

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf. 14-99-0022  
 Your File/V/Réf.

DATE 14 August 2000

TO/DEST. Co-ordinator  
 Planning and Environment Committee

FROM/EXP. Commissioner Planning and Development Approvals Department

SUBJECT/OBJET **CITY OF OTTAWA OFFICIAL PLAN  
 AMENDMENT NO. 37 - TEMPORARY SURFACE PARKING  
 IN THE CENTRAL AREA AND INNER CITY  
 RESIDENTIAL DISTRICTS**

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**DEPARTMENTAL RECOMMENDATION**

**That Planning and Environment Committee recommend that Council approve Amendment No. 37 to the City of Ottawa Official Plan as per the Approval Page attached as Annex 1.**

**BACKGROUND**

On 9 May 2000 Planning and Environment Committee considered a staff report recommending approval of City of Ottawa Official Plan Amendment No. 37 dealing with temporary surface parking (see Annex II).

At the meeting the Committee heard several presentations including one from Mr. Ted Fobert representing Capital Parking and Ideal Parking. Mr. Fobert tabled suggested revised wording for the Amendment - the same he had presented to the City of Ottawa's Planning and Economic Development Committee (see Annex III).

The Planning and Environment Committee adopted the following motion:

“That City of Ottawa Local Official Plan Amendment No. 37 and any proposed amendments be referred back to staff for consultation with the City of Ottawa and other interested parties.”

## DISCUSSION

Staff contacted the City of Ottawa and forwarded Mr. Fobert's proposed wording. In the letter staff asked for a general sense as to what changes might be acceptable to the City before staff held discussions with other parties.

The City replied that the re-wording as proposed would compromise the intent of the Official Plan. In the City's opinion the Official Plan Amendment achieves the objectives of the earlier study on temporary parking while maintaining a balance between the various interests. The City adds that given the position of those objecting to the Amendment, it does not see any wording which would be acceptable to them while maintaining the integrity of the policy. Given this, staff concluded it would be pointless to enter into negotiations with the objectors.

In the initial report on the Amendment, staff recommended its approval advising that while the Regional Official plan supports the provision of short-term parking in the Central Area, it does not support the provision of more surface parking lots as this works against the strategy of increasing the proportion of work trips that use public transit. Given the evident impasse between the City and the objectors and the fact that staff support the Amendment, staff recommend that Council approve the Amendment which would then provide the objectors with the avenue to appeal to the Ontario Municipal Board. Those who would be notified of Council's decision are listed on the draft "Notice of Decision" letter following Annex I.

## CONSULTATION

As directed by Planning and Environment Committee, staff have consulted with the City of Ottawa but, because of the outcome noted above, have not held discussions with the other parties.

## FINANCIAL IMPACT

The Amendment by supporting the objective of increasing transit ridership for work trips contributes to the Region's desire to limit the need to build new or widened roads.

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

**ANNEX I - August 2000**

**APPROVAL PAGE**

**CITY OF OTTAWA**

**OFFICIAL PLAN AMENDMENT NO. 37**

I hereby certify that Official Plan Amendment No. 37 to the City of Ottawa Official Plan was approved by the Council of the Regional Municipality of Ottawa-Carleton on            day of            2000 under Section 17 (34) of the Planning Act except the following which has been modified:

In PART B - THE AMENDMENT

2.0    Details of the Amendment

Modifications No. 1

Paragraph 2.3.1 is modified in the first line to delete “Policy 1.3.3 h) iii)” and replace it with:

“Policy 1.3.3 i) iii)”

Dated this            day of            2000.

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Clerk, Regional Municipality of Ottawa-Carleton

**DRAFT “NOTICE OF DECISION”**

Date:  
Regional File: 14-99-0022  
Contact: Nigel Brereton

Applicable Planning Act: **Bill 20**

Mr. Pierre Pagé, Clerk  
City of Ottawa  
111 Sussex Drive  
Ottawa Ontario  
K1N 5A1

Dear Mr. Pagé

**Re: City of Ottawa Official Plan Amendment No. 37  
Temporary Surface Parking in the Central Area and  
Inner City Residential Districts**

In accordance with Section 17(35) of the Planning Act, you are hereby notified of the Regional Council’s decision to approve, under authority assigned to Regional Council by the Ministry of Municipal Affairs and Housing, Amendment 37 to the Official Plan of the City of Ottawa.

**PURPOSE OF THE AMENDMENT**

The purpose of Amendment 37 is to make it clear that temporary use by-laws must conform to the Official Plan and to add policies to discourage temporary surface parking in the various Secondary Policy Plan areas affecting the Central Area, Centretown, Sandy Hill and Lowertown.

**INFORMATION**

Information on Amendment 37 can be obtained from the Regional Planning and Development Approvals Department at the above-noted address (attention: Nigel Brereton at 560-6058, extension 1233) or the City of Ottawa Planning Department [attention: Charles Lanktree at 244-5300 extension 3859].

**NOTICE OF APPEAL**

Pursuant to Section 17(36) of the Planning Act, any person or public body may, not later than 4:30 p.m. on (date - 20 days after the giving of notice), appeal the decision by filing a notice of appeal to Amendment 37 with the Regional Planning and Development Approvals Department. Such appeal must identify, in writing, which section(s) is/are being appealed and the reasons for doing so. All appeals must also be accompanied by a cheque in the amount of \$125.00 (to the Minister of Finance, Province of Ontario) to cover the Ontario Municipal Board’s prescribed fee.

If no notice of appeal is received before or on (date - 20 days after giving of notice), the decision of Regional Council is final and Amendment 37 will come into effect on (date - the day after the last day for appeal).

Please note that only individuals, corporations or public bodies may appeal a decision of the approval authority to the Ontario Municipal Board. A notice of appeal may not be made by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or group on its behalf.

Dated dd/mm/yyyy.

Sincerely

Mary Jo Woollam  
Clerk

c.c.: City of Ottawa Planning Department  
Mr. Ted Fobert  
Ms. Linda Hoad  
Mr. J. McGuinty  
Mr. Glenn Sheskay  
Mr. Tony Kue Shahvasesi  
Mr. Robert B. Emonds  
Mr. Nicholas Patterson

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf. Your File/V/Réf.	(25) 14-99-0022
DATE	27 March 2000
TO/DEST.	Co-ordinator Planning & Environment Committee
FROM/EXP.	Commissioner Planning and Development Approvals Department
SUBJECT/OBJET	<b>CITY OF OTTAWA OFFICIAL PLAN AMENDMENT NO. 37 - TEMPORARY SURFACE PARKING IN THE CENTRAL AREA AND INNER CITY RESIDENTIAL DISTRICTS</b>

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**DEPARTMENTAL RECOMMENDATION**

**That the Planning and Environment Committee recommend that Council approve Amendment No. 37 to the City of Ottawa Official Plan as per the Approval Page attached as Annex I.**

**BACKGROUND**

In 1996 the City of Ottawa initiated a study of temporary surface parking in the Central Area and inner city neighbourhoods with the following objectives:

- to review the parking supply information needed to support the City policy on temporary parking;
- to assess the effectiveness of the policy to implement the direction of the Official Plan concerning temporary parking; and
- to determine the means which should be utilized to clarify Council's position on this issue.

The present policy in the City Official Plan states: "City Council shall discourage the provision of temporary surface parking spaces on vacant sites within the Central Area in order to support the reduction of carbon emissions and to ensure a vibrant pedestrian environment. City Council shall, in determining the use of this policy, take into account specific parking strategies in the Central Area Secondary Policy Plan. Where temporary surface parking is permitted, City Council shall ensure that the visual appearance of such parking facilities shall be enhanced and screened through the use of

substantial vegetation, while ensuring adequate public safety and security; and shall require that an appropriate amount of usable open space be provided”.

The City was concerned with a policy in its Official Plan related to temporary use by-laws. This policy states that temporary use by-laws need not conform to the Official Plan. However, the Planning Act in Section 24 (1) states that by-laws must conform to the municipality’s Official Plan, and this includes temporary use by-laws. Further, Section 39 (1) of the Planning Act allows for the passing of a temporary use by-law for a use that is otherwise prohibited by the comprehensive by-law, but does not extend that privilege to allowing a use that is not in conformity with the Official Plan. Therefore, the City determined to amend the Official Plan to bring it into conformity with Sections 24 (1) and 39 (1) of the Planning Act. This would result in more emphasis being placed on the direction of the Official Plan with respect to the adoption of a temporary use by-law.

Some of the Character Areas in the Secondary Policy Plan for the Central Area do not include a parking strategy or any specific direction relative to parking. A policy concerning temporary surface parking has been added to each of the Character Areas.

The Local Architectural Conservation Advisory committee (LACAC) had expressed concern with the potential negative impacts of temporary parking lots within residential neighbourhoods outside the Central Area. In response, City Council approved a motion of the Planning and Economic Development Committee (PEDC)... “that City Council establish temporary surface parking policies to discourage temporary rezonings for surface parking areas on residential land.” To implement this direction, a policy has been included in each of the Secondary Policy Plans and/or Key Principles of neighbourhood Plans within the affected area. The Amendment is attached as Annex II.

### PUBLIC COMMENTS

When this Amendment was before the City of Ottawa Planning and Economic Development Committee two parties who spoke expressed concerns (Mr. Ted Fobert, representing Capital and Ideal Parking, and Mr. Nicholas Patterson). As both these parties have subsequently requested the Region to inform them of any meetings or decisions, staff are treating the Amendment as “disputed”, and have decided to bring it to Planning and Environment Committee.

### REGIONAL COMMENTS

Staff support the Amendment. The Regional Official Plan supports the provision of short-term parking in the Central Area, but not provision for more surface parking lots, as these primarily cater to long term parking, which encourages the use of the automobile for work trips. The Region’s strategy is to increase the proportion of work trips that use public transit, walking or cycling. A housekeeping modification is needed to correct a reference.

FINANCIAL IMPACT

The Amendment, by supporting the objective of increasing transit ridership for work trips, contributes to the Region's desire to limit the need to build new or widened roads.

*Approved by  
N. Tunnacliffe, MCIP, RPP*



APPROVAL PAGE

CITY OF OTTAWA

OFFICIAL PLAN AMENDMENT NO. 37

I hereby certify that Official Plan Amendment No. 37 to the City of Ottawa Official Plan was approved by the Council of the Regional Municipality of Ottawa-Carleton on \_\_\_\_\_ day of \_\_\_\_\_ 2000 under Section 17 (34) of the Planning Act except the following which has been modified:

In PART B - THE AMENDMENT

2.0 Details of the Amendment

Modification No. 1

Paragraph 2.3.1 is modified in the first line to delete “Policy 1.3.3 h) iii)” and replace it with:

“Policy 1.3.3 i) iii)”

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2000.

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Clerk, Regional Municipality of Ottawa-Carleton

## PART B - THE AMENDMENT

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### 1.0 The Introductory Statement

All of this part of the document entitled Part B - The Amendment, consisting of the following text constitutes Amendment No.37 to the City of Ottawa Official Plan.

### 2.0 Details of the Amendment

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

- 2.1 Chapter 5.0 - Central Area contained in Volume I of the City of Ottawa Official Plan, is amended as follows:

- 2.1.1 Policy 5.9.2.2 f) of the Parking and Loading provisions is deleted in its entirety and replaced with a new Policy 5.9.2.2 f) to read as follows:

*Temporary Surface Parking*

“Notwithstanding that City Council can pass Temporary Use By-laws, City Council shall discourage the provision of temporary surface parking spaces on vacant sites within the Central Area in order to support the reduction of carbon emissions and to ensure a vibrant pedestrian environment. City Council shall, in determining the use of this policy, take into account specific parking strategies in the Central Area Secondary Policy Plan. Where temporary surface parking is permitted, City Council shall ensure that the visual appearance of such parking facilities shall be enhanced and screened through the use of fences, walls and/or vegetation, while ensuring adequate public safety and security; and shall require that an appropriate amount of useable open space be provided in accordance with Policies 5.6.2 t) and 5.8.2 e) of this chapter and Policy g) below.”

- 2.2 Chapter 13.0 - Implementation and Monitoring contained in Volume I of the City of Ottawa Official Plan, is hereby amended as follows:

- 2.2.1 Policy 13.17.1 a) of the Temporary Use provisions is deleted in its entirety and replaced with a Policy 13.17.1 a) to read as follows:

*Temporary Use Provisions*

“City Council recognizes that it may be desirable to permit uses for specific temporary periods up to a maximum of three years, which would otherwise not conform to the comprehensive Zoning By-law. Such uses

may be permitted upon individual application and careful consideration by City Council, of the need and appropriateness of a Temporary Use By-law and to ensure that the objectives and policy direction of the Official Plan are not adversely affected by the temporary use.”

- 2.2.2 Policy 13.17.1 b) of the Temporary Use provisions is deleted in its entirety and replaced with a new policy 13.17.1 b) to read as follows:

*Extension*

“City Council may extend a Temporary Use By-law as set out in the Planning Act upon individual application and careful consideration by City Council, of the need and appropriateness of a Temporary Use By-law and shall ensure that the objectives and policy direction of the Official Plan are not adversely affected by the temporary use and that it does not jeopardize the long-term development intentions for the subject lands/area as specified in the Official Plan.”

- 2.3 Chapter 1.0 - Central Area Secondary Policy Plan contained in Volume II of the City of Ottawa Official Plan, is amended as follows:

- 2.3.1 Policy 1.3.3 h) iii) of the Core Area Character Area is deleted in its entirety and replaced with a new Policy 1.3.3 i)iii) to read as follows:

*Temporary Surface Parking*

“iii) discourage the provision of temporary surface parking spaces within the Core, and where temporary surface parking is permitted, shall require that site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.2 Policy 1.5.3 p) of the By Ward Market Character Area is amended by:

- i) deleting the word ‘and’ at the end of subparagraph iv).
- ii) deleting the period at the end of subparagraph v) and replacing it with a semi-colon, followed immediately by the word ‘and’.
- iii) adding the following new policy immediately following Policy 1.5.3 p) v):
  - “vi) discouraging the provision of temporary surface parking spaces within the By Ward Market Character Area and where temporary surface parking is permitted, requiring site enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area,”

2.3.3 Policy 1.6.3 h) of the Rideau/Congress Centre Character Area is amended by:

- ii) deleting the word 'and' at the end of subclause i).
- iii) deleting the period at the end of subclause ii) and replacing it with a semi-colon, followed immediately by the word 'and'.
- iv) adding the following new policy immediately after Policy 1.6.3 h)ii):
  - “iii) discouraging the provision of temporary surface parking spaces within the Rideau/Congress Centre Character Area, and where temporary surface parking is permitted, requiring site enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

2.3.4 Policy 1.7.3 of the Canal Character Area is amended by adding the following new policy immediately after Policy 1.7.3.i):

*Temporary Surface Parking*

“j) City Council shall discourage the provision of temporary surface parking spaces within the Canal Character Area and where temporary surface parking is permitted, shall require site enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

2.3.5 Policy 1.8.3 h) of the Lowertown Character Area is amended by adding the following as the final sentence of the policy:

“However, City Council shall discourage the provision of temporary surface parking spaces within the Lowertown Character Area and where temporary surface parking is permitted, shall require site enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

2.3.6 Policy 1.9.3 of the Sandy Hill West Character Area is amended by adding the following new policy immediately after Policy 1.9.3 k):

*Temporary Surface Parking*

“l) City Council shall discourage the provision of temporary surface parking spaces within the Sandy Hill West Character Area to ensure a pedestrian-oriented residential environment, and where temporary surface parking is permitted, shall require site enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.7 Policy 1.10.3 of the Upper Town Character Area is amended by adding the following new policy immediately following Policy 1.10.3 g):

*Temporary Surface Parking*

“h) City Council shall discourage the provision of temporary surface parking spaces within the Upper Town Character Area to ensure a pedestrian-oriented residential environment, and where temporary surface parking is permitted, shall require site enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.8 Policy 1.12.3 j) of the Rideau Theme Street is amended by adding the following as the final sentence of the policy:

“However, City Council shall discourage the provision of temporary surface parking spaces within the Rideau Theme Street area, and where temporary surface parking is permitted, shall require site enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.9 Policy 1.13.3 m) of the Sparks Theme Street is amended by adding the following as the final sentence of the policy:

“However, City Council shall discourage the provision of temporary surface parking spaces within the Sparks Theme Street area, and where temporary surface parking is permitted, shall require site enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.10 Policy 1.14.3 l) of the Bank Theme Street is amended by adding the following as the final sentence of the policy:

“However, City Council shall discourage the provision of temporary surface parking spaces within the Bank Theme Street, and where temporary surface parking is permitted, shall require enhancements in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.4 Chapter 3.0 - Centretown Secondary Policy Plan contained in Volume II of the City of Ottawa Official Plan, is amended as follows:

- 2.4.1 Policy 3.4.7 d) of the Transportation Policies is amended by adding the following as the final sentence of the policy:

“Notwithstanding that City Council can pass Temporary Use By-laws,

City Council shall not permit temporary surface parking spaces on vacant sites within Centretown in order to support the reduction of carbon emissions and to ensure a pedestrian-oriented residential environment.”

2.5 Chapter 5.0 - Sandy Hill Secondary Policy Plan contained in Volume II of the City of Ottawa Official Plan, is hereby amended as follows:

2.5.1 Policy 5.3.3 of the Transportation Policies is amended by adding the following policy immediately after policy 5.3.3 d):

“e) Notwithstanding that City Council can pass Temporary Use By-laws, City Council shall discourage temporary surface parking spaces on vacant sites within Sandy Hill in order to support the reduction of carbon emissions and to ensure a pedestrian-oriented residential environment.”

2.6 Chapter 8.0 - Lowertown West (Key Principles) contained in Volume II of the City of Ottawa Official Plan, is hereby amended by adding the following new policy immediately following Policy 8.3.6:

2.6.1 Policy 8.3.7 - Parking Policies is added as follows:

“Notwithstanding that City Council can pass Temporary Use By-laws, City Council shall discourage temporary surface parking spaces on vacant sites within Lowertown West in order to support the reduction of carbon emissions and to ensure a pedestrian-oriented residential environment.”

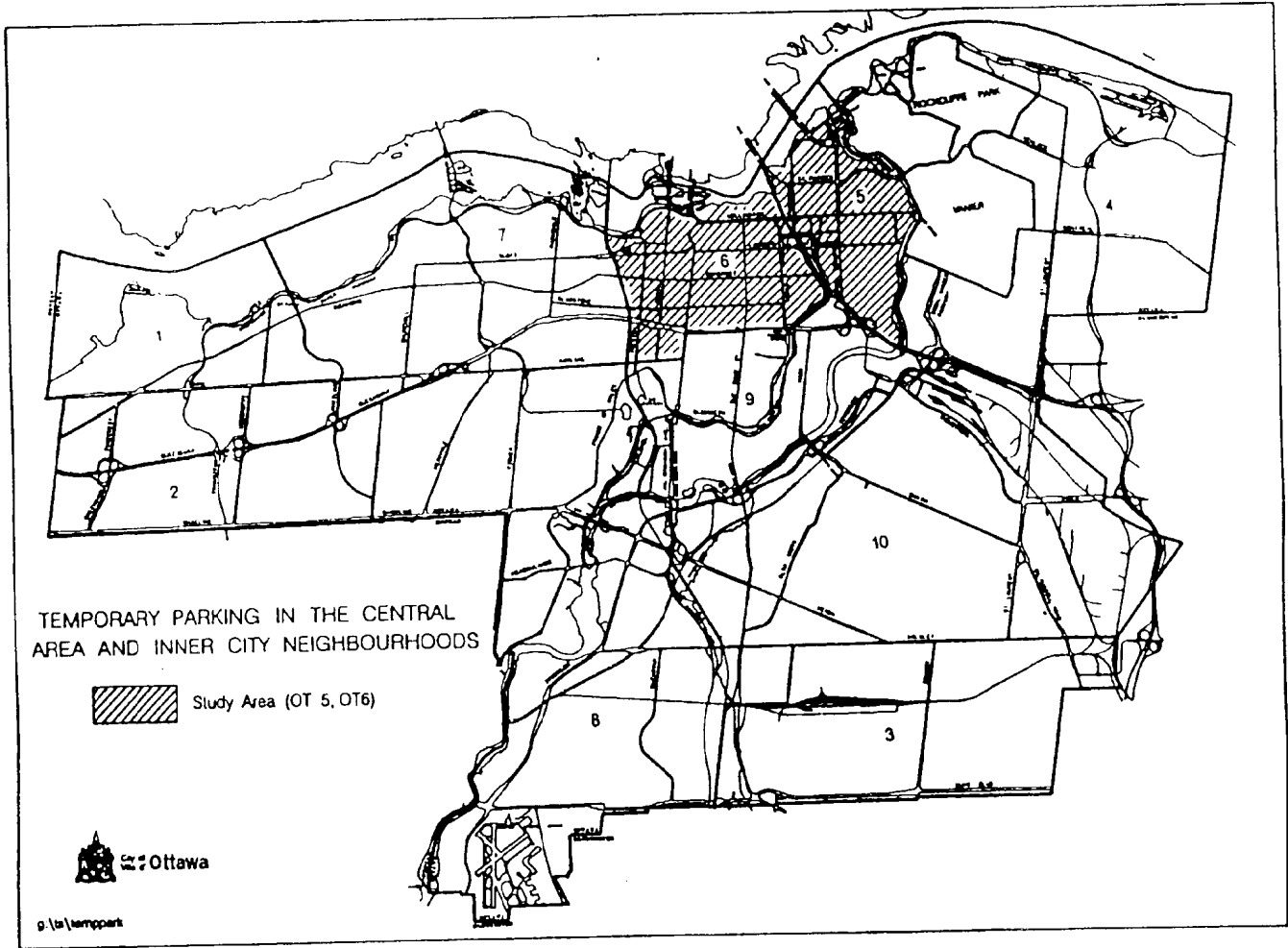
### 3.0 Implementation and Interpretation

Implementation and interpretation of this amendment shall be made having regard to all Chapters of the City of Ottawa Official Plan.

## PART C - THE APPENDIX

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The map entitles "Temporary Parking in the Central Area and Inner City Neighbourhoods" attached hereto, constitutes PART "C" - THE APPENDIX and illustrates the area affected by the changes contained in this Amendment.





Planning and Environment Committee Minutes 18  
9 May 2000

ANNEX A

## **Proposed Amendment - Temporary Surface Parking in the Central Area**

*Planning & Environment Committee Meeting: Tuesday, May 9, 2000*

The following wording replaces the wording in Document 3 - Official Plan Amendment, Part B - THE AMENDMENT, Section 2.0 Details of the Amendment.

The proposed change in wording better reflects the intent as described by the Commissioner of Urban Planning and Public Works in his letter, dated March 30, 2000. The shaded text represents the changes to the proposed Official Plan policies.

### 2.0 Details of the Amendment

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

2.1 Chapter 5.0 - Central Area contained in Volume I of the City of Ottawa Official Plan, is amended as follows:

2.1.1 Policy 5.9.2.2 f) of the Parking and Loading provisions is deleted in its entirety and replaced with a new Policy 5.9.2.2 f) to read as follows:

#### *Temporary Surface Parking*

“Notwithstanding that City Council can pass Temporary Use By-laws, City Council shall discourage the provision of temporary surface parking spaces on vacant sites within the Central Area in order to support the reduction of carbon emissions and to ensure a vibrant pedestrian environment. The deliberate demolition of buildings that are in good physical form or have been allowed to deteriorate through neglect for the sole purpose of establishment of temporary surface parking, shall be considered unacceptable.

In the case of sites rendered vacant through natural or otherwise uncontrollable causes (e.g., accidental fire, obsolescence, physical deterioration, structural damage, etc.), as well as those which have historically been vacant, Council shall have regard for the following considerations when assessing requests for temporary surface parking:

- i) economic hardship to the owner resulting from the inability to make economic use of the site;
- ii) local market conditions potentially affecting the site's immediate potential for redevelopment;
- iii) land use context of the site, including existing land uses and recent new development in the area;

- iv) potential impact of a surface parking lot on the streetscape, including impact on the pedestrian environment;
- v) the parking surplus or deficiency in the area, and
- vi) in the case where and existing residential use will be effected, the provisions on S. 3.4 of this Plan.

In considering requests for extensions of permission for temporary surface parking lots, Council shall:

- i) Assess the application based on the above-noted considerations; and,
- ii) Require demonstration by the applicant of marketing efforts.

Where temporary surface parking is permitted, City Council shall ensure that the visual appearance of such parking facilities shall be enhanced and screened through the use of fences, walls and/or vegetation, while ensuring adequate public safety and security; and shall require that an appropriate amount of useable open space be provided in accordance with Policies 5.6.2 u) and 5.8.2 e) of this chapter and Policy g) below.”

2.2 Chapter 13.0 - Implementation and Monitoring contained in Volume I of the City of Ottawa Official Plan, is hereby amended as follows:

2.2.1 Policy 13.17.1 a) of the Temporary Use provisions is deleted in its entirety and replaced with a new Policy 13.17.1 a) to read as follows:

*Temporary Use Provisions*

“City Council recognizes that it may be desirable to permit uses for specific temporary periods up to a maximum of three years, which would otherwise not conform to the comprehensive Zoning By-law. Such uses may be permitted upon individual application and careful consideration by City Council, of the need and appropriateness of a Temporary Use By-law and to ensure that the objectives and policy direction of the Official Plan are not adversely affected by the temporary use.”

2.2.2 Policy 13.17.1 b) of the Temporary Use provisions is deleted in its entirety and replaced with a new Policy 13.17.1 b) to read as follows:

*Extensions*

“City Council may extend a Temporary Use By-law as set out in the Planning Act upon individual application and careful consideration by City Council, of the need and

appropriateness of a Temporary Use By-law and shall ensure that the objectives and policy direction of the Official Plan are not adversely affected by the temporary use and that it does not jeopardize the long-term development intentions for the subject lands/area as specified in the Official Plan.”

2.3 Chapter 1.0 - Central Area Secondary Policy Plan contained in Volume II of the City of Ottawa Official Plan, is amended as follows:

2.3.1 Policy 1.3.3 i) iii) of the Core Area Character Area is deleted in its entirety and replaced with a new Policy 1.3.3 i) iii) to read as follows:

*Temporary Surface Parking*

“iii) City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking in the Core Area Character Area and, where temporary surface parking is permitted, shall require that site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

2.3.2 Policy 1.5.3 p) of the By Ward Market Character Area is amended by:

- i) deleting the word ‘and’ at the end of subparagraph iv).
- ii) deleting the period at the end of subparagraph v) and replacing it with a semi-colon, followed immediately by the word ‘and’.
- iii) adding the following new policy immediately following Policy 1.5.3 p) v)

“vi) City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking within the By Ward Market Character Area and, where temporary surface parking is permitted, shall require that site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

2.3.3 Policy 1.6.3 h) of the Rideau/Congress Centre Character Area is amended by:

- i) deleting the word ‘and’ at the end of subclause i).
- ii) deleting the period at the end of subclause ii) and replacing it with a semi-colon, followed immediately by the word ‘and’.
- iii) adding the following new policy immediately after Policy 1.6.3 h) ii):

“iii) City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the

Central Area when considering requests for temporary surface parking within the Rideau/Congress Centre Character Area and, where temporary surface parking is permitted, shall require that site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.4 Policy 1.7.3 of the Canal Character Area is amended by adding the following new policy immediately after Policy 1.7.3 i):

*Temporary Surface Parking*

“j) City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking within the Canal Character Area and, where temporary surface parking is permitted, shall require that site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.5 Policy 1.8.3 h) of the Lowertown Character Area is amended by adding the following as the final sentence of the policy:

“However, City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking within the Lowertown Character Area and, where temporary surface parking is permitted, shall require that site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.6 Policy 1.9.3 of the Sandy Hill West Character Area is amended by adding the following new policy immediately after Policy 1.9.3 k):

*Temporary Surface Parking*

“l) City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking within the Sandy Hill West Character Area, including particular regard for the desire to ensure a pedestrian-oriented residential environment, and, where temporary surface parking is permitted, shall require that site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.7 Policy 1.10.3 of the Upper Town Character Area is amended by adding the following new policy immediately following Policy 1.10.3 g):

*Temporary Surface Parking*

“h) City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking within the Upper Town Character Area, including particular regard for the desire to ensure a pedestrian-oriented residential environment, and, where temporary surface parking is permitted, shall require that site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.8 Policy 1.12.3 j) of the Rideau Theme Street is amended by adding the following as the final sentence of the policy:

“However, City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking within the Rideau Theme Street area, and where temporary surface parking is permitted, shall require site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.9 Policy 1.13.3 m) of the Sparks Theme Street is amended by adding the following as the final sentence of the policy:

“However, City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking within the Sparks Theme Street area, and where temporary surface parking is permitted, shall require site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.3.10 Policy 1.14.3 l) of the Bank Street Theme Street is amended by adding the following as the final sentence of the policy:

“However, City Council shall have regard to Policy 5.9.2.2 f) of the Primary Plan for the Central Area when considering requests for temporary surface parking within the Bank Theme Street, and where temporary surface parking is permitted, shall require site enhancements be provided in accordance with Policy 5.9.2.2 f) of the Primary Plan for the Central Area.”

- 2.4 Chapter 3.0 - Centretown Secondary Policy Plan contained in Volume II of the City of Ottawa Official Plan, is amended as follows:

- 2.4.1 Policy 3.4.7 d) of the Transportation Policies is amended by adding the following as the

final sentence of the policy:

“Notwithstanding that City Council can pass Temporary Use By-laws, City Council shall discourage the provision of temporary surface parking spaces on vacant sites in order to support the reduction of carbon emissions and to ensure a vibrant pedestrian environment. The deliberate demolition of buildings that are in good physical form or have been allowed to deteriorate through neglect for the sole purpose of establishment of temporary surface parking, shall be considered unacceptable.

In the case of sites rendered vacant through natural or otherwise uncontrollable causes (e.g., accidental fire, obsolescence, physical deterioration, structural damage, etc.), as well as those which have historically been vacant, Council shall have regard for the following considerations when assessing requests for temporary surface parking:

- i) economic hardship to the owner resulting from the inability to make economic use of the site;
- ii) local market conditions potentially affecting the site’s immediate potential for redevelopment;
- iii) land use context of the site, including existing land uses and recent new development in the area;
- iv) potential impact of a surface parking lot on the streetscape, including impact on the pedestrian environment;
- v) the parking surplus or deficiency in the area, and
- vi) in the case where and existing residential use will be effected, the provisions on S. 3.4 of this Plan.

In considering requests for extensions of permission for temporary surface parking lots, Council shall:

- i) Assess the application based on the above-noted considerations; and,
- ii) Require demonstration by the applicant of marketing efforts.

Where temporary surface parking is permitted, City Council shall ensure that the visual appearance of such parking facilities shall be enhanced and screened through the use of fences, walls and/or vegetation, while ensuring adequate public safety and security; and shall require that an appropriate amount of useable open space be provided.”

2.5 Chapter 5.0 - Sandy Hill Secondary Policy Plan contained in Volume II of the City of Ottawa Official Plan, is hereby amended as follows:

2.5.1 Policy 5.3.3 of the Transportation Policies is amended by adding the following new policy immediately after Policy 5.3.3 d):

- “e) “Notwithstanding that City Council can pass Temporary Use By-laws, City Council shall discourage the provision of temporary surface parking spaces on vacant sites in order to support the reduction of carbon emissions and to ensure a vibrant pedestrian environment. The deliberate demolition of buildings that are in good physical form or have been allowed to deteriorate through neglect for the sole purpose of establishment of temporary surface parking, shall be considered unacceptable.

In the case of sites rendered vacant through natural or otherwise uncontrollable causes (e.g., accidental fire, obsolescence, physical deterioration, structural damage, etc.), as well as those which have historically been vacant, Council shall have regard for the following considerations when assessing requests for temporary surface parking:

- i) economic hardship to the owner resulting from the inability to make economic use of the site;
- ii) local market conditions potentially affecting the site’s immediate potential for redevelopment;
- iii) land use context of the site, including existing land uses and recent new development in the area;
- iv) potential impact of a surface parking lot on the streetscape, including impact on the pedestrian environment;
- v) the parking surplus or deficiency in the area, and
- vi) in the case where and existing residential use will be effected, the provisions on S. 3.4 of this Plan.

In considering requests for extensions of permission for temporary surface parking lots, Council shall:

- i) Assess the application based on the above-noted considerations; and,
- ii) Require demonstration by the applicant of marketing efforts.

Where temporary surface parking is permitted, City Council shall ensure that the visual appearance of such parking facilities shall be enhanced and screened through the use of fences, walls and/or vegetation, while ensuring adequate public safety and security; and shall require that an appropriate amount of useable open space be provided.”

- 2.6 Chapter 8.0 - Lowertown West (Key Principles) contained in Volume II of the City of Ottawa Official Plan, is hereby amended by adding the following new policy immediately following Policy 8.3.6:

2.6.1 Policy 8.3.7 - Parking Policies is added as follows:

“Notwithstanding that City Council can pass Temporary Use By-laws, City Council shall discourage the provision of temporary surface parking spaces on vacant sites in order to support the reduction of carbon emissions and to ensure a vibrant pedestrian environment. The deliberate demolition of buildings that are in good physical form or have been allowed to deteriorate through neglect for the sole purpose of establishment of temporary surface parking, shall be considered unacceptable.

In the case of sites rendered vacant through natural or otherwise uncontrollable causes (e.g., accidental fire, obsolescence, physical deterioration, structural damage, etc.), as well as those which have historically been vacant, Council shall have regard for the following considerations when assessing requests for temporary surface parking:

- i) economic hardship to the owner resulting from the inability to make economic use of the site;
- ii) local market conditions potentially affecting the site’s immediate potential for redevelopment;
- iii) land use context of the site, including existing land uses and recent new development in the area;
- iv) potential impact of a surface parking lot on the streetscape, including impact on the pedestrian environment;
- v) the parking surplus or deficiency in the area, and
- vi) in the case where and existing residential use will be effected, the provisions on S. 3.4 of this Plan.

In considering requests for extensions of permission for temporary surface parking lots, Council shall:

- i) Assess the application based on the above-noted considerations; and,
- ii) Require demonstration by the applicant of marketing efforts.

Where temporary surface parking is permitted, City Council shall ensure that the visual appearance of such parking facilities shall be enhanced and screened through the use of fences, walls and/or vegetation, while ensuring adequate public safety and security; and shall require that an appropriate amount of useable open space be provided.”