

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
 MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

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Our File/N/Réf. (23) 14-95-0031  
 Your File/V/Réf.

DATE 9 June 1997

TO/DEST. Co-ordinator  
 Planning and Environment Committee

FROM/EXP. Planning & Development Approvals Commissioner

SUBJECT/OBJET **CITY OF OTTAWA OFFICIAL PLAN AMENDMENT NO. 18**

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### **DEPARTMENTAL RECOMMENDATION**

**That the Planning and Environment Committee recommend that Council approve Official Plan Amendment No. 18 to the City of Ottawa Official Plan as modified by the Approval Pages attached as Annex I.**

### **BACKGROUND**

Official Plan Amendment No. 18 was adopted by the Council of the City of Ottawa on 3 April 96 and submitted to the Regional Municipality of Ottawa-Carleton for approval under Section 17 of the Planning Act, as amended by Bill 163. Amendment No. 18 was circulated to the appropriate development review agencies in draft form, and as there have been no significant changes to the policies, no further circulation is required other than the Notice required under Section 17 (22) of the Planning Act.

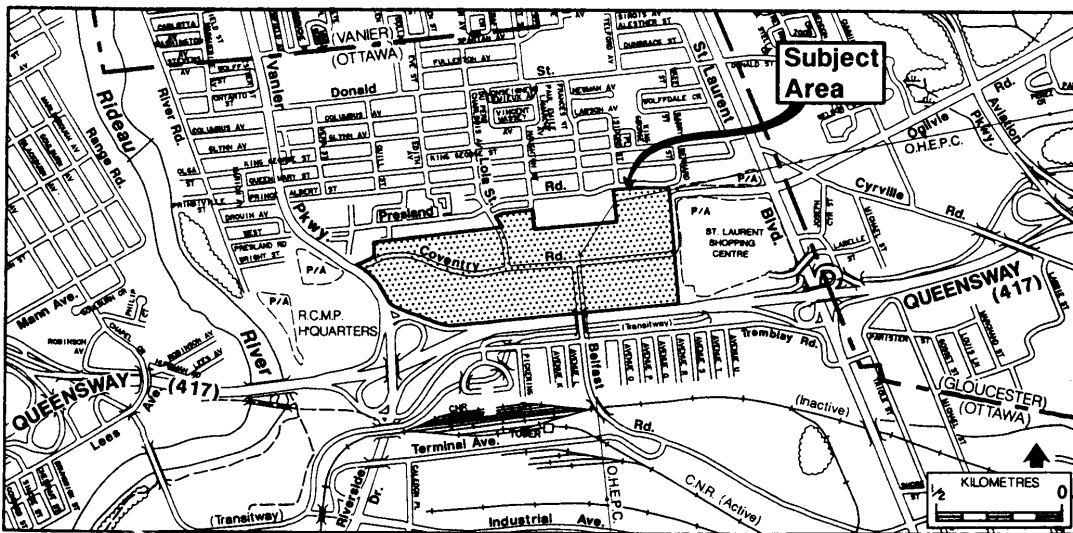
Document 5 of the Ottawa staff report to Ottawa's Planning and Economic Development Committee dated December 1, 1995 details the notification and consultation procedures followed during the processing of Official Plan Amendment No. 18. In addition to four public open houses, regular meetings by the study's Steering Committee were held, and the City circulated questionnaire surveys and study bulletins and summaries, placed advertisements in the newspaper, and sent notices by direct mail to owners within the Coventry Road area.

### **PURPOSE OF THE AMENDMENT**

The purpose of Amendment No. 18 is to implement the Secondary Employment Centre, Major Leisure Area - Municipal Facility and Business Employment Area land use recommendations

identified in the City Council approved Coventry Road Plan of Development. It is intended, through this amendment, that Schedule A - Land Use of the City of Ottawa's Official Plan, 1991 be changed to recognize the location of the proposed Secondary Employment Centre, Major Leisure Area -Municipal Facility and Business Employment Area within the Coventry Road area. It is also intended that the existing "Special Study Area" designation as identified on Schedule A - Land Use of the City of Ottawa Official Plan, 1991 for the Coventry Road area be deleted as a result of City Council's acceptance of the Plan of Development. The amendment includes site specific policies and also delineates the boundaries of the proposed designations.

## LOCATION



## CONFORMITY TO THE REGIONAL OFFICIAL PLAN

Both the Secondary Employment Centre (SEC) and the Business Employment Area (BEA) (Extensive Employment Area in the Region's Official Plan) meet the Regional Official Plan definitions for such areas, subject to the installation of any necessary infrastructure improvements at the time of development. That is, the proposed SEC would permit up to 5,000 jobs (a range of 2,000-5,000 jobs is permitted in the Region's Official Plan). As well, the proposed BEA would permit about 2,000 jobs; the Regional Official Plan requires at least 2,000 jobs in areas designated Extensive Employment Area on Schedule B to the Regional Official Plan, so Amendment No. 18 will help the Region to achieve this objective.

The requirements of Section 3.1.3.3 policy 9 b) of the Regional Official Plan are currently being satisfied by direct access to Coventry Road (Regional Road No. 50), and will be satisfied in the future through proposed Modification No. 2 which will require operational improvements and/or upgrading of the road system as traffic demand warrants. Access to an efficient all day high frequency public transit service, is required in Section 3.1.3.3 policy 9 c) of the Region's Official Plan.

When the Region dealt with Ottawa's Official Plan Amendment No. 190, (the Triple A Baseball stadium site) the need for a pedestrian link to be constructed over the Queensway joining the

Major Leisure Area-Municipal Facility (known then as the Triple 'A' Baseball Stadium) to the Train Transitway Station on the south side of the Queensway was strongly emphasized by the Regional Environment and Transportation Department-Transportation Section. The need for this pedestrian linkage is re-inforced by the Supplementary Transportation Analysis included in Part 1 of the Coventry Road Plan of Development. This Transportation Analysis concluded that without the pedestrian overpass being constructed by the year 2005, the transit modal split would be 15%; with the overpass in place by the year 2005, the modal split would increase to 20%-25%. The report concluded that to achieve this level of service 'D' for the Year 2011 Scenario, it will be necessary to achieve a transit modal split in the range of 20%-25%. The report further identified two alternatives; construction of the pedestrian overpass, or construction of a "mini" Transitway Station at Belfast Road linking the transitway to both the Business Employment Area and the Secondary Employment Centre. Modification No. 2 is intended to ensure conformity to Section 3.1.3.3 policy 9 c) of the Region's Official Plan.

#### RELATIONSHIP OF THE OPA TO THE ZONING BY-LAW

No objections were filed with regard to the initial site specific zoning by-law amendment for the site (By-law 69 of 69).

A subsequent amending by-law was approved by Ottawa City Council on 4 June 1997. The intent of this amendment is twofold: to limit the amount of retail in the C1-c zone to 23,225 sq. metres based on traffic capacity studies and to limit the amount of various commercial uses in the Industrial Business Park zone to a maximum of 280 sq. metres of gross leasable area. This means that the zones primary use will be for industrial-office development. This by-law addresses some of the concerns earlier raised by Loblaws Properties but as noted below under "Public Comments" may not have addressed them all.

No objections were raised to this amending by-law prior to its approval by City Council. However, the appeal period will not have expired at the time this report is considered by Planning and Environment Committee. As Council's approval of this Amendment is followed by a 30 day appeal period which would overlap with the zoning appeal period, Council's approval of LOPA 18 will not prejudice anyone who may wish to appeal the zoning as an objector would also be able to appeal the OPA.

#### AGENCY OR PUBLIC COMMENTS AND STAFF RESPONSE

##### Ministry of Transportation of Ontario (MTO)

The MTO refers to the need to widen the Vanier Parkway structure over Highway 417 to 6-lanes by the year 2011 ("Coventry Road Plan of Development Supplementary Transportation Analysis Sept. 1995"). They advise that as the need for this improvement is a direct result of the development of lands adjacent to Highway 417 and is not required to facilitate operational characteristics of the Provincial Highway, the costs will be entirely the responsibility of the owners and/or the City of Ottawa, which is in keeping with Ministry of Transportation policy.

### Departmental Response

The MTO's reference to the City is erroneous as the Vanier Parkway is a Regional road.

Modification No. 2 refers to road improvements noted in the Coventry Road Plan of Development but does not address who would pay for a new structure as this is seen as falling outside an official plan.

### Public Comments

A potential objection has been received from solicitors acting on behalf of Loblaw Properties Limited. Approval of the Official Plan Amendment will bring into effect the specific zoning by-law amendment for the area which will permit "stand alone" retail development up to 23,225 sq. metres in the C1-c zone which occupies most of the western part of the area. The solicitor recommends that supermarkets, department stores and what is termed "other traditional anchors" should be prohibited. The writer sees this as a departure from the original intent of the OPA which was to permit retail development only as part of office development.

### Departmental Response

The "stand alone retail" development would be permitted in that part of LOPA 18 to be designated "Secondary Employment Centre" and not in the "Business Employment Area". The City's Official Plan policies for Secondary Employment Centres require a mix of uses which may include: retail, office, hotel, service, cultural, entertainment, recreational and community facilities. The proposed zoning permits retail, office, hotel, service and places of public assembly. The 23,225 sq. metres of stand alone retail is to be apportioned on a lot by lot basis so it could not all occur as one development. Therefore staff do not believe there is a substantive basis for the concern raised by the solicitor for Loblaw Properties Limited.

## REGIONAL DEPARTMENTS COMMENTS

### Regional Environment and Transportation Department-Environmental Section

The Department advises that due to excessive extraneous flows during wet weather, there is no available surplus capacity in the Rideau River Collector. They also note that no Master Drainage Plan exists for the area. However, as the drainage area is substantially developed, it is acceptable to consider site specific stormwater design plans providing these adhere to the stormwater discharge criteria as contained in the Rideau River Stormwater Management Study.

### Departmental Response

In accordance with the pro-active approach being recommended in the draft Regional Official Plan the Region will take the initiative in removing wet weather flows from the sewer system so that development will not be constrained.

## Regional Environment and Transportation Department-Transportation Section

The Department advises that the Secondary Employment Centre has a potential of up to 5,000 jobs, and the Business Employment Area of up to 2,000 jobs. In addition, the St. Laurent Shopping Centre will also provide a substantial number of jobs. Since there is no monitoring mechanism proposed in the Plan of Development or the Official Plan Amendment No. 18 to control the rate of development, development may far exceed the floor areas that were assumed in the Department's phasing analysis and failure of the road network may occur. In addition, the pedestrian overpass linking the Train Transitway Station to the SEC and BEA will be required in order to achieve the transit modal splits required to service the proposed scale of office development in this area.

They noted that the original Zoning By-law (69-96) did not prohibit "Stand Alone" retail uses in the C1-c (1.0) Zone. Such uses have a greater traffic impact than traditional office uses and have different trip characteristics (both 'peaking' and modal split) than office development, with peak traffic volumes occurring around the same time that patrons would be entering the Ottawa Lynx stadium.

### Departmental Response

A modification is proposed below which addresses the need for monitoring and ties the approval of certain thresholds of development to the scheduling of infrastructure improvements. This includes the pedestrian linkage to the transitway station.

A supplementary traffic analysis was undertaken to look at the impact of "Stand Alone" retail and limits to the amount are established in the modification and also in the revision to the zoning by-law as mentioned earlier.

### Modification No. 2

**PART B - THE AMENDMENT**, Section **2.0 Details of the Amendment**, subsection 2.1 ii), which adds "14.0 Coventry Road: Secondary Employment Centre, Major Leisure Area - Municipal Facility and Business Employment Area" is modified by adding new clauses after 14.2.

#### "14.3 Development Approval Requirements

In addition to all other development requirements, Council shall require applicants to submit as part of the application approval process (i.e., including subdivision, severance, condominium and site plan) studies needed to address the following matters, to the satisfaction of the appropriate agencies, and to enter into Agreements with these authorities to ensure that their concerns will be addressed at the building construction stage of development:

1. Engineering analyses indicating what infrastructure and operational improvements are required for water and sanitary sewer in order to adequately service the proposed development, to the satisfaction of the Regional Municipality of Ottawa-Carleton and the City of Ottawa;

2. Traffic Impact assessments indicating what infrastructure and operational improvements are required to provide transit and road services to the proposed development, to the satisfaction of the Regional Municipality of Ottawa-Carleton, and the City of Ottawa. All infrastructure improvements adjacent to the proposed development which are required to service a development proposal shall be the responsibility of the applicant. Traffic Impact Studies shall be required where considered appropriate by the approval agency.
3. With regard to stormwater management the City of Ottawa shall require individual stormwater design plans for each site, which plans shall be approved by the City and the Regional Municipality of Ottawa-Carleton and which shall ensure that the stormwater discharge criteria are met as stipulated in the Rideau River Stormwater Management Study 1992, as revised from time to time, in addition to those policies specified in the Environmental Management Chapter 6.0, of the City of Ottawa Official plan, specifically sections 6.13.2a) and c).

Once the total estimated amount of occupied new gross floor area is more than 30,000 sq. metres above the existing amount of development as detailed in Table 3 of the Council approved "Coventry Road Plan of Development, December 1995", the City of Ottawa shall prepare a report which assesses the ability of the transportation system to accommodate additional development and recommends whether an amendment to the zoning by-law is necessary to limit the permitted new gross floor area to 65,030 sq. metres.

#### 14.4 New Development Beyond 65,030 sq. Metres

In addition to the requirements of Section 14.3, approval of additional development more than 65,030 sq. metres of gross floor area (GFA) above the existing amount of development as detailed in Table 3 of the Council approved "Coventry Road Plan of Development, December 1995", shall not be permitted until:

1. An analysis of the results of monitoring by the City of Ottawa and the Regional Municipality of Ottawa-Carleton of the Coventry Road intersection with the Vanier Parkway has been prepared and which indicates that with the new development the intersection will not operate below the acceptable level of service standard as identified in the Regional Municipality of Ottawa Carleton's Regional Official Plan as revised from time to time, and
2. The construction scheduling of required infrastructure improvements and, where appropriate, the scheduling of confirmed operational improvements for the Coventry Road and Vanier Parkway intersection has been undertaken as identified in the Coventry Road Plan of Development or through subsequent analysis which has been approved by the appropriate agencies. The scheduling of confirmed improvements shall be required to be adopted by the appropriate authorities within the second phase of the Benchmark Development Phasing schedule (65,030 sq. metres to 106,835 sq.

metres of additional GFA) as identified within Table 3 of the Council approved “Coventry Road Plan of Development, December 1995”.

To allow for the full development of the Coventry Road Area, the City of Ottawa shall examine:

- alternative solutions available to achieve the required transit modal split of 20%-25%,
- benefit/costs of each solution,

with the objective of having the most appropriate pedestrian linkage over the Queensway to the transitway in place by the time 106,835 sq. metres GFA of new development has been approved.

In addition, the required infrastructure and operational improvements identified through paragraph “2” above shall have been implemented.

Also, the City of Ottawa shall review and confirm or update the Rideau River Stormwater Management Study recommendations, implementation plans and watershed priorities in relation to the Coventry Road Plan of Development lands (in particular, the preferred location, sizing, type, timing of construction and financing of a centralized stormwater management facility or local facilities which could best service the area). The review shall be undertaken in consultation with the Ministry of the Environment and Energy, the Ministry of Natural Resources, the Rideau Valley Conservation Authority, and the Regional Municipality of Ottawa-Carleton.

#### 14.5 Retail Development

- i) Retail Development will be encouraged to locate as part of office development. “Stand Alone” retail development shall only be permitted in areas zoned for retail uses up to a cumulative maximum for the whole Coventry Road area of 23,225 sq. metres of GFA and only if traffic impact assessments indicate:
  1. the proposed development can be serviced with the transportation network in place at the time of application, or can be improved to adequately service the proposed use, and
  2. will not remove any capacity in the transportation network above that which would be removed by office development, to provide for the full office “build-out” development potential of the area.
- ii) Stand alone retail development in access of the cumulative 23,225 sq. metres of GFA threshold for the entire Coventry Road area may be considered where the proposed development will not prejudice the achievement of the Official Plan land use designations within the area as specified in the Coventry Road Plan of Development and City Council is satisfied that:
  1. applicable studies for the site are completed as per Policy 13.6.1a) of the implementation chapter of the City of Ottawa’s Official Plan,

2. there is sufficient vacant lands available in the Secondary Employment Centre land use designation for employee generating uses, in order to achieve the 2,000-5000 job objective.

#### 14.6 Monitoring

The development of the Coventry Road Area and resulting mix of land uses shall be monitored with respect to required infrastructure improvements and levels of development achieved over time. Where specified thresholds have been achieved amendments to the zoning by-law may be required to offset the demand for infrastructure improvements which may not be possible to be implemented within the short term period.”

#### Regional Planning and Development Approvals Department

The Regional Planning and Development Approvals Department is proposing a number of technical modifications, as follows.

#### **Modification No. 1**

The first modification is to correct a typing error in Section 2.1 policy 14.2 ii), as follows:

**PART B - THE AMENDMENT**, Section **2.0 Details of the Amendment**, subsection 2.1 ii), which adds "14.0 Coventry Road: Secondary Employment Centre, Major Leisure Area - Municipal Facility and Business Employment Area" is hereby modified by adding the letter "n" to the first word in the third line of policy 14.2 ii) so that the word reads "portion".

#### **Modification No's. 3 and 4**

It is unclear on Schedule "B" as to which area is affected by Amendment No. 18, or that the "base mapping" for Schedule "B" is in fact a representation of Schedule "A" to the Ottawa Official Plan. For clarity purposes, it is proposed to modify Schedule "B" of Amendment No. 18 as follows:

Schedule "B" - Land Use is modified by adding in upper case the words "EXTRACT FROM SCHEDULE "A" - LAND USE, OTTAWA OFFICIAL PLAN" at the location shown by the Modification No. 3 stamp and arrow.

Schedule "B" - Land Use is modified by adding a heavy outline as shown by the Modification No. 4 stamp, with an arrow and information box reading "Area Affected by Amendment No. 18".

#### **Modification No. 5**

The Planning and Development Approvals Department notes that the intent of the "Major Leisure Area - Municipal Facility" designation is to recognize the stadium site land use within the general boundaries of the "Secondary Employment Centre" land use designation. However, this overlay designation approach is not clear on Schedule "C" - Location. To clarify this, it is proposed to add a modification as follows:



Schedule "C" - Location is hereby modified by adding the statement "(LOCATED WITHIN SECONDARY EMPLOYMENT CENTRE)" as a third line immediately below the start of the line in the information box reading "MUNICIPAL FACILITY", which appears below the line "MAJOR LEISURE AREA".

### **Modification No. 6**

In all other "Site Specific Policies" in the City's Official Plan, 1991, the accompanying map to each is referred to as "Figure 1.0", and the text of Amendment No. 18 is consistent with this approach, always making reference to "Figure 1.0", with the exception that what should be "Figure 1.0" is labelled "Schedule "C" ". It is therefore proposed to initiate a modification to make Amendment No. 18 consistent with the Ottawa Official Plan, 1991. This modification is as follows:

The title block of Schedule "C" is modified by deleting the references "Amendment 18" and "Schedule "C" " and replacing them with the reference "Coventry Road Area".

### **CONSULTATION**

The responsible City of Ottawa planner has certified that the requirements for public notification under the Planning Act have been satisfied.

### **FINANCIAL IMPACT**

Although the approval of this amendment will bring into effect a new zoning by-law for the area, the density of permitted development will be about the same (an F.S.I. of 1.0) as that permitted by the existing by-law. The main change is from an industrial and an industrial office zone to a commercial zone affecting less than half of the overall site. To the extent that this change proves more attractive to private development there will be need for various improvements to Regional infrastructure for the second and third phases of development. However, because of Modification No. 2, if Regional Council decides not to commit to the infrastructure improvements this will result in limits on the amount of development that will be permitted. In summary the Amendment is advantageous to the Region in that it creates the opportunity to introduce a phasing mechanism which the present official plan and zoning does not contain.

*Approved by*  
*N. Tunnacliffe, MCIP, RPP*

APPROVAL PAGESAMENDMENT NO. 18 TO THE OFFICIAL PLAN  
OF THE OTTAWA PLANNING AREA

I hereby certify that Amendment No. 18 to the City of Ottawa Official Plan which was adopted by the Council of the City of Ottawa on 3 April 1996 was approved by the Council of the Regional Municipality of Ottawa-Carleton on \_\_\_\_\_ day of \_\_\_\_\_ 1997 under Section 17(20) the Planning Act (Bill 163) except the following which have been modified.

MODIFICATION NO. 1

**PART B - THE AMENDMENT**, Section **2.0 Details of the Amendment**, subsection 2.1 ii), which adds "14.0 Coventry Road: Secondary Employment Centre, Major Leisure Area - Municipal Facility and Business Employment Area" is hereby modified by adding the letter "n" to the first word in the third line of new policy 14.2 ii) so that the word reads "portion".

MODIFICATION NO. 2

**PART B - THE AMENDMENT**, Section **2.0 Details of the Amendment**, subsection 2.1 ii), which adds "14.0 Coventry Road: Secondary Employment Centre, Major Leisure Area - Municipal Facility and Business Employment Area" to Volume II, the section entitled "Site Specific Policies" of the Ottawa Official Plan, 1991, is modified by adding new clauses after 14.2 as follows:

“14.3 Development Approval Requirements

In addition to all other development requirements, Council shall require applicants to submit as part of the application approval process (i.e., including subdivision, severance, condominium and site plan) studies needed to address the following matters, to the satisfaction of the appropriate agencies, and to enter into Agreements with these authorities to ensure that their concerns will be addressed at the building construction stage of development:

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2. Traffic Impact assessments indicating what infrastructure and operational improvements are required to provide transit and road services to the proposed development, to the satisfaction of the Regional Municipality of Ottawa-Carleton, and

the City of Ottawa. All infrastructure improvements adjacent to the proposed development which are required to service a development proposal shall be the responsibility of the applicant. Traffic Impact Studies shall be required where considered appropriate by the approval agency.

3. With regard to stormwater management the City of Ottawa shall require individual stormwater design plans for each site, which plans shall be approved by the City and the Regional Municipality of Ottawa-Carleton and which shall ensure that the stormwater discharge criteria are met as stipulated in the Rideau River Stormwater Management Study 1992, as revised from time to time, in addition to those policies specified in the Environmental Management Chapter 6.0, of the City of Ottawa Official plan, specifically sections 6.13.2a) and c).

Once the total estimated amount of occupied new gross floor area is more than 30,000 sq. metres above the existing amount of development as detailed in Table 3 of the Council approved "Coventry Road Plan of Development, December 1995", the City of Ottawa shall prepare a report which assesses the ability of the transportation system to accommodate additional development and recommends whether an amendment to the zoning by-law is necessary to limit the permitted new gross floor area to 65,030 sq. metres.

#### 14.4 New Development Beyond 65,030 sq. Metres

In addition to the requirements of Section 14.3, approval of additional development more than 65,030 sq. metres of gross floor area (GFA) above the existing amount of development as detailed in Table 3 of the Council approved "Coventry Road Plan of Development, December 1995", shall not be permitted until:

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2. The construction scheduling of required infrastructure improvements and, where appropriate, the scheduling of confirmed operational improvements for the Coventry Road and Vanier Parkway intersection has been undertaken as identified in the Coventry Road Plan of Development or through subsequent analysis which has been approved by the appropriate agencies. The scheduling of confirmed improvements shall be required to be adopted by the appropriate authorities within the second phase of the Benchmark Development Phasing schedule (65,030 sq. metres to 106,835 sq. metres of additional GFA) as identified within Table 3 of the Council approved "Coventry Road Plan of Development, December 1995".

To allow for the full development of the Coventry Road Area, the City of Ottawa shall examine:

- alternative solutions available to achieve the required transit modal split of 20%-25%,
- benefit/costs of each solution,

with the objective of having the most appropriate pedestrian linkage over the Queensway to the transitway in place by the time 106,835 sq. metres GFA of new development has been approved.

In addition, the required infrastructure and operational improvements identified through paragraph “2” above shall have been implemented.

Also, the City of Ottawa shall review and confirm or update the Rideau River Stormwater Management Study recommendations, implementation plans and watershed priorities in relation to the Coventry Road Plan of Development lands (in particular, the preferred location, sizing, type, timing of construction and financing of a centralized stormwater management facility or local facilities which could best service the area). The review shall be undertaken in consultation with the Ministry of the Environment and Energy, the Ministry of Natural Resources, the Rideau Valley Conservation Authority, and the Regional Municipality of Ottawa-Carleton.

#### 14.5 Retail Development

- i) Retail Development will be encouraged to locate as part of office development. “Stand Alone” retail development shall only be permitted in areas zoned for retail uses up to a cumulative maximum for the whole Coventry Road area of 23,225 sq. metres of GFA and only if traffic impact assessments indicate:
  1. the proposed development can be serviced with the transportation network in place at the time of application, or can be improved to adequately service the proposed use, and
  2. will not remove any capacity in the transportation network above that which would be removed by office development, to provide for the full office “build-out” development potential of the area.
  
- ii) Stand alone retail development in excess of the cumulative 23,225 sq. metres of GFA threshold for the entire Coventry Road area may be considered where the proposed development will not prejudice the achievement of the Official Plan land use designations within the area as specified in the Coventry Road Plan of Development and City Council is satisfied that:
  1. applicable studies for the site are completed as per Policy 13.6.1a) of the implementation chapter of the City of Ottawa’s Official Plan,
  2. there is sufficient vacant lands available in the Secondary Employment Centre land use designation for employee generating uses, in order to achieve the 2,000-5000 job objective.

#### 14.6 Monitoring

The development of the Coventry Road Area and resulting mix of land uses shall be monitored with respect to required infrastructure improvements and levels of development achieved over time. Where specified thresholds have been achieved amendments to the zoning by-law may be required to offset the demand for infrastructure improvements which may not be possible to be implemented within the short term period.”

#### **MODIFICATION NO. 3**

Schedule "B" - Land Use modified by adding in upper case the words "EXTRACT FROM SCHEDULE "A" - LAND USE, OTTAWA OFFICIAL PLAN" at the location shown by the Modification No. 3 stamp and arrow.

#### **MODIFICATION NO. 4**

Schedule "B" - Land Use is modified by adding a heavy outline as shown by the Modification No. 4 stamp, with an arrow and information box reading "Area Affected by Amendment No. 18".

#### **MODIFICATION NO. 5**

Schedule "C" - Location is modified by adding the statement "(LOCATED WITHIN SECONDARY EMPLOYMENT CENTRE)" as a third line immediately below the start of the line in the information box reading "MUNICIPAL FACILITY", which appears below the line "MAJOR LEISURE AREA".

#### **MODIFICATION NO. 6**

The title block of Schedule "C" is modified by deleting the references "Amendment 18" and "Schedule "C" " and replacing them with the reference "Coventry Road Area".

Dated at Ottawa, Ontario this \_\_\_\_\_ day of \_\_\_\_\_, 1997.

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Clerk, Regional Municipality of Ottawa-Carleton

EXCERPTS FROM OTTAWA OFFICIAL PLAN AMENDMENT NO. 18

**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 "B" and "C" constitute the Amendment to the City of Ottawa Official Plan.

**2.0 Details of the Amendment**

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

i) In Volume I, on Schedule "A" - Land Use, the lands generally located north of the Queensway, east of the Vanier Parkway, south of the Overbrook residential community, and west of the St. Laurent Shopping Centre are redesignated from Special Study Area and Business Employment Area, (in part), to:

- Secondary Employment Centre, and
- Major Leisure Area - Municipal Facility, and
- Site Specific Policy, and
- Business Employment Area,

all as shown on Schedule "B" of this Amendment.

ii) In Volume II, the section entitled "Site Specific Policies" is amended through the addition of a new site specific policy entitled "14.0. Coventry Road: Secondary Employment Centre, Major Leisure Area - Municipal Facility and Business Employment Area" which includes specific policy direction in text and boundaries as detailed on Schedule "C" of this Amendment. The text of the Site Specific Policy 14.0 will read as follows:

**14.1 Description of Area**

These policy provisions shall apply to the lands generally bounded on the south by the Queensway, on the west by the Vanier Parkway, on the north by the Overbrook residential area, and on the east by the St. Laurent Shopping Centre site as shown on Figure 1.0.

**14.2 Land Use**

i) The Secondary Employment Centre is generally located north of the Queensway, east of the Vanier Parkway, south of Coventry Road between the Vanier Parkway and Belfast Road, and south of the hydro right of way which borders the adjacent Overbrook residential area between the Vanier Parkway and Lola Street, and including the property

located at 1155 Lola Street and the east side of Lola Street.

Secondary Employment Centre land use shall be characterized by mid-rise to high rise office/commercial buildings of four to ten storeys in height. The maximum permitted density for Secondary Employment Area excluding the Major Leisure Area - Municipal Facility site area shown on Figure 1.0 should not exceed 121,000 square metres. The density of development will be guided by a maximum amount of floor space allowed by site and use.

Office uses will be concentrated in the Secondary Employment Centre with accessory grade - related retail and service uses accessible and visible from Coventry Road. A hotel may be located in close proximity to the Ottawa Stadium. Off-site stadium parking throughout the Secondary Employment Centre shall be permitted.

MODIFICATION

NO. 1  
UNDER SECTION 17 OF  
THE PLANNING ACT.

- ii) The Major Leisure Area - Municipal Facility designation recognizes the Municipal Stadium site, located within a [portion] of the general boundaries of the Secondary Employment Centre.

Major Leisure Area - Municipal Facility land uses should complement the potential for off-site parking arrangements where possible for Secondary Employment Centre uses. Parking linkages between the business day office parking demands and the potential to provide for limited off-site office parking on the stadium site during the day when stadium events are not held shall be supported. Off-site stadium parking throughout the Secondary Employment Centre and Business Employment Area shall be permitted. This form of complementary land use is strategically intended to optimize the most efficient use of parking lots and facilities within the Coventry Road area for both office business and Municipal Stadium event purposes.

- iii) The Business Employment Area designation is located generally along the north and south sides of Coventry Road, east of the Greenway Linkage designation and on the north side only of Coventry Road, west of the Linkage up to Lola Street, (excluding 1155 Lola Street), all as shown on Figure 1.0.

Business Employment Area land uses and development shall have the potential for office and light industrial development to accommodate approximately 2,000 jobs. Densities shall be based on the retention of the existing F.S.I. of 1.0. The zoning will reflect the flexibility to provide offices as the sole use in a building or in

conjunction with light industrial uses. The maximum permitted height of any building shall be low rise to a maximum of three storeys. Off-site stadium parking throughout the Business Employment Area shall be permitted.

MODIFICATION  
NO. 2  
UNDER SECTION 17 OF  
THE PLANNING ACT.

- iv) The Greenway - Linkage designation is generally located within the "Business Employment Area" and extends along Belfast Road between the Queensway to Coventry Road linking north through the municipal park and extending east along the hydro right of way as shown on Figure 1.0.

Greenway - Linkage areas designated on Schedule "A" - Land Use, shall be preserved as open space corridors through the area for the purposes of integrating with the City's overall greenway system and providing a green buffer between the Coventry Road area and the Overbrook residential community. A bicycle path shall be integrated into this greenway corridor. It is intended that this corridor will remain in its natural state where possible.

### 3.0 Implementation and Interpretation

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



Amendment  
*Amendement*

18

Schedule "A"  
Annexe "A"

Location  *Emplacement*

COVENTRY ROAD AREA



City of  
Ville d' **Ottawa**

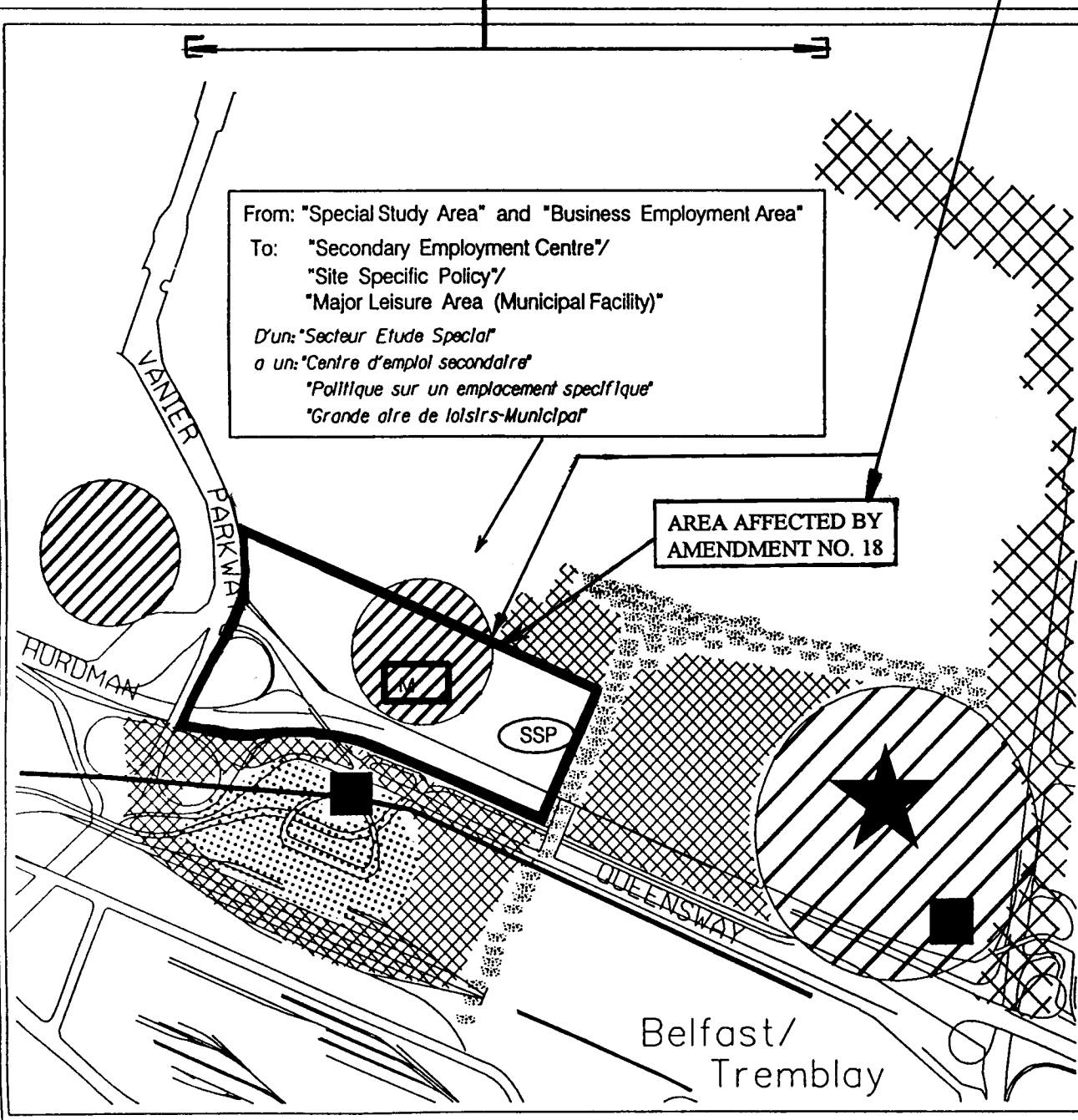


MODIFICATION

NO. 3  
 UNDER SECTION 17 OF  
 THE PLANNING ACT.

MODIFICATION

NO. 4  
 UNDER SECTION 17 OF  
 THE PLANNING ACT.



From: "Special Study Area" and "Business Employment Area"  
 To: "Secondary Employment Centre"/  
 "Site Specific Policy"/  
 "Major Leisure Area (Municipal Facility)"  
 D'un: "Secteur Etude Specia"  
 a un: "Centre d'emploi secondaire"  
 "Politique sur un emplacement specifique"  
 "Grande aire de loisirs-Municipal"

AREA AFFECTED BY  
 AMENDMENT NO. 18

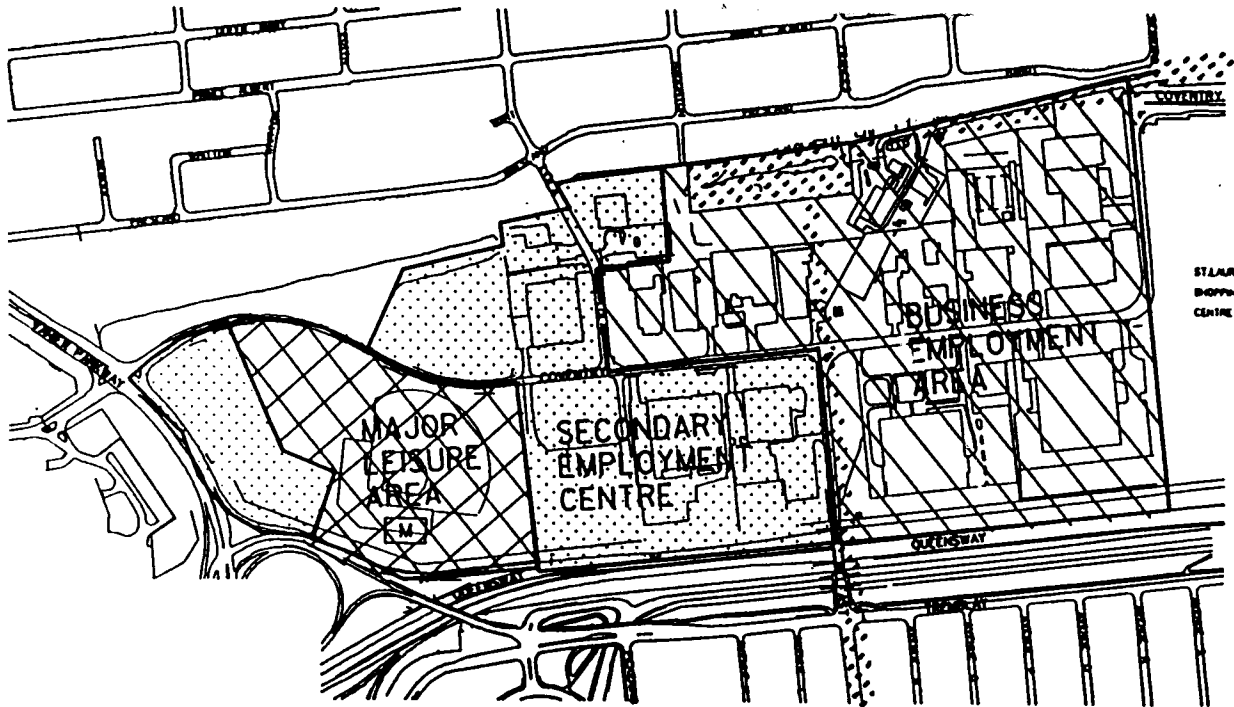
Amendment 18  
 Amendement

Schedule "B" – Land Use  
 Annexe "B" – Utilisation du sol

-  Primary Employment Area  
Centre d'emploi primaire
-  Secondary Employment Centre  
Centre d'emploi secondaire
-  Regional Shopping Centre  
Centre commercial regional
-  Site Specific Policy  
Politique sur un emplacement specifique
-  Major Leisure Area (Municipal Facility)  
Grande aire de loisirs-Municipal
-  Greenway System (Linkage)  
Reseau de verdure (Liaison)
-  Business Employment Area  
Secteur d'emploi commercial
-  District Linear Commercial Area  
Rue commerciale de district
-  Existing Transit Station  
Stations du Transitway-Etabli
-  Transitway  
Transitway
-  Transportation Facility  
Installations de transport

FIGURE 1.0  
 SITE SPECIFIC POLICY





MODIFICATION  
 NO. 6  
 UNDER SECTION 17 OF  
 THE PLANNING ACT.



~~Amendment  
 Amendement~~ 18

~~Schedule "C"  
 Annexe "C"~~

Location Emplacement

-  BUSINESS EMPLOYMENT AREA
-  SECONDARY EMPLOYMENT AREA
-  MAJOR LEISURE AREA MUNICIPAL FACILITY
-  (EXISTING) GREENWAY LINKAGE

The border of the Greenway System is to be considered conceptual and should not be interpreted to follow individual property boundaries and will be determined through specific studies which include public participation.

MODIFICATION  
 NO. 5  
 UNDER SECTION 17 OF  
 THE PLANNING ACT.



ANNEX III

