

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

Agenda 15
Ordre du jour 15

Tuesday, September 7, 1999 - 9:15 a.m.
Le mardi 7 septembre 1999 - 9 h 15

Victoria Hall, First Level
Bytown Pavilion, City Hall

Salle Victoria, niveau 1
Pavillon Bytown, hôtel de ville



City of
Ville d' **Ottawa**

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

Minutes 14 (August 24, 1999)

Procès-verbal 14 (Le 24 août 1999)

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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

July 8, 1999

ACS1999-PW-PLN-0091
(File: OZP1999/004)

Department of Urban Planning and Public
Works

Ward/Quartier
OT1 - Britannia-Richmond

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

1. Zoning - 971 Richmond Road
Zonage - 971, chemin Richmond

Recommendations

1. That an amendment to *Zoning By-law*, 1998 for 971 Richmond Road shown in Document 2, from CG4 [435] F (2.0) H (24.7) to CG5 F(2.0) H(24.7) exception zone, to permit automobile related businesses, be APPROVED, as detailed in Document 3.
2. That an amendment to *Zoning By-law*, 1998 for the lands shown in Document 2, from CG4 [435] F(2.0) H(24.7), CG4 [435] F (3.0), and CG4 F(2.0) H(24.7) to CG5 F (2.0) H (24.7), CG5 F(3.0), and CG5 F(2.0) H(24.7) exception zones respectively, to permit automobile related businesses, be APPROVED, as detailed in Document 3.



July 9, 1999 (9:47a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



July 9, 1999 (10:56a)

Approved by
John S. Burke
Chief Administrative Officer

PM:pm

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

Planning and Economic Development Committee Action - July 27, 1999

- ▶ *The Committee deferred its decision on this item to its meeting of September 7, 1999.*

Record of Proceedings is attached.

Financial Comment

N/A.



July 9, 1999 (9:32a)

for Mona Monkman
City Treasurer

ECM:cds

Executive Report

Agent: Ottawa Honda
Owner: Kay-One Holdings Limited

Reasons Behind Recommendations

Background

An application was received to rezone the property at 971 Richmond Road to accommodate a proposed automobile sales business with an external auto display component. A second companion application was also received to amend the Official Plan designation from Residential Area to a District Linear Commercial Area. This second application was required in order to accommodate a CD District Linear Commercial zone designation that would permit automobile sales with an exterior car display.

The Branch's position is that an Official Plan amendment to allow a commercial zoning tailored for uses which generate a large demand for on-site parking and generate higher volumes of traffic would not be appropriate along for this particular area of Richmond Road. However, in the review of these applications, a number of automobile dealerships and automobile related business were identified as legal non-conforming uses occurring along the north side of Richmond Road, between the Ottawa River Parkway and Woodroffe Avenue. These automobile related businesses were permitted previously under Zoning By-law and have been firmly established along this section of Richmond Road. Consideration for an amendment to the current zoning by-law therefore is based on an appropriate reconciliation of the current zone designations along the north side of Richmond Road and the occurring non-conforming land uses.

Area Context

The area under consideration are the properties which front on the north side of Richmond Road, between the Ottawa River Parkway and Woodroffe Avenue and can be described as primarily commercial with the exception of two high density apartment building developments. There is also a City Park on the northeast corner of Richmond Road and McEwen Avenue having a land area of approximately one hectare. The commercial land uses occurring along this section of Richmond Road include four automobile dealerships, a car wash with a auto repair component, gas bar and convenience store. Non-automotive related commercial uses include a number of small retail operations, some office and two restaurant operations. The retail and office uses mainly occur within a mixed use apartment building on the ground floor. On the south side of Richmond Road, west of Woodroffe Avenue and three blocks east of the Ottawa River Parkway is parkland separating Byron Avenue from Richmond Road. Within the three blocks east of the Parkway are some medium to high residential developments.

The purpose statement of the General Commercial Zone is to allow residential and commercial uses in areas designated as Residential Area in the Official Plan. These uses may occur as individual sites or in small groupings at existing sites. The recommendation to amend the zoning has been examined in light of the existence of the current groupings of general commercial zonings and appropriateness given land use character and function along that portion of Richmond Road. Applicable Official Plan guidelines to be considered for Non-Residential Uses in Residential Areas are outlined in Policies 3.6.2 d) and e). The rezoning along Richmond Road conforms with these guidelines in the following manner:

- the subject property of this application, 971 Richmond Road, is isolated from and on the periphery of adjacent residential areas being separated by Byron Avenue and National Capital Commission open green space;
- the zoning affects lands located along an arterial roadway;
- the non-residential uses resulting from this zoning will not result in a cluster employment area exceeding 2000 jobs;
- the added automotive related uses complies with non-residential use policy that the commercial uses should not generate significant amounts of traffic or on-site parking;

Finally, the proposed amendment will regulate the existing non-conforming uses along this section of Richmond Road. As permitted commercial uses, the proposed zoning will impose land use performance standards which will implement the Official Plan guidelines for non-residential uses in a Residential Area.

Economic Impact Statement

As this zoning request will result in a change of commercial uses and consequently, the Economic Impact is anticipated to be minimal.

4

Environmental Impact

The Municipal Environmental Evaluation Process (MEEP) checklist has indicated no adverse environmental impact.

Consultation

Two objections were received from local community associations whose concerns have largely been addressed in a modified zoning proposal.

Disposition

Department of Corporate Services

1. Statutory Services Branch to notify owner (Ottawa Honda, 955 Richmond Road, Ottawa, Ontario, K2B 6R1), and the Corporate Finance Branch, Revenue Section, Assessment Control Supervisor and Regional Municipality of Ottawa-Carleton, Plans Administration Division, of City Council's decision.
2. Office of the City Solicitor to forward 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 Plan
Document 3	Zoning Details
Document 4	Municipal Environmental Evaluation Report (on file with the City Clerk)
Document 5	Consultation Details

Part II - Supporting Documentation

Explanatory Note

Document 1

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

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

This amendment affects commercially zoned properties located on the north side of Richmond Road between the Ottawa River Parkway and Woodroffe Avenue. The amendment results from a request that zoning be amended for the property known municipally as 971 Richmond Road to accommodate the retail sales of automobiles. The attached map identifies the individual locations of the subject properties.

Current Zoning

The property at 971 Richmond Road is currently zoned CG4 [435] F(2.0) H(24.7) which is a General Commercial Zone, the purpose of which is to allow residential and commercial uses in areas designated as Residential Area in the Official Plan. The floor space index of (2.0) permits a building gross floor area equal to the property's lot area and the maximum allowable building height is 24.7 metres. The zoning exception [435] limits the maximum height limit of a building located within 23 metres of a R2D zone designation to 13.8 metres.

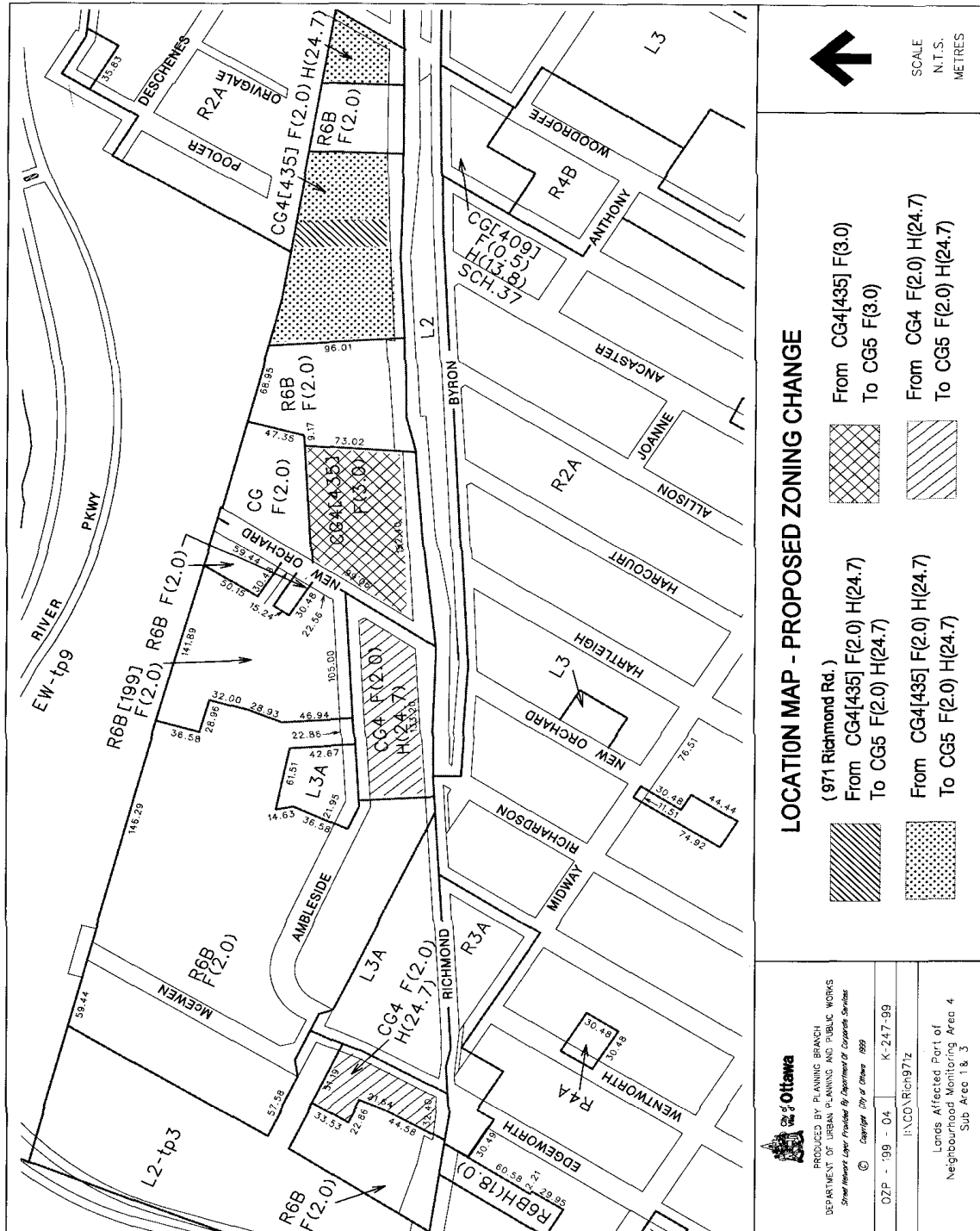
The remaining commercial zones identified on the north side of Richmond Road are also zoned CG4. A number of these zonings share the same exception but vary as to the allowable floor space index and maximum building height.

Proposed Zoning

The proposed zoning for 971 Richmond Road is CG5 [435] F(2.0) H(24.7) which will permit automobile related commercial uses and a broadcasting station as additional land uses. The exception to this zone designation will also allow the exterior operation of automobile dealership for car display.

The remaining commercial zones identified on the north side of Richmond Road will also be zoned to CG5 and allow an exterior operational component to an automobile dealership. The zoning principles of the current zone designation will be maintained within the zoning amendment.

For further information on the proposed amendment, please contact Prescott McDonald at 244-5300, ext. 3854.



Zoning Details

Document 3

Proposed Amendment - Zoning By-law, 1998Recommendation 1.

1. create a new exception by adding the following to exception 435,
 - “printing plant, dry cleaning plant and hotel” to Column III (uses prohibited).
 - “section 354 does not apply” to Column IV (provisions).

Recommendation 2.

1. create a new exception by adding the following to exception 435,
 - “printing plant, dry cleaning plant and hotel” to Column III (uses prohibited).
 - “section 354 does not apply” to Column IV (provisions).

NOTIFICATION AND CONSULTATION PROCESS

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

SUPPLEMENTAL NOTIFICATION

Environmental Advisory Committee

While there are no environmental issues, the proponent is encouraged to maximize green space components such as lawn, shrub, and trees.

Response

The zoning amendment will result in a change of use that is subject to Site Plan Control approval where landscaping measures may be implemented.

Woodpark and Woodroffe North Community Associations

Both community associations objected to any proposal for an Official Plan and Zoning By-law change that established a District Linear Commercial Area and zone designation. Additional questions were raised as to why a zoning amendment would apply to only *Zoning By-law*, 1998 and not *Zoning By-law Z-2K*, and what provision of the two by-laws would actually apply. The Woodpark Community Association also objected to any proposed zoning which would result in spot zoning.

Response

The report recommends a zoning amendment which will only recognize the existing character and function of that section of Richmond Road. Currently the more restrictive of the two by-laws would apply to those lands along Richmond Road and under *Zoning By-law*, 1998, an automobile sales business is not permitted, where as *Zoning By-law Z-2K* permits this use. Once *Zoning By-law*, 1998 comes into full effect, the existing automotive related businesses along this section of Richmond Road would be considered non-conforming land uses and, as such, no longer be regulated by a zoning by-law. Recommendations 1 and 2 takes into account the current land use pattern along Richmond Road and does not result in a spot zoning.

COUNCILLOR'S COMMENT

Councillor Ron Kolbus is aware of this application.

APPLICATION PROCESS TIMELINE STATUS

This application was received on February 8, 1999, and was subject to a project management timeline, as recommended by the “A Better Way Task Force Report”. A process chart establishing critical milestones was prepared and circulated as part of the technical and early notification process. A Mandatory Information Exchange was not undertaken as Early Notification already had been completed prior to the implementation of Pre-consultation Mandatory Information Exchange procedures on April 20, 1999. This application is proceeding to Planning and Economic Development Committee within the established timeframe.

Record of Proceedings

Planning and Economic Development Committee - July 27, 1999

Ref #: ACS1999-PW-PLN-0091

Zoning - 971 Richmond Road

Parties Who Appeared

No one appeared. However, the following delegations were present at the meeting and agreed with the deferral:

Cathy Troini

Kaysush Developments Ltd. Ottawa Honda
955 Richmond Road, K2B 6R1, Tel.: 726-0333.

Nathan Smith

Kay-ONE Holdings
955 Richmond Road, K2B 6R1, Tel.: 726-0333.

Written Submissions by Parties

No written submissions were presented.

Finding of Fact and Recommendation by Committee

The Committee noted that no one appeared with respect to this item. The Committee **deferred** the Submission dated July 8, 1999 to its meeting of **September 7, 1999** for the following reasons:

Both the Woodpark and Woodroffe North Community Associations need the time to convene a joint meeting of their Boards to discuss the application and the implications of it. i.e. whether or not the proposed uses are appropriate.

- The report was received by the Boards in mid-July. Given the time of year the executives of the Associations have not been able to meet.

- The Associations are not necessarily in opposition to the report, but need the opportunity to discuss the proposed zoning change with each other. (the report gives the impression that the Associations oppose it).

- The proposed zoning change affects more than just the one lot, it affects all commercial properties between Woodroffe and McEwen.



August 9, 1999 (2:11p)

Executive Assistant
Planning and Economic Development Committee

AML

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August 19, 1999

ACS1999-PW-PLN-0110
(File: JPD4840/PRIE1406)

Department of Urban Planning and Public
Works

Ward/Quartier
OT8 - Mooney's Bay

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

2. Signs By-law Minor Variance - 1406 Prince of Wales Drive
Dérogation mineure de l'Arrêté municipal sur les enseignes - 1406
promenade Prince of Wales

Recommendation

That the application to vary Signs By-law 311-90, to legalize an existing oversized facial sign and readograph not in horizontal alignment with other existing facial signs, as detailed in Document 2 and illustrated in Documents 4, 5 and 6, be APPROVED.



August 20, 1999 (12:47p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

DRB:drb

Contact: Don Brousseau - 244-5300, ext 3118



August 20, 1999 (3:52p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.



August 20, 1999 (10:19a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

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

The applicant is requesting relief from the by-law to legalise an existing wall mounted facial sign identifying “Blockbuster Video”, one of the tenants located in the subject commercial plaza. The sign, installed without prior municipal approvals, exceeds the by-law area limitations, the maximum projection from the face of the building, includes a readograph component only permitted on ground mounted signs and does not establish the required horizontal continuity with other existing occupant identification signs located in the same plaza. The applicant contends that the prefabricated sign is in keeping with the standard corporate signage and is needed to maintain the corporate image.

The property is located on the west side of Prince of Wales Drive north of Meadowlands Drive. Land uses within the immediate area include retail commercial on the west side of Prince of Wales Drive and a high density residential apartment complex to the east (Prince of Wales and Two Ambassador apartments). The sign is located on the east facade of a one storey building facing both Prince of Wales Drive and the side wall of the Prince of Wales apartment building.

The subject building is well setback from the roadway. The entrance for the subject occupant is partially obscured by landscaping located in front of the sign. The front elevation of the plaza articulates and the sign in question is the only sign to occupy the elevation on which the sign is located. The area of the sign, at 20.96 square metres exceeds the current maximum permitted area of 12.69 square metres by 60%. The upcoming new Signs By-law, as approved in principle by City Council, will have an increased maximum permitted sign area that would permit 19.04 square metres, at which time the proposed sign would exceed the maximum area limitation by only 10.1%.

With regard to design, the by-law attempts to ensure that for multi-occupancy building all wall- mounted signs respect the building architectural features and establish continuity of signage with other occupant signage located on the same facade. In this case, the sign is not located on the same facade as the other occupant signs. In addition, a building permit has been secured for the addition of the existing parapet wall, which has the effect of changing the continuity of the facades. As such, the subject building elevation may be treated independently for design purposes.

The by-law has established a 380 millimetre maximum projection from a building face applicable to all facial signs. Canopy signs may project any distance subject to clearances from grade, setback from roadways and structural adequacy. The proposed sign projects to a maximum of 860 millimetres. Through the sign permit process, if it can be demonstrated that

the design of a facial sign is structurally adequate and that the construction of the building wall and fastening details are adequate to accommodate the sign, the Department is prepared to support a minor variance from this particular regulation.

In light of the above, the Department is satisfied that the application is consistent with the purpose and intent of both the existing and new by-laws. As such, it is felt that approval of the application as submitted will have minimal negative visual impact on area land uses.

Consultation

In response to the early notification circulation, 15 submissions were received, 7 in support and 8 opposed to the application as submitted. Specific comments are detailed in Document 2.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Ewald Zieger Design Consultants Ltd., 117 Margaret Ann Drive, Carp, Ontario, K0A 1L0, the tenant Blockbuster, 1406-1430 Prince of Wales Drive, Ottawa, Ontario, M5X 1E3 and the property owner 806856 Ontario Ltd., 1284 Wellington Street, Ottawa, Ontario, K1Y 3A9 of City Council's decision.

List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Requested Variance and Public Input
Document 3	Location Map
Document 4	Site Plan
Document 5	Elevation Drawing
Document 6	Photographs

Part II - Supporting Documentation

FACT SHEET

Document 1

Signs By-law - Minor Variance: 1406-1430 Prince of Wales Drive [JPD4840/PRIE1406]

Current Zoning:	CS F(1.0) Pending C1-B(1.0) Multi 20 [Z-2K]
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Neighbourhood Shopping Centre
Site Plan Control (Cross Reference):	N/A
Existing Signs Under Permit: (For the Subject Occupancy)	1 sign permit - Farmer's Pick 2'-6"x26'-8"
Requested:	Permitted or Maximum allowable:
Type: On-Premises sign	Permitted
Classification: Identification sign	Permitted
Area of Face: 4 signs totalling 20.96 square metres	Not Permitted - Maximum 12.69 square metres (19.04 square metres per pending by-law)
Height: N/A	N/A
Location: On the east elevation facing Prince of Wales Drive	Permitted
Illumination: Proposed	Permitted(Flashing Prohibited)

Note:

The new Signs By-law will permit a maximum sign area of 19.04 square metres as a matter of right. The by-law requirement for horizontal continuity is not critical as the subject sign is located on an independent facade and will not, therefore, significantly disrupt continuity with other existing occupant identification signs. In addition, this particular facade has been altered under building permit to install a parapet wall above the roof line to accommodate the logo.

Details of Requested Minor Variance

Relief from Sections 1.2.1., 1.2.3.4.(d), 1.2.4.2.(a) and 1.2.7.2. of Schedule A of By-law 311-90, as amended, to permit an illuminated readograph facial sign, a logo sign not in conformity with the general design criteria and to increase the maximum permitted area limitations from 12.69 square metres to 20.96 square metres.

Consultation Details

Of the 15 responses received as a result of the early notification, 7 were in support of the application and 8 opposed. The following comments were provided.

In Support

- As long as the sign is not being illuminated, I have no objection to the proposal as outlined. There is no lighting indicated. The background for the sign has already been constructed.
- We have no opposition to the sign.

In Opposition

- Increased light at night from advertising signs, particularly of the on/off or fluctuating type (“changing readograph”) would be a disturbing nuisance to residents in the building at 1380 Prince of Wales.
- Additional light from flashing advertisements would disturb surrounding people in residential buildings. Would also disturb residents of approximately 200 apartments or 400 people. We have enough disturbance from traffic noise, bridge movement, commercial air conditioners and ventilation systems of the shopping centre. Not to mention loud sports events at Mooney’s Bay and the Canoe Club.
- A horrible idea! We do not need an obtrusive eye-sore such as this. The existing signage is more than sufficient.

National Capital Commission

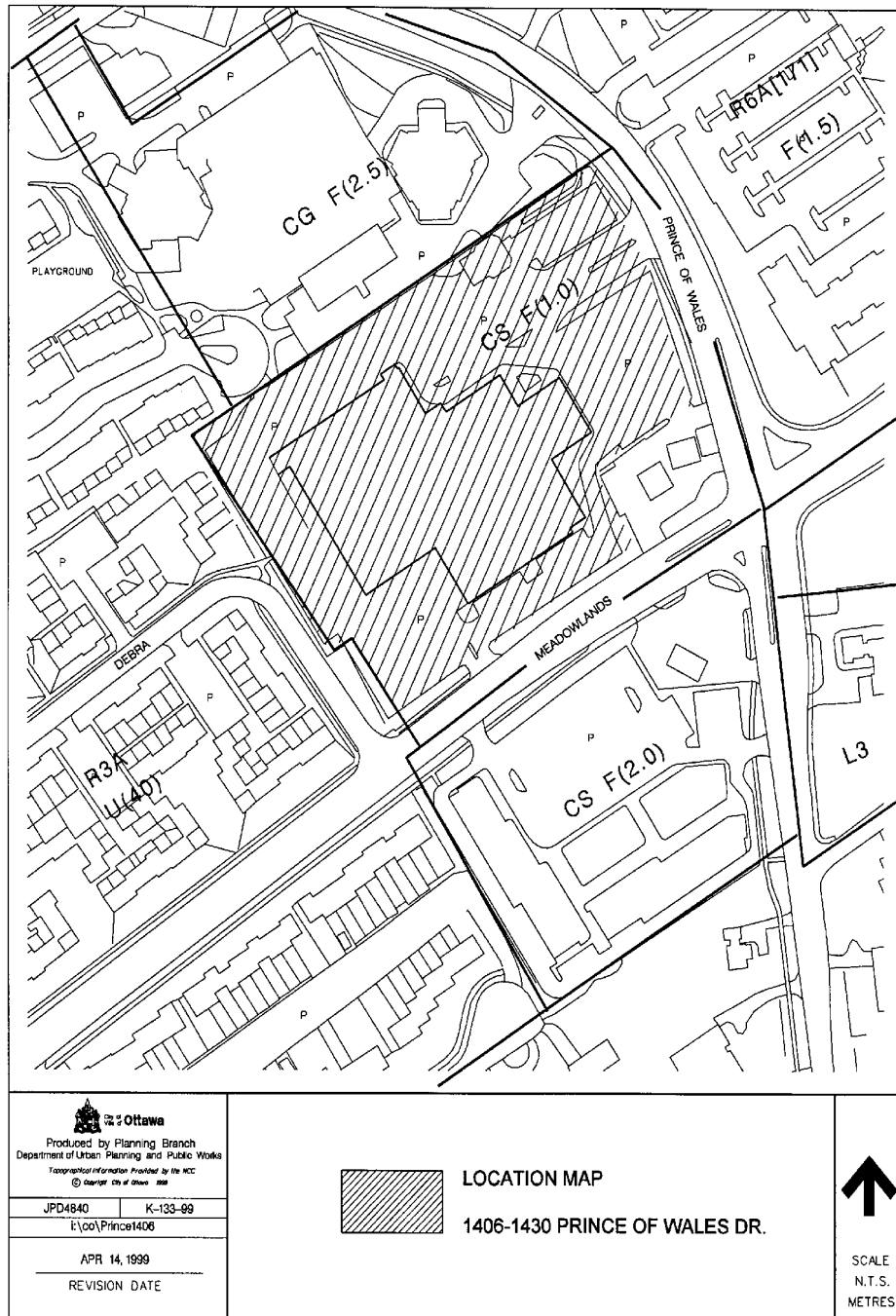
Although this proposal is on a property that does not front directly onto federal lands, it is in proximity to an area of scenic qualities, the Rideau Canal corridor and Hog’s Back. Signage, cumulatively, can negatively affect the visual environment. The Commission would prefer, therefore, that the proposal for signage respect the dimensions currently permitted by the by-law.

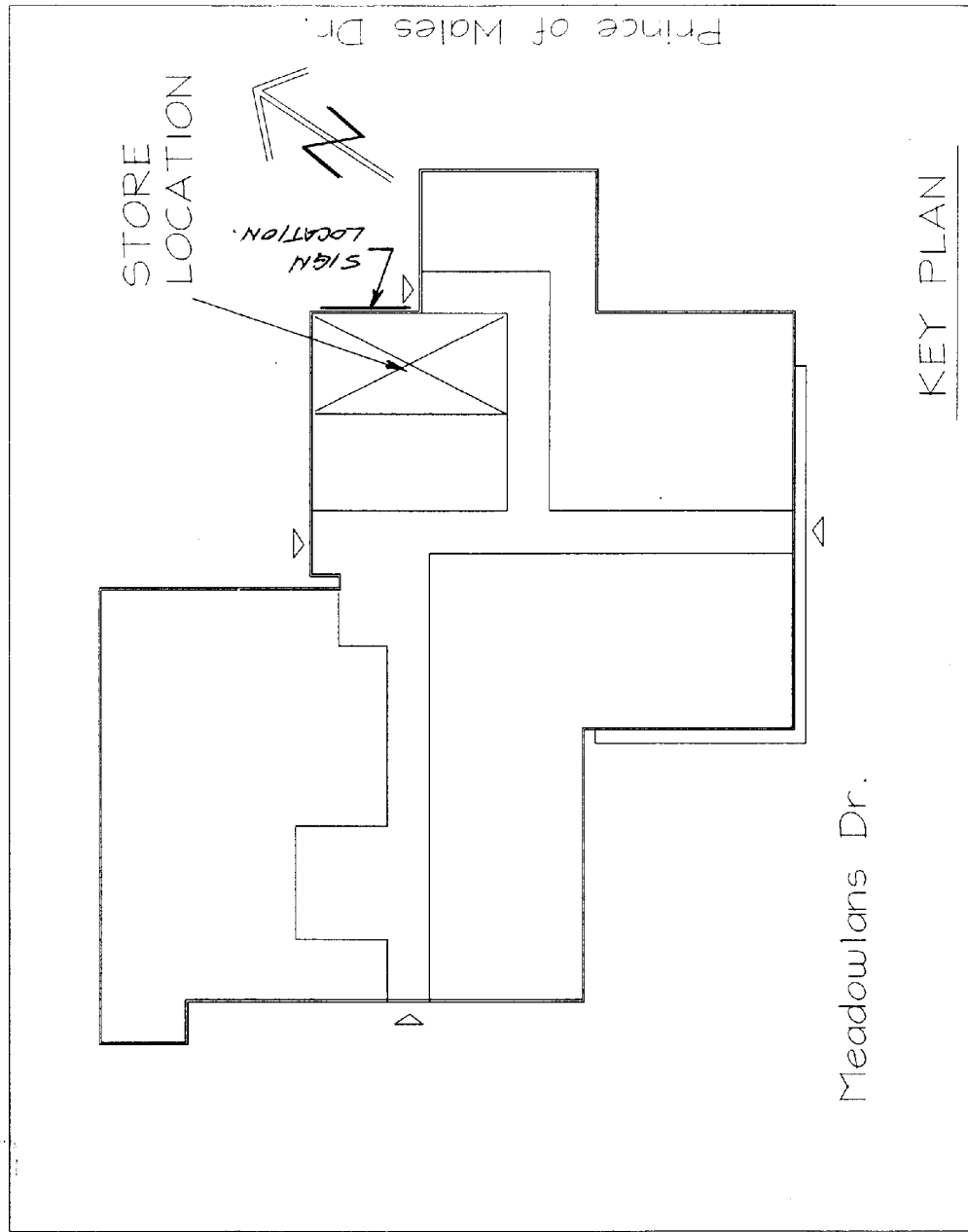
Departmental Response

Illumination is permitted on commercial land use as a matter of right and the sign is at a considerable setback from the residential land use on the east side of Prince of Wales Drive. The proposed illuminated readograph will have a manually changing component and, therefore, will not flash or appear to be animated. While the scale of the sign would exceed the existing by-law by 60%, the sign would exceed the upcoming new Signs By-law's increased area limitation by only 10.1%.

LOCATION PLAN

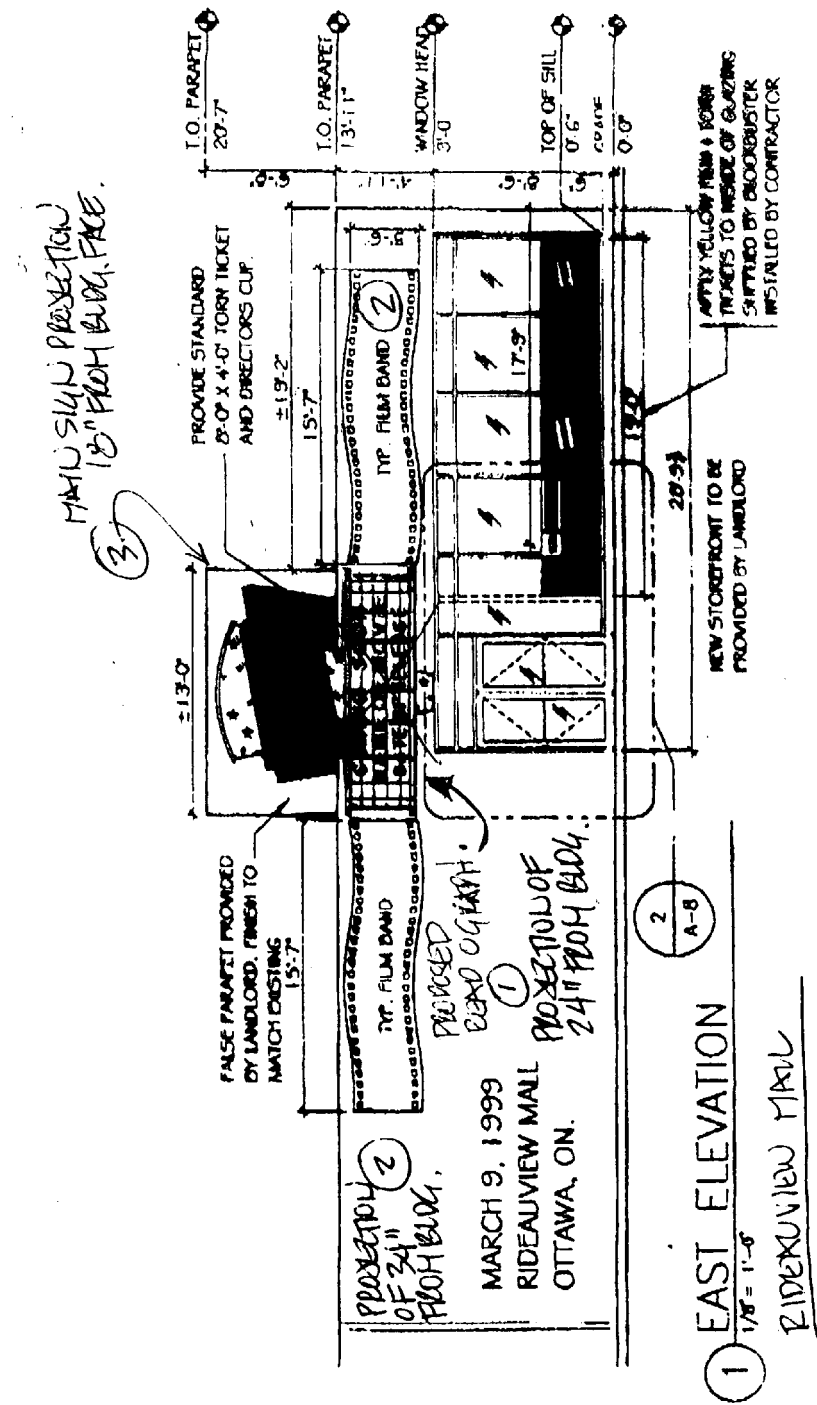
Document 3





ELEVATION DRAWINGS

Document 5



PHOTOGRAPHS

Document 6



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August 24, 1999

ACS1999-PW-PLN-0114
(File: JPD4840JOHS1255)

Department of Urban Planning and Public
Works

Ward/Quartier
OT3 - Southgate

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

Action/Exécution

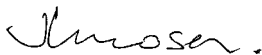
3. Signs By-law Minor Variance - 1255 Johnston Road

Dérogation mineure de l'Arrêté municipal sur les enseignes - 1255, chemin Johnston

Recommendation

That the application to vary Signs By-law 311-90, to permit an increase in the maximum dimension height limitation for an identification ground sign located at 1255 Johnston Road, as detailed in Document 2 and illustrated in Documents 3 and 4, be APPROVED, subject to the following:

- That the sign does not exceed a dimension height limitation of 9.14 metres.



August 25, 1999 (11:24a)

for / Edward Robinson
Commissioner of Urban Planning and
Public Works



August 27, 1999 (9:50a)

Approved by
John S. Burke
Chief Administrative Officer

DRB:drb

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

Financial Comment

N/A.


August 25, 1999 (9:37a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

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

The application is for relief from the dimension limitations of the by-law to permit the installation of an illuminated ground-mounted identification sign that exceeds the maximum permitted height permitted under the by-law by 40%. The proposed sign would replace the existing sign illustrated in Document 4 and would be located in the most westerly corner of the property adjacent to the intersection of Johnston Road and Bank Place just east of Bank Street (Refer to Document 3).

The property is zoned IL F(1.0) FP [pending], M (1.0) under the present Zoning By-law. Land uses within the area include light industrial to the north and east, vacant land and a low density multiple residential development to the south and south-east, the Transit parking lot to the west and the South Keys Shopping Centre to the south-west.

The sign face as designed has two sections, the Chrysler logo occupying the top section and the names “Chrysler, Dodge, Jeep” located below. The overall sign face area is 15.34 square metres with an overall sign structure height of 10.36 metres (Refer to Document 4).

As a matter of right, the by-law would permit a total sign area for the property of 20.37 square metres at a height of 7.62 metres. At present there is a second smaller ground mounted sign advertising “Used Cars” having an approximate sign area of 1.86 square metres located adjacent to Bank Place. However, the scale of the proposed sign would not exceed the maximum area permitted for the site. The above notwithstanding, the applicant contends that the maximum height restriction must be increased in compensation for the rise in grade along Bank Street just north of Johnston Road as it approaches the railway overpass for better visibility to southbound traffic.

The intent of the by-law is to establish what is considered acceptable standards under normal circumstances. Any deviation from the regulations should be considered on the basis of justifiable circumstances. In the past, minor variance approvals have been granted by City Council for signs (typically billboard signs) located within a railway right of way close to the mid-point of the overpass where the base of the sign is approximately 6 - 8 metres below the adjacent road surface. In this case, the base of the sign would be located virtually level with the adjacent Bank Street road surface. In comparison, the South Keys Shopping Centre sign located on the south-west corner of Bank Street and Johnston Road was granted approval by City Council to increase the maximum permitted height to 10.67 metres. The increase was subject to eliminating two of the four proposed ground signs to be located along the Bank Street frontage, and in recognition of the scale of the Regional shopping complex. Similarly, the subject property is fairly large with over 300 metres of frontage and, while several signs could be located along Johnston Road, the occupant intends to consolidate the primary identification adjacent to Bank Street.

With regard to visual impact, while an increase in sign area could have a significant effect on the visual quality and character of the area, it is felt that an increase in height only would not have a negative impact unless the height increase extended above existing visual barriers separating the land uses to the extent that there would be an increase in light spill-over. The height of the sign, as recommended, would not exceed the height of the existing mature vegetation located on the south side of Johnston Road. Further, in winter the visual impact of a sign at the recommended height would not be significantly different that a sign at the maximum height currently permitted under the by-law.

In light of the above, the Department is of the opinion that a substantial increase in height would only marginally increase the ability for south bound motorists on Bank Street to view the signs earlier. Further, there is no evidence to support the position that a safety problem would be created by approving the sign at a lower height. Finally, the Department would like to minimize any potential negative visual effect on the character of the adjacent residential neighbourhood. As such, the Department is prepared to support a moderate increase to the by-law dimension height limitation from 7.62 metres to 9.14 metres.

Consultation

In response to the early notification circulation, five respondents were in support of the application as submitted and nine in opposition. The South Keys Community Association did not oppose the application subject to the height being restricted to that granted for the South Keys Shopping Centre site. The Ward Councillor did not object to the application subject to the rationale included within the specific comments provided in Document 2, Consultation Details.

Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Albert Rondeau, 372 Limoges Road, Limoges, Ontario, K0A 2M0 and the property owner,

South Bank Dodge Chrysler Canada Ltd., 1255 Johnston Road, Ottawa, Ontario, P.O. Box 1621, Station A, Windsor, Ontario, of City Council's decision.

List of Supporting Documentation

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

Part II - Supporting Documentation

SUMMARY FACT SHEET

Document 1

Signs By-law - Minor Variance
Address - 1255 Johnston Road
JPD4840/JOHS1255

Current Zoning:	IL F(1.0) FP(pending) M1(1.0)
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Industrial use - Car dealership
Site Plan Control (Cross Reference):	OSP1998-025
Existing Signs Under Permit: (For the Subject Occupancy)	Two existing ground sign - No sign permits on record.
Requested:	Permitted or Maximum allowable:
Type: On-Premises sign	Permitted
Classification: Identification sign	Permitted
Area of Face: 15.47 sq. m. (Proposed sign) 1.86 sq. m. (Existing second sign)	Permitted - 20.37 sq. m.
Height: 10.36 metres	Not Permitted - Maximum 7.60 metres
Location: On the south-west corner of the property adjacent east of Bank Place and Bank Street.	Permitted subject to required Site Plan conditions
Illumination: Proposed	Not Permitted

Details of Recommended Minor Variance:

Relief from Subsection 1.1.4. of Schedule A of Signs By-law 311-90, as amended, to permit an increase in the maximum permitted dimension limitation from 7.60 metres to 9.14 metres for one illuminated on-premises identification ground sign located at 1255 Johnston Road.

Consultation Details

In response to the standard early notification circulation, 5 respondents were in support of the application and 9 opposed. The following specific comments were provided.

In Support

- North-bound traffic on Bank Street only have seconds to see and read the sign. More power to South Bank Chrysler who shave off part of the municipal taxes by doing business at this location.
- South Keys/Greenboro Community Association

The Association does not oppose the granting of some relief to South Bank Dodge Chrysler Ltd. from the Signs By-law. It is preferable that the amount of any height relief granted to this applicant not exceed the amount of height relief granted in the past for signs on the nearby South Keys Shopping Centre. There should be consistency.

Although we do not oppose some relief, we note that the rationale in support of the proposal is not compelling. There are no competing signs other than the red and white banners on the numerous light poles of the business itself. These attention-attracting banners are on the light poles along both Bank Place and Johnston Road. The banners along Bank Place actually distract the eye from the existing sign. There are no commercial establishments of any kind across Bank Street north of Johnston Road. The land there is occupied by a parking lot for the Greenboro Transit Station.

- Ward Councillor Diane Deans

I visited the proposed sign location to determine if I had any objections to the applicant's request for a minor variance from the Signs By-law. The variance applies to an increase in the height of the sign, and is requested due to the height differential of Bank Street as it rises over the railway overpass.

I do not have any objections to the application for the following reasons:

- ▶ the sign location is at Bank Place and Johnston Road, close to the Bank Street intersection.

- ▶ the sign will be installed in the same location as the present dealership sign and across the street from a vacant block of land.
- ▶ the sign will be approximately 30 feet tall, approximately 5 feet shorter than the Johnston Road and Bank Street sign for the Regional Shopping Centre at 2210 Bank Street.
- ▶ the SouthKeys/Greenboro Community Association does not have any objections to the request for a variance from the Signs By-law.

In Opposition

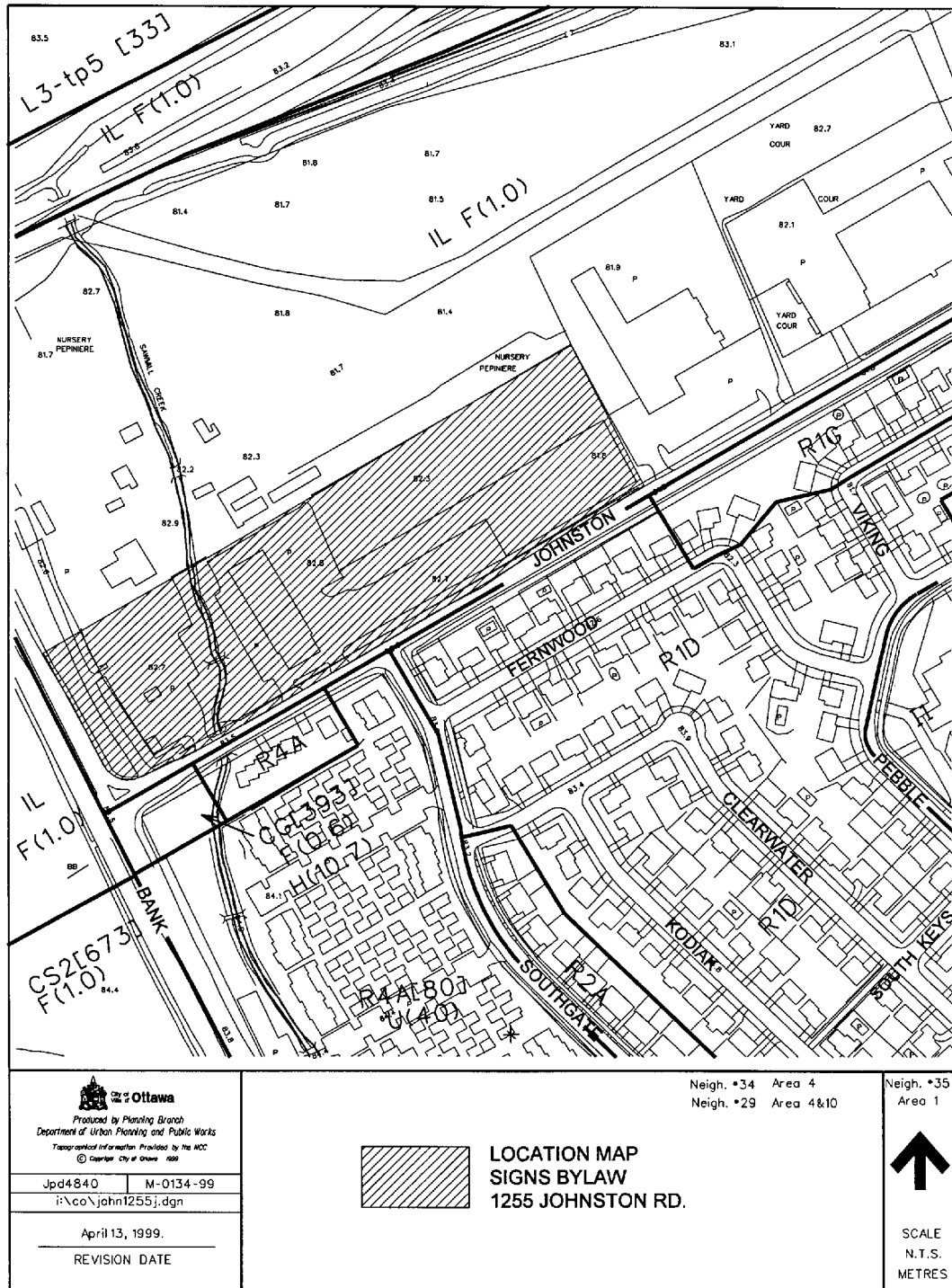
- This property is opposite the residential area between Southgate Road and Bank Street. As there is the new shopping centre on the other side of Bank Street, can we not limit the signs on the residential side to the present by-law.
- It will directly shine onto my property. As it is, the noise from the PA system is also a disturbance.
- The existing sign height is sufficient. We opposed the height request for the mall, therefore, this should be consistent.
- The sign is too large and intrudes visually upon our neighbourhood.
- This gigantic sign will make the neighbourhood even uglier - there are already too many signs at the South Keys Centre - and the neighbourhood is becoming extremely commercial, which will drive down the value of our private properties.


Region of Ottawa Carleton

The Regional Environment and Transportation Department has no objections to the subject Signs By-law Minor Variance.

Departmental Comments

This industrial use located within an industrial zone, as a matter of right, may install a ground mounted sign having a maximum sign area of 20.37 square metres. The proposed sign is 15.47 square metres. The sign is to be located in the far west corner of the property as close as possible to the major Regional collector roadway, Bank Street. There is a significant amount of vegetation and mature trees directly south of the proposed sign location providing substantial screening for the residential community, as illustrated in the attached photos. The height of the trees are substantially higher than the proposed sign, therefore, it is felt that the potential to exacerbate the visual impact of the sign at an increased height would be minimal. In this regard, had the applicant requested an increase in sign face area, the Department would be concerned with the potential for additional light spill-over. However, in appreciation of the concerns expressed with regard to minimizing the appearance of an increase in scale as a result of the height increase, thus potentially affecting the character of the adjacent residential neighbourhood, the Department is prepared to recommend that the overall height of the sign be limited to 9.14 metres.




City of Ottawa
 Produced by Planning Branch
 Department of Urban Planning and Public Works
Transmitted information provided by the MCC
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 April 13, 1999.
 REVISION DATE

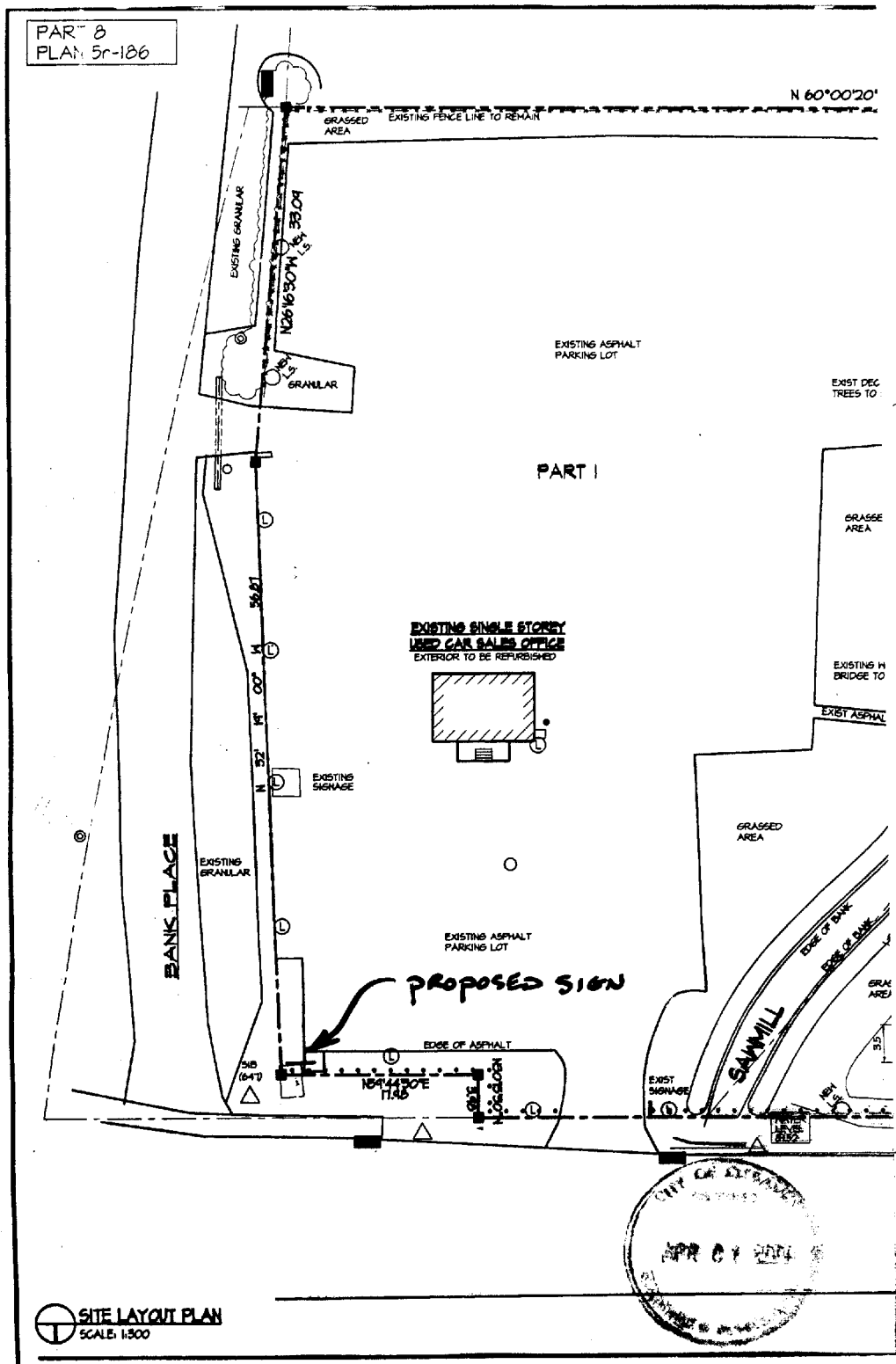
Neigh. *34 Area 4
 Neigh. *29 Area 4&10

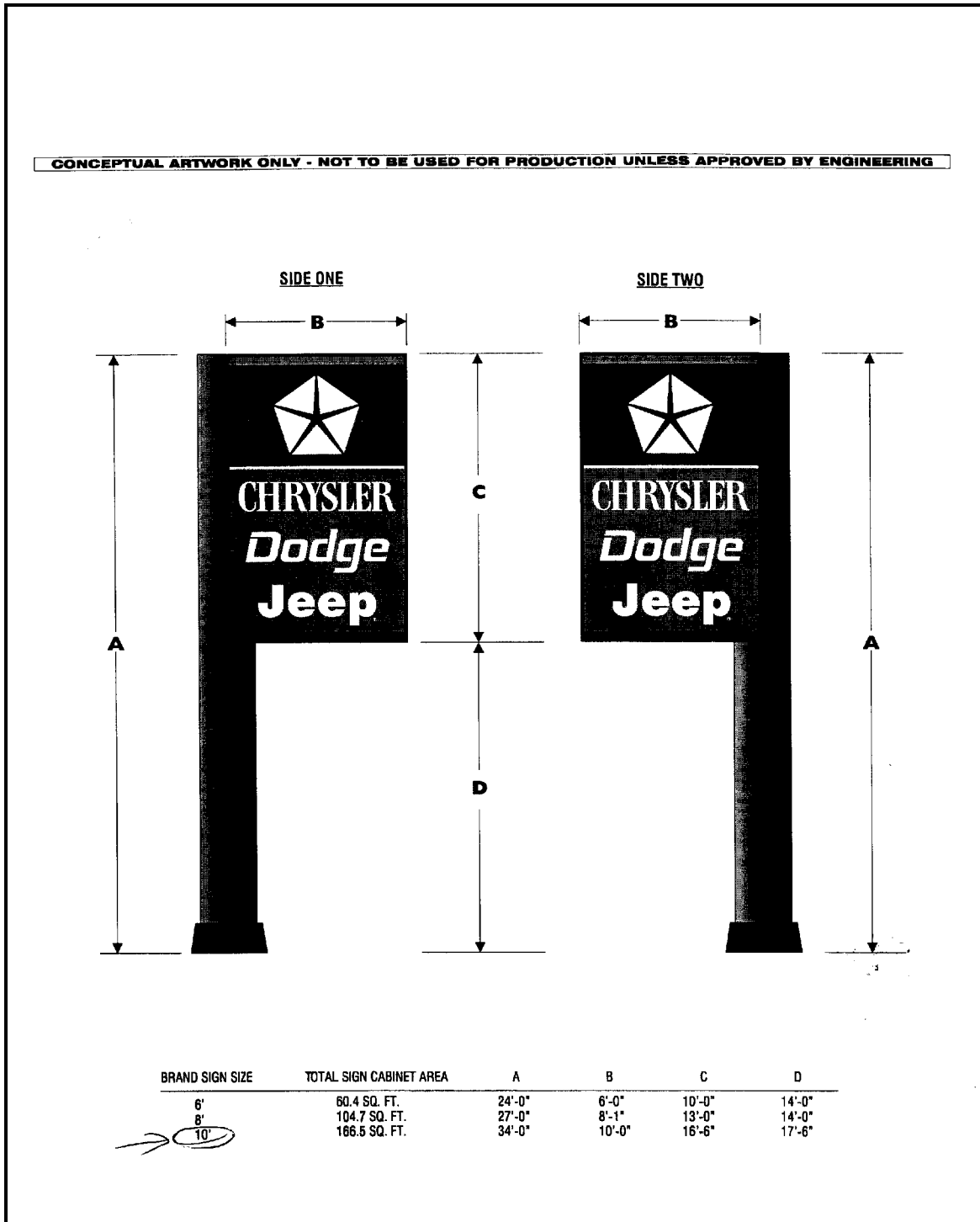
**LOCATION MAP
 SIGNS BYLAW
 1255 JOHNSTON RD.**

Neigh. *35
 Area 1

 SCALE
 N.T.S.
 METRES

SITE PLAN





PHOTOGRAPHS





August 30, 1999

ACS1999-CV-LAC-0003
(File: ACV1734/0110)

Local Architectural Conservation Advisory
Committee

Ward/Quartier
City Wide

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

Action/Exécution

4. Local Architectural Conservation Advisory Committee 1998/99 Annual Report and 2000 Objectives

Comité consultatif local sur la conservation de l'architecture - Rapport annuel de 1998/99 et objectives 2000

Recommendations

1. That the 1998\99 Annual Report, as detailed in Document 1, be received.
2. The Committee recommends that the objectives for 2000 be approved.
3. That the accompanying resource requirements, as described in this submission be considered in the 2000 Budget and be made available to Council as part of the budget documentation.

August 30, 1999 (11:16a)

Lucy Corbin
Chairperson

RB:bjc

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

Financial Comment

Funds for the Local Conservation Advisory Committee base budget of \$3,500 will be provided in account 2231941 in the Department of Corporate Services 2000 Operating Budget.

LACAC is requesting an additional \$13,900 from the unallocated bulk provision of \$10,000 provided in account 2231911. The distribution of this bulk allocation to the Advisory Committees will be dealt with by City Council during its deliberation of the 2000 Operating Estimates.



August 30, 1999 (3:01p)

for Mona Monkman
City Treasurer

ECM:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

The Local Architectural Conservation Advisory Committee (LACAC), in accordance with the reporting requirements for the Advisory Committee, submits its 1998/99 Annual Report [May 1998 to May 1999] (Document 1) for the information of the Planning and Economic Development Committee and City Council.

Recommendation 2

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

The following details the Committee's objectives, with accompanying resources for the 2000 year:

OBJECTIVE 1

To finalise the preparation and publish the LACAC Quarter Century Report 1975-2000- "Towards the Next Millennium" (QCR).

Implementation

This document would be a follow-up to the LACAC decennial report which covered the years 1972-1982. It will serve to inform and encourage those interested in Ottawa's locally designated heritage, from the initiate to the expert, while providing a record of LACAC's activities and accomplishments over the past quarter of a century. The report shall take the form of an authoritative guide to locally designated districts and properties in Ottawa, with the following objectives:

- 1) to document 25 years (1975-2000) of LACAC's work in Ottawa;
- 2) to create a "guide to locally designated heritage" having a broad based appeal;
- 3) to raise public awareness about Ottawa's built heritage;
- 4) to educate the public about the role of municipal government in heritage conservation and the process of designation;
- 5) to educate the public about the many benefits of heritage conservation and why it remains an essential economic and cultural component of our community; and,
- 6) to draw attention to the future of heritage conservation: cultural landscapes, recent heritage, designated interiors and future designated districts.

This document will be a useful tool in promoting and marketing the cultural resources of the City of Ottawa. An application for funding has been made to the federally sponsored Millennium Fund, but it is anticipated that some portion of the costs will also be recovered through sales of the Quarter Century Report. The Report will be released to the public on Heritage Day 2000.

Anticipated costs:

- graphic design and translation to be provided by the Communications Centre, Department of Corporate Services	no charge
- reimburses the Communications Centre for photographic film	300.00
- incidental expenses associated with distribution of QCR	1000.00
-Production Manager	2000.00

Note* *The QCR subcommittee has submitted a request for funding to the federal government's Millennium Fund. If approved, this funding will be used to offset some of the costs associated with printing. These figures assume millennium funding.

Budget requested for Objective 1 from the bulk allocation: \$ 3,300.

Objective 2

To promote a broader awareness of recent architectural heritage in Ottawa by focussing public attention on the importance of the identification, protection, and preservation of selected buildings constructed between the years 1945 to 1975.

Implementation

Until recently, efforts for the protection, conservation, and regulation of Ottawa's architectural heritage have focussed on buildings constructed prior to the Second World War.

In order to ensure that the rich heritage of structures built since that time is not lost to future generations, the LACAC will continue to document, photograph, and evaluate selected modern buildings in the City which then can become candidates for inclusion on the existing City Heritage Reference List and perhaps merit designation under the Ontario Heritage Act. This documentation is also intended to be resource material for an information brochure or catalogue on Recent Heritage that will become a priority after completion of the LACAC Quarter Century Report.

S Miscellaneous materials for supplementing the documentation of buildings and expanding the recent heritage exhibit: \$ 500.

- Budget requested for Objective 2 from the bulk allocation: \$ 500.

OBJECTIVE 3

To revisit the City’s Heritage Reference List with a view to ensuring that a more complete and up to date inventory of the city’s potential built heritage is available, in particular for areas of the city outside the inner core.

Implementation

LACAC intends to enlist the aid of volunteers to expand the current list by having them conduct a street to street automobile survey of streets within the city limits which were not completely inventoried during the prior survey. Attention will be focussed on the more recently built-up areas of Ottawa (Carleton, Mooney’s Bay, Southgate, Alta Vista/Canterbury and Rideau Wards) in addition to updating the records for established neighbourhoods. The volunteers would prepare a brief description of the building(s) exterior and take a specified number of documentary photographs.

- photographic film and processing costs \$800.
- reimburse for gasoline and travel expenses \$400.

Budget requested for Objective 3 from the bulk allocation: \$ 1,200.

OBJECTIVE 4

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

Implementation

The need for a timely and thorough review of development applications will only grow as more heritage conservation districts are designated. A minimum of three members is required to deal with applications on a rotational base.

No funds are requested for this objective.

OBJECTIVE 5

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

Implementation

LACAC will continue to recognise outstanding achievement in the documentation and conservation of Ottawa's architectural and cultural heritage through the City's annual heritage prizes. These include the well established Ottawa Architectural Conservation Awards, and the City of Ottawa Heritage Day Prize. This prize is awarded for a research essay or study of Ottawa's architectural and cultural heritage. The City benefits from this prize by increasing its body of knowledge about Ottawa's heritage resources while encouraging community participation and scholarship. In addition, the City presents its Heritage Plaques, a program which presents historic text plaques to deserving designated buildings. These plaques are prepared by Heritage staff and reviewed by the Heritage Plaque subcommittee prior to City Council approval.

As the prize for the 1999 recipient will be awarded in the year 2000, the funds should be set aside.

\$ 1999 Heritage Day Prize \$ 1,500.

Budget requested for Objective 5 from the bulk allocation: \$ 1,500.

OBJECTIVE 6

To maintain the necessary level of expertise of Committee members.

Implementation

LACAC is of the opinion that attendance at training seminars and technical workshops is necessary to sustain the level of expertise of Committee members.

- Attendance at seminars \$ 500.

Budget requested for Objective 6 from the bulk allocation: \$ 500.

OBJECTIVE 7

To stay informed on regional and provincial heritage issues.

Implementation

LACAC has been a member of Community Heritage Ontario (CHO) and the Council of Heritage Organizations in Ottawa (CHOO) for many years. The LACAC receives newsletters and correspondence from these groups.

Memberships

S Community Heritage Ontario - annual fee	\$ 50.
S Council of Heritage Organizations in Ottawa - annual fee	\$ 30.
S Heritage Ottawa - annual fee	\$ 20.

At the present time, a LACAC member regularly attends the CHOO meetings which are all held in Ottawa. Board meetings of CHO, however, are held out of town, thus expenses are incurred if a member from the Ottawa LACAC attends. CHO is the umbrella organization for all of the Ontario LACACs. Without a representative on the CHO board, Ottawa, the second largest city in the province and one of Ontario's most active municipalities in heritage preservation, will have no voice in the decisions that are made on behalf of all LACACs. The importance of CHO in the field of municipal heritage conservation continues to increase, as the Ontario government reduces its direct support of LACAC activities across the province. With the Ottawa LACAC sending a member to CHO board meetings, Eastern Ontario will have a significant voice in the organization. For a number of years prior to 1998, the region has been severely under-represented on the CHO board.

S Attendance at meetings for one member once a year	\$ 500.
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Budget requested for Objective 7 from the bulk allocation:	\$ 600.
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OBJECTIVE 8

To encourage dialogue between the LACAC and other stakeholders of Ottawa's heritage, including residents of the City, in order to take a more proactive approach to heritage conservation.

Implementation

LACAC has several subcommittees which attempt to keep abreast of heritage-related news with regards to these major heritage stakeholders: the Central Experimental Farm, Educational Institutions, area LACACs and other heritage organisations, the NCC and the Region. Other subcommittees which encourage information exchange regarding heritage matters are the Engineering and Structures subcommittee and Public Relations subcommittee.

No funds are requested for this objective.

Recommendation 3

In addition to the funds requested for the Objectives for 2000, funding is also requested to cover expenditures associated with LACAC will continue to meet twice monthly at 6:00 p.m. in order to accommodate citizen representation at the end of the work day.

Budget requested from the bulk allocation: \$ 1,000.

Consultation

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

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

Disposition

Objective 1 - Local Architectural Conservation Advisory Committee, Communication Centre, Department of Corporate Services and Department of Urban Planning and Public Works

Objectives 2, 6, 7 and 8 - Local Architectural Conservation Advisory Committee.

Objectives 3 and 4 - Local Architectural Conservation Advisory Committee, Department of Urban Planning and Public Works.

Objective 5 - The Department of Urban Planning and Public Works, administers the Heritage Plaque Program and Ottawa Architectural Conservation Awards, and will assist the Local Architectural Conservation Advisory Committee with the administration of the Heritage Day Prize.

List of Supporting Documentation

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

Document 2 - Quarter Century Report (on file with the City Clerk)

Part II - Supporting Documentation**Document 1**

**CITY OF OTTAWA
LOCAL ARCHITECTURAL CONSERVATION ADVISORY COMMITTEE
ANNUAL REPORT
(June, 1998 - May, 1999)**

Early in the year, LACAC members provided their support and encouragement of the public movement for the stabilisation and development of the Victoria/Chaudière industrial heritage area. LACAC recommended the City of Ottawa take the lead in forming a working stakeholder group to identify the issues and discuss the possibilities for the future of this major site. The City declined this responsibility, but urged the National Capital Commission (NCC) to take the initiative concerning this property, which is under the jurisdiction of several levels of government and corporate ownership. After a flurry of media attention that continued for several weeks, this issue faded from the public eye in response to the more overwhelming issue of the NCC's publication of their revised plans for the National Capital Region, as outlined in their Plan for Canada's Capital (June 1998) and the companion document, A Capital for Future Generations – Vision for the Core Area of Canada's Capital Region. A LACAC subcommittee was created to review the issues and objectives and it drafted a response which was forwarded to the NCC for their consideration. The aspect of the plan which caused the most concern, by the community and by LACAC, was the proposal to widen Metcalfe Street, now located within the boundaries of the Centretown Heritage Conservation District, by removing buildings along its west side for a length of several blocks. LACAC will continue to monitor development proposals by the NCC, as well as those for the Victoria/Chaudière Industrial Heritage site.

Work has continued throughout the year on LACAC's Quarter Century Report. The subcommittee responsible for the task of producing this report has contributed a significant amount of their personal time and energy towards achieving this objective. As is the case with all items mentioned in this executive summary, a more detailed description is available in the subcommittee report section, which follows. By year's end, the Report's progress status was very positive: the heritage writer has provided drafts of a large number of building descriptions and the volunteer contributors are expected to produce their articles for review within the next month.

The annual Heritage Day celebration at City Hall, and the Heritage Grant Program were held on February 15, 1999. These activities included the presentation of the City of Ottawa's Architectural Conservation Awards, Heritage Plaques for municipally-designated buildings and the Heritage Day Prize. The Prize was established in 1990 to encourage post-secondary student essays and studies on Ottawa's built urban heritage, thereby strengthening the City's documentary records about its historic resources. In addition, a total of 21 matching heritage grants were awarded in by the City 1998-1999. In recognition of his long-standing contributions to the cause of Heritage Conservation on behalf of the local community, Marc

Brandt, the outgoing chair of LACAC, received the Heritage Community Recognition Program Award, 1998, from the City. During the year, the current Chair's commitment to community and school programs was also recognised by the City and she was presented with a Volunteer Award by the Mayor.

A LACAC subcommittee of three participated in a province-wide review of the impact of heritage designation on property values. The recently released results of this study show, for the province overall, an appreciable rise in the assessed value of such properties. The impacts vary from community to community.

At the close of the year, Bill Pr 1, An Act respecting the City of Ottawa received Second and Third Reading in the Provincial Legislature as well as Royal Assent on May 4, 1999, thus becoming law. The effect of this new legislation will be that City Council, if it wishes, could refuse an application for the demolition of a designated heritage building (beyond the nine months currently specified in the Ontario Heritage Act) until a building permit for new replacement construction has been issued. This legislation will act as a deterrent to heritage demolitions, particularly where no replacement building is being proposed, and thus encourage the conservation of Ottawa's built heritage. This new legislation is identical to that in twelve other Ontario municipalities and consequently was passed by the Provincial Legislature without debate. LACAC raised the possibility of pursuing this legislation in 1995, but the idea was not supported by the provincial government at that time because of hopes that the entire Ontario Heritage Act would be revised, thus making special, city-specific legislation unnecessary. The request for special legislation was reactivated by the Department of Urban Planning and Public Works in November 1998 following a number of actual and potential demolition applications. Following the approval of an action report to LACAC, PEDC and City Council, the process for requesting special provincial legislation was initiated by Edythe Dronshek, Legislative Counsel in the City's Office of the City Solicitor.

During the 12 month period of this report, the LACAC met 18 times to receive public delegations and make recommendations to City Council regarding Heritage Grants, designations, alterations and demolitions. As much of LACAC's work is handled by its subcommittees, a list of current subcommittees and their reports follow:

1. City of Ottawa Architectural Conservation Awards 1998

The annual Ottawa Architectural Conservation Awards recognise excellence in the preservation of the City's architectural heritage. Submissions for the 1998 awards were solicited through newspaper advertisements and a facsimile mailing to members of the Ottawa Regional Society of Architects. Bronze plaques are mounted on the award-winning projects and the major contributors to each project receive framed certificates.

Submissions are categorised as follows:

Restoration: Returning a heritage resource to its original form, material and integrity.

Adaptive Use: Modification of a heritage resource to contemporary functional standards while retaining its heritage character, with possible adaptation for new uses.

Infill: Addition to a heritage building or all new construction within an historic context.

There were sixteen submissions for the 1999 Ottawa Architectural Conservation Awards, all of which were reviewed by a subcommittee, with the assistance of city heritage staff, prior to consideration by the entire LACAC, Planning and Economic Development Committee and City Council. The recognised projects are described below:

RESTORATION CATEGORY AWARD OF EXCELLENCE

240 McLeod Street- Victoria Memorial Museum
Barry Padolsky Architect

This project involved extensive restoration of the exterior of the 1905 Victoria Memorial Museum between 1993 and 1998. The work included: restoration of the original skylight; restoration of original windows and surrounding plaster details; repair, repointing and some replacement of sandstone; restoration of stained glass. The value of this project was approximately ten million dollars

RESTORATION CATEGORY CERTIFICATE OF MERIT

William Saunders Building, Central Experimental Farm
Rickson Outhet Architect

This project involved the restoration of exterior masonry on a 1935, federally-Recognized Tudor Revival building. All exterior stonework was aligned, repointed and cleaned. Damaged brick was replaced, matching the original in size, colour and texture.

RESTORATION CATEGORY CERTIFICATE OF MERIT

156-158 Bolton Street
Paul Denys

This project involved the restoration of the verandah on a double dwelling in the Lowertown West Heritage Conservation District. Original wood elements including columns, rails and mouldings were restored or reproduced. Missing decorative corner brackets were reproduced using templates of the remaining originals.

ADAPTIVE USE CATEGORY AWARD OF EXCELLENCE

24 Springfield Road - formerly St. Charles School, now Schoolhouse Square
Robert Webster
Katz, Webster, Clancey, Architects

This project involved the adaptive use of a municipally-designated former school into loft apartments. The original windows were retained and restored in most instances. Some interior elements such as decorative newel posts, pressed-metal ceilings and wainscoting were retained. The original railing and newel post design was reproduced for a section leading to a new roof-top deck.

ADAPTIVE USE CATEGORY CERTIFICATE OF MERIT

55 By Ward Market Street - By Ward Market Building
Barry Padolsky Architect Ltd.

The existing 1927 By Ward Market building was renovated in order to provide year-round food retailing together with a tourist information centre, public washrooms, offices for market administration and the By Ward Market BIA. The ground floor was extended and the perimeter walls enclosed with retractable glazed doors. This was intended to create a protected yet open an open air ambience in the warm seasons and a transparent comfortable indoor market hall in the winter.

ADAPTIVE USE CATEGORY CERTIFICATE OF MERIT

Building #26 (formerly the Apiculture Building) Central Experimental Farm
Peter Simister Architect

This 1915 building was rehabilitated for use by the Canadian 4-H Council. The work included restoration of existing windows and storms, cleaning, repointing and selective replacement of damaged masonry. Extensive interior renovation was also carried out including the removal of asbestos.

ADAPTIVE USE CATEGORY CERTIFICATE OF MERI

No.1 Stewart Street, World Institute for Family Values
James A. Colizza Architect

A very plain 1950's office building was renovated to accommodate new office space as well as a private chapel. The building exterior has been modified through the use of colour, window design and staggered cornices. These elements introduce a design compatibility with adjacent heritage buildings on Nicholas and Stewart while also creating a visual focus at this intersection.

ADAPTIVE USE CATEGORY CERTIFICATE OF MERIT

14 Metcalfe Street/93 Sparks Street – The Marshall and Four Corners Buildings
Robert Webster - Katz, Webster, Clancey Associates Architects and
A.J. Diamond - Donald Schmitt and Company

This project involved the adaptive use of two heritage buildings to accommodate an NCC Visitor Information Centre in the former Marshall Building at 14 Metcalfe Street, as well as expanded government office space at 93 Sparks Street. As part of this project, an interior courtyard was filled in and the buildings were linked at various levels.

ADAPTIVE USE CATEGORY CERTIFICATE OF MERIT

120 Holland Avenue
The Routeburn Group
Urban Developments
Brian K. Clark Architect

This Westboro landmark featuring distinctive Modern influences such as the rounded corner was renovated to accommodate 16 loft condominium apartments.

ADAPTIVE USE CATEGORY CERTIFICATE OF MERIT

30 Queen Elizabeth Driveway
The Routeburn Group
Urban Developments
Brian K. Clark Architect

This project involved the conversion of an existing three-storey 1960's office building into six town homes. The former entrance was removed to create a new carriageway leading to an interior courtyard and access to six new townhouses.

INFILL CATEGORY AWARD OF EXCELLENCE

335 Lindsay Street - Ottawa Montessori School
Derek Crain Architects Inc.

This project involved the design of a new infill building for classrooms, library and gymnasium linking two 1950's schools. The new infill carefully integrates brick materials and colours from both of the older schools. The building entrance on Lindsay Street relates very well to the neighbourhood of 1950's bungalows and semi-bungalows in its massing and siting.

INFILL CATEGORY CERTIFICATE OF MERIT

331 Somerset Street West
Barry Padolsky Architect

This project involved new construction within the “Somerset Village” historic precinct, one of the first areas in the City zoned to encourage the retention of the existing buildings, while permitting some retail commercial use. The area is now part of the Centretown Heritage Conservation District (approved July, 1998). The original building was destroyed by fire in 1997. The new building respects the massing and design of the original building and the visual consistency of the streetscape. It also includes adjustments to the original entrance porch, and a 1998 date stone.

INFILL CATEGORY CERTIFICATE OF MERIT

369 Island Park Drive - Island Park Esso
John Newcombe (Owner)
Derek Crain (Architect)

This project involved the design of a new service bay addition which respected the original streamlined Modern design of this 1938 service station.

2. Designation Plaques

The installation of interpretative plaques on buildings designated under Part IV of the Ontario Heritage Act conveys the City of Ottawa’s commitment to preserving and interpreting its historic building stock. The bronze plaques provide a short bilingual description of each property’s heritage significance. For 1998, City Council approved the installation of plaques at the following properties

Lowertown West Conservation District
Residence at 494 Albert Street, c.1860
Residence at 504 Albert Street, c.1864
First Avenue Public School, 1898
All Saints’ Anglican Church 1899/1900
Monastery of the Precious Blood 1914/1923
The Rideau Branch Library 1933

3. Heritage Day Prize

Established in 1990, the City of Ottawa Heritage Day Prize is awarded to local post-secondary students for their academic research of Ottawa’s built environment. Submissions to the 1998 Heritage Day prize were judged by a LACAC subcommittee and the main evaluation criteria were excellence and relevance to the City of Ottawa’s heritage programme.

The 1998 Heritage Day Prize was awarded to Megan Mainwaring for her work, "The Experience of Heritage Conservation District Designation as a Planning Tool in Ottawa, submitted as a research paper for the School of Canadian Studies Masters Programme in Heritage Conservation offered at Carleton University. The study provides an overview of the changing parameters relating to designation of Heritage Districts from the time of the first multiple designations of the Sandy Hill neighbourhood in 1982, until the present.

Following the awards ceremony at City Hall, representatives of LACAC moved on to Sandy Hill's All Saints' Anglican Church to continue with the Heritage Day celebrations that included recognition of the church's centenary.

4. Budget

A member of LACAC made a presentation to City Council on the 1999 Budget. The focus of this presentation was two-fold. The Quarter Century Report was mentioned as a worthwhile millennium project and it received substantial support from City Council. The Heritage Grant Programme's funding crisis was also included as part of the presentation, but did not fare as well. Funding of \$50,000 was approved by City Council, but this will be substantially spent by the end of June, leaving the grant application process in abeyance until the following fiscal year.

5. Engineering and Structures

The subcommittee provided technical information to LACAC on various subjects to assist the understanding of complex issues and forming correct decisions. The major issues confronting the subcommittee during 1998-1999 were the proposals for the Chaudière Falls/Victoria Island industrial heritage site and the restoration of the nearby Pooley's Bridge. The Bridge lies within the auspices of the Regional Municipality of Ottawa-Carleton, but there was a concerted effort to consult with the public on the alternative proposals. A member of LACAC has represented the Committee by participating in the Advisory Board, established by regional government to review the various options.

6. Victoria/Chaudière Industrial Heritage Site

More immediate issues have drawn the attention of LACAC away from this item; however, the Committee continues to monitor proposals relating to this distinctive heritage site of outstanding potential and significance to the history and character of the Ottawa-Hull community.

7. Public Relations and Web Site Subcommittees (formerly Media Relations)

During 1998-1999, the LACAC display was carried to two significant heritage / historical celebrations - Colonel By Day and Heritage Day. For the former, an information booth was

set up at the Rideau Locks beside the Commissariat Building and the latter event was at All Saints' Anglican Church in Sandy Hill. Subcommittee members promoted awareness of LACAC activities and responsibilities by answering questions and distributing brochures.

A series of new initiatives relating to the advance promotion of the Heritage Prize were developed, as a means of garnering increased awareness and interest in LACAC and the City's heritage.

The City has expanded their corporate Internet web site to enable Public Advisory Committees, such as LACAC, to post their meeting agenda and minutes. The Committee has requested that the capability of posting background information about ongoing heritage issues and upcoming events also be a feature of this web site.

8. Central Experimental Farm

The major goal of this sub-committee was achieved when the Central Experimental Farm was designated a national Historic Site in 1998. Liaison continued when the sub-committee chair was appointed to the Farm's first Advisory Council, where she contributed to the consultations on the Future of the Farm. The sub-committee continues to monitor proposals for development on the Central Experimental Farm.

9. Property Assessments Study

A subcommittee of three LACAC members was established to participate in a survey of land registry office documents regarding the changes in the assessed value of residential properties that had received heritage designation (under part IV of the Ontario Heritage Act) or those which were located in a designated Heritage District (part V). This study was directed by Dr. Robert Shipley of the University of Waterloo's School of Planning. Inclusion of the Ottawa records and data was but a small portion of a province-wide review, which involved the work of both student employees and community volunteers. The intention of the study was to determine whether or not heritage designation improves assessment values and, if so, to what extent. Results of the study found an appreciable increase of assessment values in the province.

10. Quarter Century Report (QCR)

Work on the Quarter Century Report commenced during the Summer of 1997 and significant progress was made during the 1998-1999 year. Research was completed by the end of 1998 and early in 1999, a new subcommittee chairperson restored the vigour of the project. Since then, a design prototype of the report was developed to help communicate the subcommittee's vision, a prominent Ottawa heritage writer was hired to bring the research material to life, eighteen other volunteers were signed on to make contributions to the project, and terms of reference were formulated for a production manager, who has since been hired. Further support was pledged by the City's Communications Centre to aid in

getting the work camera-ready and to assist with translation. The city photographer will be providing current photographs of all of the designated properties. This project has progressed to this stage through the commitment of sub-committee members and it is anticipated that the QCR will be ready for public distribution on Heritage Day 2000.

11. Ottawa 2000

LACAC designated one of its members to participate in the Legacy and Heritage Committee of the newly created Ottawa 2000, a non-profit organisation designed to foster the participation of local businesses, organisations and residents in activities to celebrate the coming of the New Millennium.

12. Statutory Applications

In addition, LACAC reviewed the following statutory applications pursuant to the Ontario Heritage Act.

Applications to Alter

268 First Avenue (originally the Ottawa Ladies College)
 229 Chapel Street (1875 residence, currently the Embassy of the Republic of Croatia)
 87 George Street (the Market Mall)
 255 Argyle Street (convert an office building into loft apartments)
 33 George Street (new construction in a heritage conservation district)

Demolition Applications

135 Rideau Street (the former Caplan's Department Store)
 150 Waller Street & associated properties bounded by Waller Street (OC Transitway),
 Laurier Avenue and Nicholas Street (4 residences, not including the Odell House)

Heritage Designation (Part IV)

317 Chapel Street, All Saints' Anglican Church
 501 Rockcliffe Park Driveway, the Ottawa New Edinburgh Club
 73 Second Avenue, first Avenue Public School

Heritage Grants

34	Alexander Street	
469	Besserer Street	
156-158	Bolton Street	
163-165	Bolton Street	
3	Bower	
207	Cathcart Street	
292	Frank Street	
303	Frank Street	
40	Fuller	
175	King Edward Street	
457	Laurier Avenue East	
456	Lewis Street	
125	MacKay Street	Church of St. Bartholomew
275	Maclaren Street	
131	Osgoode Street	
64	Sweetland Avenue	
501	Rockcliffe Driveway	
53-55	St. Andrew Street	
58-60	St. Andrew Street	
149	St. Andrew Street	
151	Stanely Avenue	
272	Wellington Street	St. Andrew's Presbyterian Church

Development Applications

This Subcommittee was established to screen non-statutory applications to the Committee of Adjustment, Rental Housing Protection, Site Plan Control, Demolition Control, Zoning and Official Plan Amendments. If an application is deemed to be of concern or importance, it is then referred to LACAC. This process saves precious time by catching potentially problematic applications in the early stages; and by filtering out innocuous applications. A two-member Subcommittee has worked throughout 1998-1999 to review all the applications that it receives.

Application to Demolish not under the Ontario Heritage Act

150 Waller Street & associated properties bounded by Waller Street (OC Transitway), Laurier Avenue and Nicholas Street (4 residences, not including the Odell House)

13. Application for Rezoning

371 Lisgar Street

Note of Appreciation

As a final, but nonetheless important point, LACAC acknowledges the knowledgeable and untiring services of the dedicated City Staff on whom we rely. For all their efforts on our behalf, we extend our appreciation to: Stuart Lazear, Sally Coutts, Brenda Emond, Elaine Grandmaître and Carole Langford for their direction and support this past year.