feels that, given the large property and the relatively small scale of the sign, approval of the sign is recommended; however, conditions are recommended to reduce the height and illumination of the sign to lessen its potential impact on the adjacent residential uses in the area. Further, the Department is concerned about precedent that could be established for other institutional uses in this area if illumination of the sign is not reduced. It is also seen as necessary to reduce the height of the sign as it will be elevated from the street, and to eliminate the illumination of the message centre as it will not be screened by an opaque background.

In light of the above, subject to the recommended conditions, the Department feels that the by-law amendment 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 subject to the necessary conditions to mitigate the effects of the sign.

Consultation

In response to the standard early notification to area residents, community and business groups and the Ward Councillor, five responses were received, three in support, one not in support and one had no objection. The Ward Councillor is aware of the application.

Disposition

1. Department of Corporate Services, Statutory Services Branch to notify the agent/applicant, Claude Neon, Attention: Roger Ghantous, 2255 St. Laurent Boulevard, Suite 390, Ottawa, Ontario, K1G 4K3; and the owner, St. Timothy's Church, Attention: Don Phillips, 2400 Alta Vista Drive, Ottawa, Ontario, K1H 7N1 of City Council's decision.
2. Office of the City Solicitor to forward to City Council the amending by-law resulting from City Council's decision.
3. Department of Urban Planning and Public Works to prepare the amending by-law.

List of Supporting Documentation

Document 1	Details of By-law Amendment
Document 2	Location Plan
Document 3	Site Photo
Document 4	Elevation/Site Plan

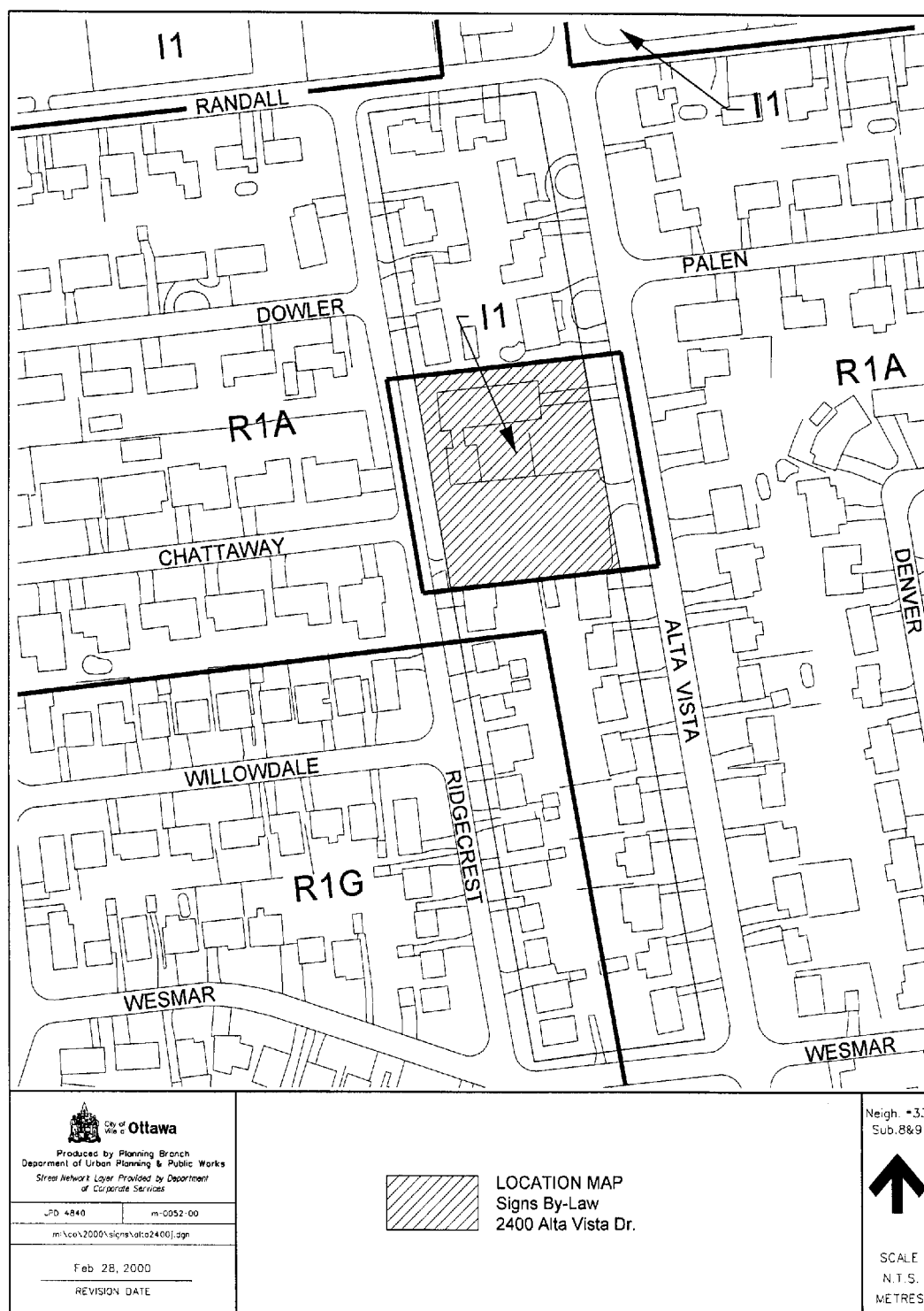
Part II - Supporting Documentation

Details of By-law Amendment

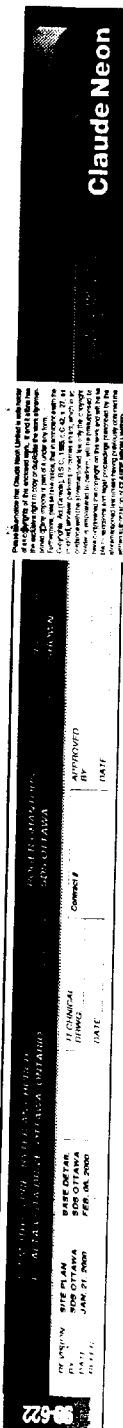
Document 1

Relief from sections 69, 70, 71 and 123 of By-law 36-2000 to permit an illuminated ground-mounted identification sign, with message centre, in a District 2 Use Zone provided that the sign;

- has no illumination for the message centre portion of the sign
- has no illumination on the identification portion of the sign between the hours of 10 p.m. and 7 a.m.
- has a maximum sign area limitation of 3 square metres, with a maximum readograph message centre area of .84 square metres and
- has a maximum dimension height limitation of 1.8 metres .







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June 15, 2000

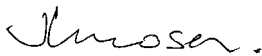
ACS2000-PW-PLN-0086
(File: JPD4840/Fran998)Department of Urban Planning and Public
WorksWard/Quartier
OT4 - Rideau

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

Action/Exécution

8. Signs By-law Amendment - 998 Frances Street**Modification de l'Arrêté municipal sur les enseignes - 998, rue Frances****Recommendations**

1. That the application to amend the Signs By-law 36-2000, to legalize two as-built illuminated wall signs and one third party illuminated ground-mounted identification sign, in a District Two Institutional Use Zone, as detailed in Document 1, be REFUSED.
2. That the recommended variance to the Signs By-law 36-2000, to allow one externally illuminated wall sign and a non-illuminated ground-mounted information sign, in a District Two Institutional Use Zone, as detailed in Document 1 and as illustrated in Document 5, be APPROVED, subject to the following special conditions;
 - a. That the wall sign have no illumination between the hours of 10 p.m. and 7 a.m.
 - b. That the existing ground sign located on church property and the existing canopy sign be removed within 30 days of Council approval of this report.



June 16, 2000 (12:04p)

for/ Edward Robinson
Commissioner of Urban Planning and
Public Works

June 19, 2000 (9:13a)


Approved by
John S. Burke
Chief Administrative Officer

PB:pb

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

Financial Comment

N/A.


June 15, 2000 (2:50p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

The applicant is requesting an amendment to the signs permitted, illumination provisions, area and dimension limitation sections of the by-law. Approval of this application would legalize the three as-built signs installed on site and on the adjacent property for a mixed use residential and nursery/day care building. A permit was issued for a non-illuminated wall sign at the day care centre; however, the existing canopy sign and the ground-mounted sign on the adjacent church property did not receive approval from the City or any permission from the St. Sabastian church for the third-party ground-mounted identification sign. The signage is to identify the day care centre which is substantially setback from Frances Street.

The application is being requested in a District 2 Use zone of the signs by-law. While the by-law permits a wall sign up to 2.25 square metres, the by-law does not permit internal illumination and does not permit illumination within 30 metres of a residential use. In this case, the sign is located within 23 metres of an adjacent single detached home. A canopy sign has also been installed without approval. In addition to the wall signs, the existing ground-mounted sign must be located entirely on the subject property instead of on the church property as a third party identification sign. The ground sign has illumination potential, is within 30 metres of residential homes and is above area and height provisions found in the by-law. Given the street frontages, a ground sign would be restricted to a sign face area of less than .2 square metres at a height of 1.5 metres. The existing ground sign would appear to have an approximate area of 1.5 square metres at a height of 2 metres. The applicant did not submit plans for the canopy and ground signs; however, photos of the signs can be found in Document 3.

The property is located on Francis Street and is zoned institutional in the Zoning By-law. Adjacent area land uses are primarily low density residential development. The applicant believes that the signs are required to identify the site due to the hidden entrance.

Apparently, clients of the day care find it difficult to find the centre given that the building is set back from the street. The applicant also feels that the proposed illumination is subdued.

Regarding the existing signage requested, the Department feels that, given the proximity to adjacent residential uses, the internally illuminated ground sign, the internal illuminated canopy sign and the internally illuminated wall sign are seen as inappropriate, have a detrimental impact on the community and would not be in keeping with the general purpose and intent of the by-law. The ground sign is also large in scale and poses a safety hazard being so close to a parking area and street entrance. Further, the Department is concerned about precedent that could be established for other institutional uses in this area if internally illumination of the signs is approved. There are other options as detailed in Recommendation 2 that the Department feels would better serve the community. Even though the signs have an opaque background for the illumination, it is still seen as having an adverse effect on the residents with the large scale of the signage. In light of the above, the Department feels that a variance rather than an amendment would be more appropriate.

Recommendation 2

Since the by-law permits the scale of the wall sign, the Department recommends approval of this sign but with only exterior illumination. External illumination of signage is allowed in a District 2 zone in the by-law. An information sign can have an area of .2 square metres with a height of 1.5 metres. This variance would be to allow a wall sign having external illumination to be within 23 metres of a residential use instead of the 30 metre requirement, and to reduce the set back from 3 metres to 1 metre for the ground-mounted information sign. In addition, a timer restriction is suggested for the wall sign as the adjacent residential homes have their back windows facing these signs and 10 p.m. is an acceptable time to turn off the illumination. The lighting is only needed during early morning hours to assist identification during the winter. A second canopy wall sign is not seen as necessary. With the area of the wall sign, the second canopy sign would be excessive.

As an alternative to the illuminated ground-mounted identification sign located on the church property, it is suggested that a small non-illuminated ground-mounted information sign could be installed on site near the entrance at Frances Street and the only variance required would be from the distance of a ground sign to a adjacent residential use. For example the sign could say "Day Care Entrance" as long as the name of the daycare is not identified. This could solve the dilemma of new patrons of the daycare centre not finding the building.

As such, approval of Recommendation 2 is suggested as it is felt that this signage would not have a detrimental impact on the community and would be in keeping with the general purpose and intent of the by-law.

Consultation

In response to the standard early notification to area residents, community and business groups and the Ward Councillor, three responses were received (one letter had 12 residents opposed by signature) and none were in support. The Ward Councillor is aware of the application. Further detail on the comments is provided in Document 2.

Disposition

1. Department of Corporate Services, Statutory Services Branch to notify the agent/applicant, Claude Neon, Attention: Roger Ghantous, 2255 St. Laurent Boulevard, Suite 390, Ottawa, Ontario, K1G 4K3; and the owner, Maronite Antonne Sisters of Ottawa, Attention: Sister Lawrence, 998 Frances Street, Ottawa, Ontario, K1K 3L3 of City Council's decision.
2. If Recommendation 1 is approved;
 - a. Office of the City Solicitor to forward to City Council the amending by-law resulting from City Council's decision.
 - b. Department of Urban Planning and Public Works to prepare the amending by-law.

List of Supporting Documentation

Document 1	Details of By-law Amendment/Recommended Variance
Document 2	Comments from the Community
Document 3	Location Plan
Document 4	Site Photos
Document 5	Elevation/Site Plan

Part II - Supporting Documentation

Details of Requested By-law Amendment

Document 1

Relief from sections 45, 51, 55, 69, 70, 71, 123, 129 and 132 of By-law 36-2000 to permit an illuminated third party ground-mounted identification sign, an internally illuminated wall sign and an internally illuminated canopy sign in a District 2 Use Zone provided that;

- the canopy sign does not exceed an area of .5 square metre
- the wall sign does not exceed an area of 2.25 square metres and
- the ground sign does not exceed an area of 1.5 square metres with a height of 2.0 metres.

Details of Recommended Variance

The variance would be from sections 55, 69 and 123 to allow an externally illuminated wall mounted sign with an area of 2.25 square metres and to allow an information ground sign. Relief for the wall sign would be to allow a reduction from the requirement which states that an illuminated sign must be 30 metres from a residential use to a distance of 23 metres. The relief from the information ground sign would be to allow a reduction in the minimum 3 metres requirement from a side lot line to a distance of 1.0 metre.

Comments from the Community

Document 2

A letter was received signed by 12 residents of the community as follows:

“With regards to the matter referred to in the above file reference, we, the undersigned are submitting the following comments for consideration.

We are willing to allow the size of the internally lighted sign as well as the legalization of the existing sign over the canopy sign over the canopy entrance, providing the following is accepted:

A) That the lighting be done from the outside towards the sign itself. Thus, the residents of the property close by will not be disturbed by the lighting towards their property.

B) That the large ground mounted identification sign located on the front lawn of St. Sebastian Church be removed for the following reasons:

- 1) Because it is located on the Church property and not on the Day Care property, people are either calling the rectory or will present themselves at the door for information on the day car centre when the church is not related to the centre.
- 2) It is located immediately above a natural gas distribution service line and this is a hazard for the immediate neighbours and for the church building. (Safety)
- 3) It is so large that it is creating a safety hazard for car drivers entering and leaving the parking lot. It blocks the view of the traffic on the south portion of Frances Street. (Safety)

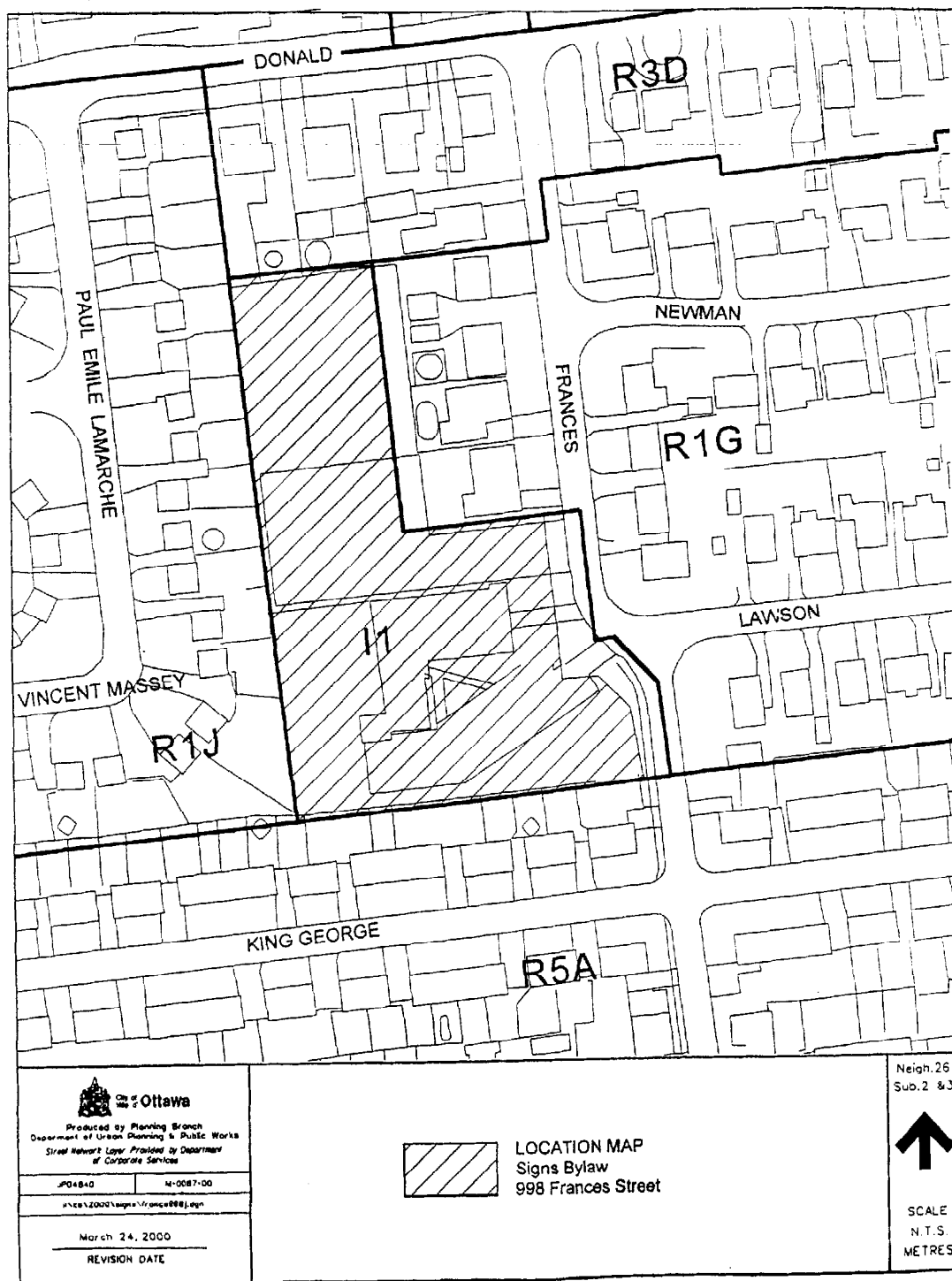
In closing, we say that if the legalization of the said 2 signs on the building is to be approved, it should be done only after our requests have been accepted.”

Other respondents were concerned with the illumination and the proximity to the residential homes near the daycare centre. Another respondent noted that;

“I do not agree with an illuminated wall sign. This residential/nursery/daycare building is used as a business, only during daylight hours hence the illuminated sign would be unnecessary for business purposes. My main concern is that we live in a small home and the area in question is already so well lit that it is near impossible to block out all the light during the sleeping hours. My children’s bedrooms face the area in question and I am therefore concerned that any further illumination could very well affect their night sleep. If the sign was able to be set on a timer to be off by a reasonable hour, we would agree with the proposal”.

Departmental Response

The Department concurs with the above mentioned concerns. As a result, staff have recommended refusal of the application and have recommended alternative signage as detailed in Recommendation 2.



Site Photos

Document 4



Ground Sign and Wall Sign on Building from Street entrance



Ground Sign on Church property



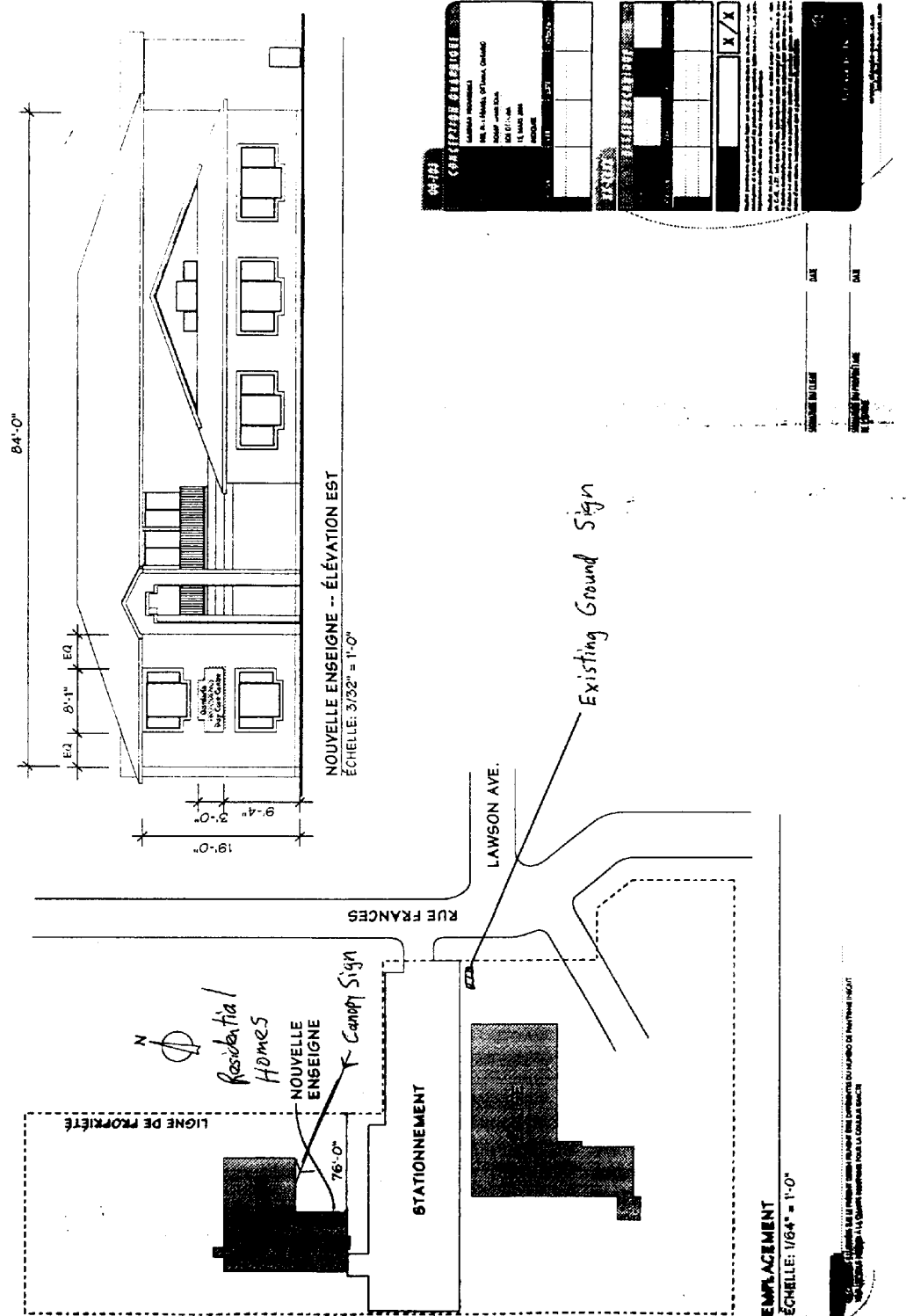
Illuminated Wall Sign



Building Entrance showing existing wall sign and canopy sign

Elevation/Site Plan

Document 5



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June 16, 2000

ACS2000-PW-PLN-0087
(File: JPD4840/CARI 1309)

Department of Urban Planning and Public
Works

Ward/Quartier
OT7 - Kitchissippi

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

Action/Exécution

9. Signs By-law Minor Variance Application - 1309 Carling Avenue
Demande de dérogation mineure au Règlement municipal sur les
enseignes - 1309, avenue Carling

Recommendations

1. That the application to vary the Signs By-law 36-2000, to permit wall signage on a secondary wall with a combined signage area of 35 square metres instead of the maximum permitted area of 10 metres, as detailed in Document 1, be REFUSED.
2. That the recommended variance to the Signs By-law 36-2000, to permit wall signage on a secondary wall with a combined signage area of 25 square metres instead of the maximum permitted area of 10 metres, as detailed in Document 1, be APPROVED, subject to the following special conditions;
 - a. That the signage maintain uniform height with the existing Westgate sign.
 - b. That any other similar signage on the top floor Merivale Road wall face not exceed the height and scale of the proposed BitHead sign abutting the Queensway.
 - c. That no other signage be permitted on the northerly wall face of the Westgate Mall which abuts the Queensway.

June 16, 2000 (12:28p)

for/ Edward Robinson
Commissioner of Urban Planning and
Public Works

June 19, 2000 (9:05a)


Approved by
John S. Burke
Chief Administrative Officer

PB:pb

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

Financial Comment

N/A.


June 16, 2000 (8:56a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

The applicant is requesting relief from the area limitations of the by-law to permit an over-sized illuminated secondary wall sign that, combined with the existing Westgate sign on the same face, would exceed the by-law area limitations by three and a half times the maximum permitted area. 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 sign for the computer firm BitHeads would have an area of 25 square metres. An existing Westgate sign is already at the maximum area of 10 square metres; therefore the total area proposed on this wall face would be a combined area of 35 square metres and would also take up 14% of the wall face area for that storey. The intent of this provision is to limit secondary wall signage so that it would not negatively impact on adjacent uses as well as limiting signage areas for design reasons.

The property is located on the corner of Merivale and Carling and also is south of the Queensway. Adjacent area land uses are primarily commercial development. Residential development prevails north of the Queensway; but is separated from the mall by a substantial distance of approximately 300 metres. This is designated as a District 4 Commercial Use Zone under the Signs By-law. Illumination is permitted for this signage.

With regard to location of the proposed new sign and its scale, the proposed BitHead sign will be excessive compared to the Westgate Mall sign which was built as the main logo identifier for the shopping centre. The scale of the requested sign may also have an adverse effect to the adjacent uses and may cause safety hazards given its scale so close to the highway. However, it is important to note that neither the Province nor the Region had concerns with this application.

The applicant feels that this new high-tech tenant would like to have exposure to the Queensway to show presence in the Ottawa region. In addition, the computer company feels

that as a major tenant of the building, it would be beneficial for the future development in the area to acknowledge the high-tech sector.

In light of the above, the Department feels that the variance at the proposed scale would have a detrimental impact on the community based on the excessive scale and would not be in keeping with the general purpose and intent of the by-law. In addition, there is a concern that once this variance is approved, other tenants will also apply for similar Queensway visibility. As such, refusal of the application is recommended.

Recommendation 2

Since the Transportation Divisions of the Province, City and the Region had no objections, the Department feels that a smaller scaled sign, to be similar in scale and uniform in height to the existing Westgate sign, would be acceptable in this case. With a similar sized sign, the sign would not overpower the existing Westgate logo and not appear to cause any confusion for building identification or safety issues. With this proposal, the BitHeads sign would be limited to a maximum area of 15 square metres. Since the distance from residential uses is substantial, this reduced signage may mitigate the community's concerns. This recommended variance is conditional upon no additional signage being permitted on the northerly wall face and limits proposed signage abutting Merivale. The combined area abutting the highway will be just below 10% of the wall face which is in keeping with the intent of the by-law. A similar variance for 10% coverage for a secondary wall sign abutting the Queensway was approved by Committee on June 13, 2000 for a retail use at 360 Coventry Road.

As a result of the above, the Department supports a smaller sign as suggested in Recommendation 2, subject to conditions which will reduce the impact to the community.

Consultation

In response to the standard early notification to area residents, community and business groups and the ward Councillor, five responses were received, three with no objection and two were opposed. The Island Park Community Association opposes the application. The Ward Councillor is aware of this application.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the agent, Sign FX Inc., Attention: Rod Wilson, 149 Bentley Avenue, unit 10, Nepean, Ontario, K2E 6T7; the owner of the sign, BitHead Inc, 1309 Carling Avenue, Ottawa, Ontario, K1Z 7I3; the area Ward Councillor; and the owner of the property, Frum Developments, 720 Spadina Avenue, Toronto, Ontario, M5S 2T9, of City Council's decision.

List of Supporting Documentation

Document 1	Details of Requested Variance/Recommended Variance and Consultation
Document 2	Location Map
Document 3	Site Plan
Document 4	Elevation

Part II - Supporting Documentation

Details of Requested Minor Variance

Document 1

Relief from section 185 of By-law Number 36-2000 to permit oversized secondary wall signage with a total combined area of 35 square metres whereas the by-law only allows an area of up to 10% of the wall face area for the subject storey up to an area maximum of 10 square metres.

Details of Recommended Minor Variance

Relief from section 185 of By-law Number 36-2000 to permit oversized secondary wall signage with a total combined area of 25 square metres whereas the by-law only allows an area of up to 10% of the wall face area for the subject storey up to an area maximum of 10 square metres.

(10 square metres for Westgate sign and 15 square metres for BitHeads sign)

Consultation Details

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

From the Ministry of Transportation ;

“Our Ministry has no objection to the Signs By-law Minor Variance Application File No. JPD4840/ CARI1309, as the maximum area permitted visible from the Queensway falls within our policy governing signing for a commercial plaza. The owner/sign applicant must obtain approval and a sign permit from this office prior to the placement of the proposed sign advertising “BitHead custom software development”.

There was no objection from the Region and the City’s Transportation Division.

The NCC’s comments were as follows:

“In response to the City’s circulation, the National Capital Commission would like to express its concern over the extent of the variance.

The variance would allow a sign over four times the size permitted in the by-law. This is an excessive change, and would detract from the experience of the many visitors that receive their first impressions of the Capital along this route. We recommend that if a variance be allowed, that it be significantly less than currently proposed.”

The Department has concerns with the scale of the proposed signage and has recommended refusal of the requested variance. Given that the applicant is willing to reduce the scale of the signage, and that the above transportation agencies have no objections and the NCC may support reduced signage, the Department suggests a smaller sign as noted in Recommendation 2.

Community Associations

The Island Park Community Association was opposed to the application and commented that they were -

“not notified or consulted prior to the initial installation of the sign. If we had been made aware of the intention to place a sign facing directly north into our residential area and towards IPD, we would have requested the signage for this commercial mall be directed east and/or west towards Highway 417.

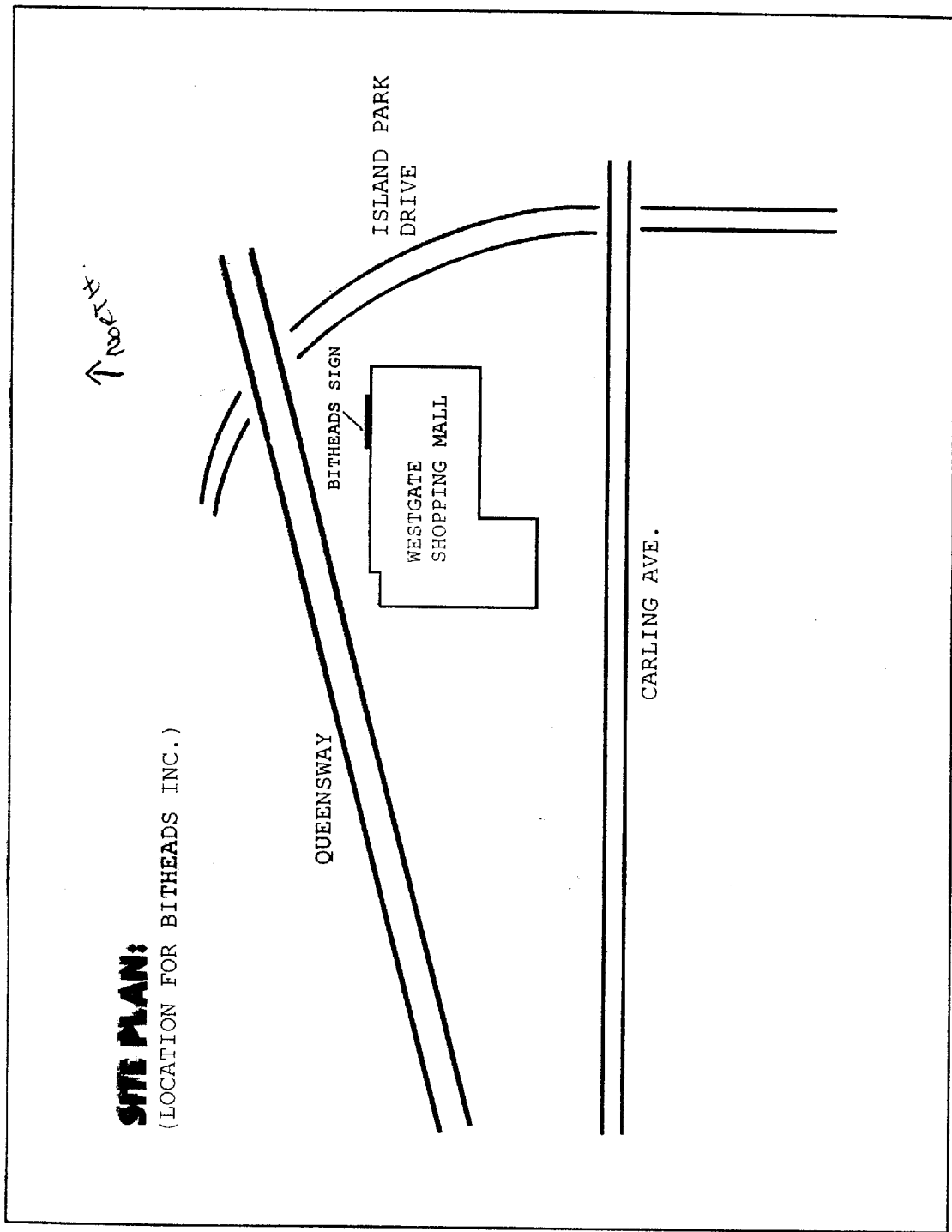
This application now calls for a four-fold increase in the size of the sign. Therefore we object to a new and much larger sign and request that the existing sign be reconfigured to face east and west rather than north.”

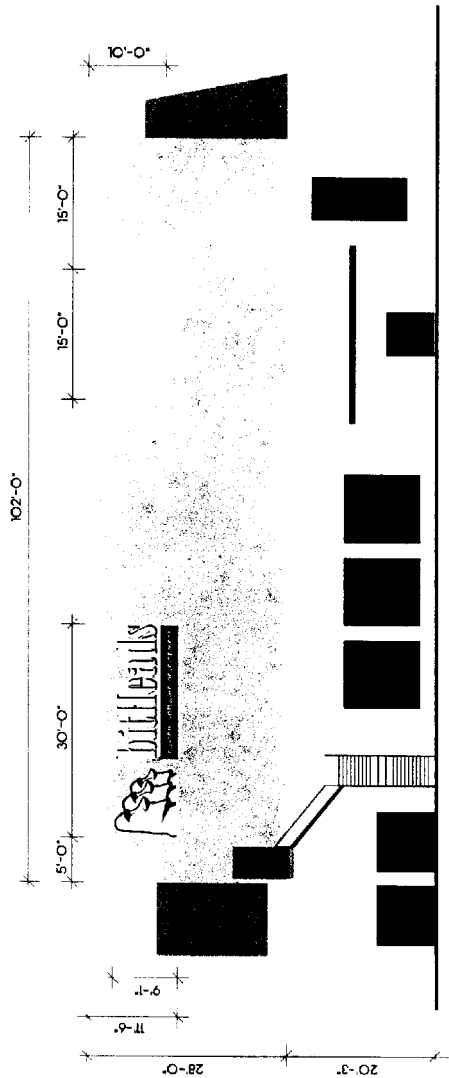
Summary and Response

The Community Association is concerned with the excessive scale of the proposed sign noted in Recommendation 1. In addition, they have a concern that the illumination of the signage could impact on their residential community north of the Queensway.

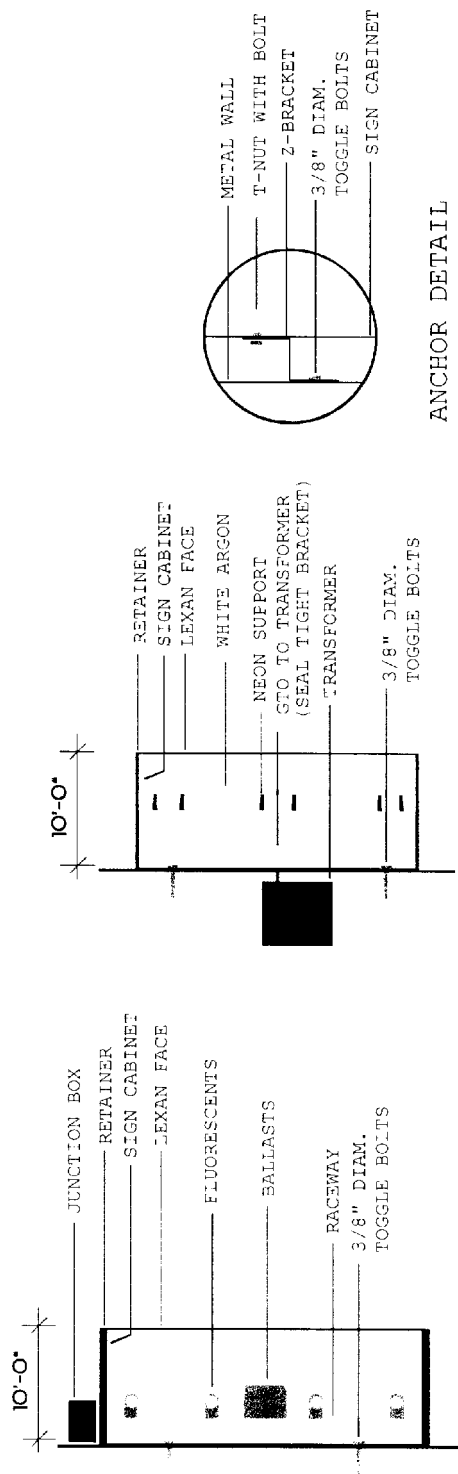
Staff have reviewed the area and have concluded that a reduced scaled sign would not have a significant impact on the residential community north of the Queensway as the distance from the signage to the homes is substantial. In addition, the signage would also be buffered by the Queensway and the various parkland trees which are situation between the mall and the homes.







LOCATION OF CHANNEL LETTERS ON NORTH ELEVATION
SCALE: 1/16" = 1'-0"



CUT SECTION OF ILLUMINATED
CHANNEL LETTERS

CUT SECTION OF SINGLE-FACED
SIGNS