

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

**Agenda 13**  
**Ordre du jour 13**

**Tuesday, July 25, 2000 - 9:15 a.m.**  
**Le mardi 25 juillet 2000 - 9 h 15**

**Victoria Hall, First Level**  
**Bytown Pavilion, City Hall**

**Salle Victoria, niveau 1**  
**Pavillon Bytown, hôtel de ville**



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

Minutes 13 (June 27, 2000)

Procès-verbal 13 (Le 27 juin 2000)

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Councillor/Conseillère Elisabeth Arnold, Chairperson/Présidente

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

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

AML

July 4, 2000

ACS2000-PW-PLN-0081  
(File: OZP2000/006)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT10 - Alta Vista-Canterbury

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

Action/Exécution

**1. Zoning - 933 Smyth Road**  
**Zonage - 933, chemin Smyth**

**Recommendation**

That an amendment to the I1 zone of the *Zoning By-law, 1998*, as it applies to 933 Smyth Road, to permit a parking lot, be **APPROVED**, as detailed in Document 3.



July 7, 2000 (11:09a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



July 7, 2000 (1:11p)

Approved by  
John S. Burke  
Chief Administrative Officer

DC:dc

Contact: Denis Charron - 244-5300 ext. 1-3422

**Financial Comment**

N/A.



July 7, 2000 (10:24a)

for Mona Monkman  
City Treasurer

CP:cds

## **Executive Report**

### Reasons Behind Recommendation

#### Background

The subject property is currently developed as a place of worship and ecclesiastical residence. The Mount Calvary Lutheran Church lands (approximately 0.4 hectares) are located on the north side of Smyth Road between Russell Road and Cuba Avenue.

The Mount Calvary Lutheran Church has been leasing approximately 20 parking spaces to the employees of the Bank of Montreal. There exists an opening between both properties to access the rear parking area of the church. The paved parking area which is the reason for this application, is located to the north and west sides of the church and accessible from Smyth Road. Surrounding uses are mostly residential with the exception of another church abutting a portion of the west property line, and a bank (Bank of Montreal) to the east. A total of 50 parking spaces are available on the subject site and 40 spaces on the Bank of Montreal site.

#### Official Plan

The Regional Municipality of Ottawa-Carleton's Official Plan designates the subject lands as "General Urban Area". The Planning and Development Approvals Department of the Region has informed us that they do not have any comments regarding the proposal.

The City's Official Plan designates the subject property as "Residential Area". This designation permits a variety of residential and limited non-residential uses. Reference is made to Policy 3.6.2 e) which states in part that City Council may consider 'limited' non-residential uses in the Residential Area designation provided that:

- i) such locations are isolated from, or at the periphery of, existing concentrations of residential development;
- ii) such uses are located on a major collector or arterial roadway; and
- iii) the proposed use is compatible with existing residential uses.

The vehicular access points to the church and bank sites are both separate and from Smyth Road which is an arterial roadway. Also, both sites are isolated from and located at the periphery of an existing residential area.

#### Need for Parking

The Department recognizes the following:

- Mount Calvary Lutheran Church has been leasing approximately 20 parking spaces to the employees of the Bank of Montreal for several years now without any concerns raised from abutting neighbours,
- parking occurs outside the major periods of worship, and
- both sites are isolated from and located at the periphery of an existing residential area and accessible from an arterial roadway.

In 1998, the Department of Urban Planning and Public Works conducted a study titled “*Commercial Parking on Place of Worship Sites*” to determine whether and under what circumstances commercial parking on place of worship sites might be warranted. On November 10, 1998, the Planning and Economic Development Committee approved the Department's recommendation for site-specific rezonings where public input and City Council consideration, on a case-by-case basis, would address the unique circumstances associated with the zoning of the site and surrounding uses. By-law 6-99 was enacted by City Council at its meeting of January 20, 1999, and then included in the *Zoning By-law, 1998*, as Sections 37c and 37d.

Since a bank is not one of the listed uses in Section 37d.(a) for which parking on a place of worship site may be provided, the Department recommends that *Zoning By-law, 1998*, be amended to create an exception to permit a parking lot limited to parking for the uses located on the property which abuts the church property.

### Economic Impact Statement

There will be no economic impact associated with this proposal.

### Consultation

No response was received as a result of the posting of an on-site information sign and notification sent to the concerned community groups and area residents.

## **Disposition**

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

### Department of Corporate Services

1. Statutory Services Branch to notify the Region of Ottawa-Carleton, Development Approvals Division, Department of Planning and Development Approvals, the applicant/agent [Mr. Jack Schultz, 2993 Linton Road, K1V 8H1], and the property owner [Mount Calvary Lutheran, 933 Smyth Road, K1G 1P5] of City Council's decision.
2. Office of the City Solicitor to forward the implementing by-law to City Council.

## **List of Supporting Documentation**

Document 1	Explanatory Note
Document 2	Location Map
Document 3	Details of Recommendations
Document 4	Municipal Environmental Evaluation Process (MEEP) Checklist - (on file with City Clerk)
Document 5	Consultation Details

## Part II - Supporting Documentation

Document 1

### EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_-2000

By-law Number \_\_\_\_\_ amends *Zoning By-law, 1998*, the City's Comprehensive Zoning By-law. The amendment affects the zoning of the lands identified as 933 Smyth Road (Mount Calvary Lutheran Church), as shown shaded on the attached Location Map. This amendment is intended to permit the continuance of a parking lot use on a place of worship site on a permanent basis.

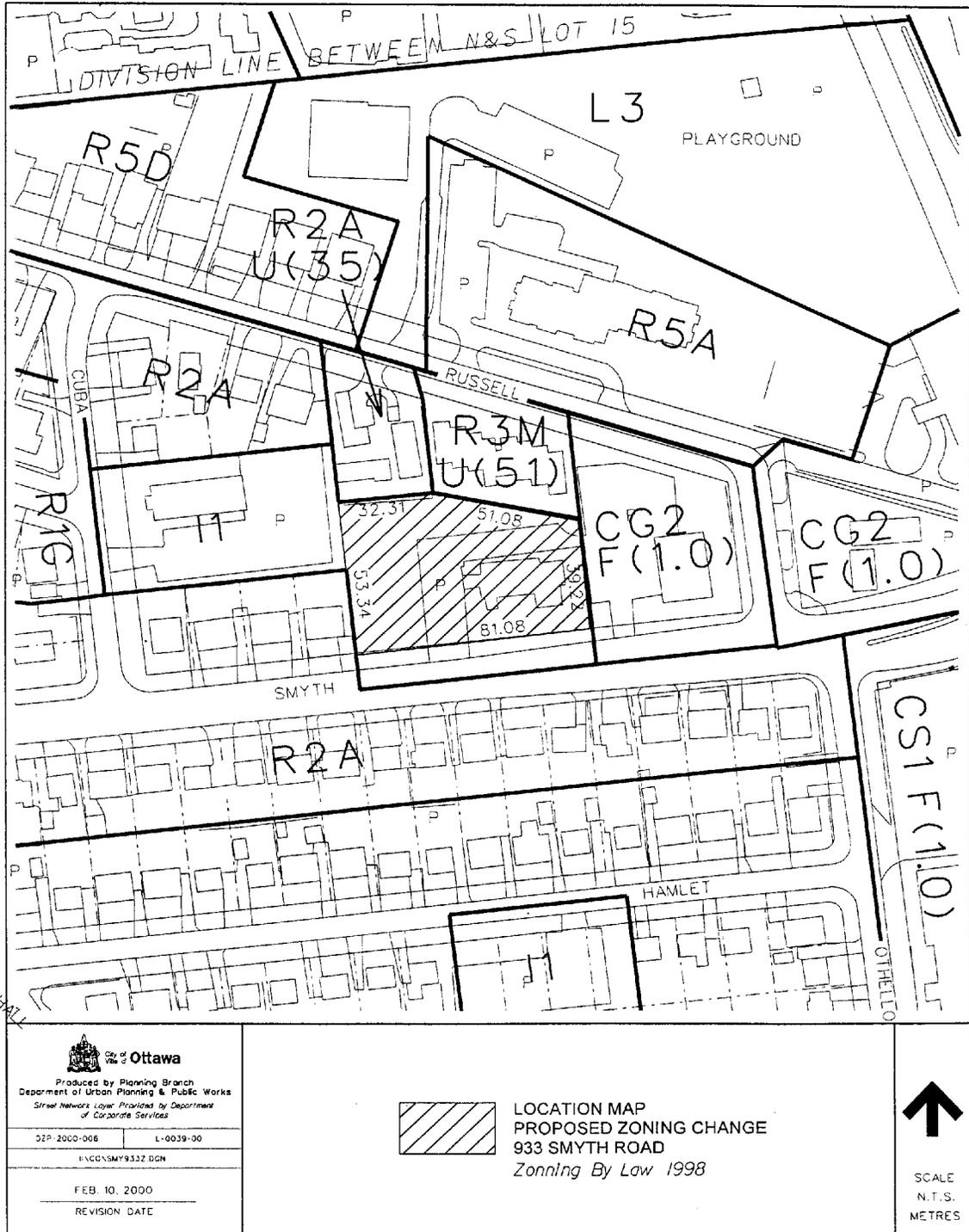
#### Current Zoning

The current zoning of the subject property is I1, a Minor Institutional Zone that permits a range of neighbourhood-serving and institutional uses including community centre, day care, library, and place of worship, recreational and athletic facility, retirement home and school.

#### Proposed Zoning

The proposed zoning amends *Zoning By-law, 1998* by creating an exception to the existing I1 zone designation for the lands affecting 933 Smyth Road, to permit a parking lot limited to parking for the uses located on the abutting property.

For further information, please contact Mr. Denis Charron at 244-5300 extension 1-3422.



**DETAILS OF RECOMMENDATIONS**

Document 3

1. create an exception to permit “parking lot” limited to parking for the uses located in the abutting CG2 F(1.0) zone.

**CONSULTATION DETAILS**

Document 5

**NOTIFICATION AND CONSULTATION PROCESS**

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

**APPLICATION PROCESS TIMELINE STATUS**

This application was received on February 7, 2000, 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. A Mandatory Information Exchange was undertaken by staff with interested community associations since the proponent did not undertake Pre-consultation with those community associations requesting Pre-consultation. This application was processed within the maximum 165 calendar day timeframe.

**INPUT FROM OTHER DEPARTMENTS OR GOVERNMENT AGENCIES****COUNCILLOR’S COMMENTS**

Councillor Allan Higdon is aware of the application

June 27, 2000

ACS2000-PW-PLN-0083  
(File: OZP2000/009)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT7 - Kitchissippi

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

## 2. Zoning - 241 Northwestern Avenue Zonage - 241,avenue Northwestern

### Recommendation

That an amendment to the *Zoning By-law, 1998*, as it applies to 241 Northwestern Avenue, from I1 to an I1 exception zone, as shown in Document 2, be APPROVED.



June 28, 2000 (1:17p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DJ:dj

Contact: Douglas James 244-5300 ext. 3856



June 28, 2000 (2:26p)

Approved by  
John S. Burke  
Chief Administrative Officer

### Financial Comment

N/A.



June 28, 2000 (10:54a)

for Mona Monkman  
City Treasurer

CP:cds

## **Executive Report**

### Reasons Behind Recommendation

#### Background information

The subject property is presently occupied by the Northwestern United Church. This property has received two previous temporary rezoning approvals to allow parking not associated with the place of worship located on the property. These approvals have been for a period of one year each. Previous approvals were limited to one year as a study was to be completed by the City to determine whether this form of parking should be allowed at minor institutions. With the completion of the study and the implementation of its recommendations in the Zoning By-law, the applicant is now requesting that this parking be permitted on a permanent basis.

#### Official Plan

The City's Official Plan designates the subject property as "Residential Area". This designation permits a variety of residential and limited non-residential uses. Reference is made to Policy 3.6.2.e) which states in part that City Council may consider "limited" non-residential uses in the Residential Area designation provided that:

- i) such locations are isolated from, or at the periphery of existing concentrations of residential development;
- ii) such uses are located on a major collector or arterial roadway; and
- iii) the proposed use is compatible with existing residential uses.

The subject property conforms with the intent of this Official Plan Policy. With Tunney's Pasture to the east, it is located at the edge of a residential community. As well, to the south is a property owned by the Ottawa Muslim Association, which forms part of another place of worship. Further to the south is Scott Street, an arterial roadway. Consequently, while not being located adjacent to a major collector or arterial roadway, the proposal satisfies this intent as vehicles entering and leaving the property need not travel through the interior of the community.

As mentioned, this property has received two prior temporary rezonings and over that time, the parking has taken place with minimal disruption to the surrounding community. This is expected to continue in the future. Consequently, it is the Department's position that the proposed rezoning to allow parking not associated with institutional uses would continue to be compatible with the surrounding uses and is appropriate for the site.

The Department notes that the City's Official Plan contains policies relating to encouraging transit ridership (policy 7.8.2.). It is the Department's position that the small number of

vehicles utilizing the site for parking not associated with a place of worship (27) will not jeopardize the goals of this policy.

### Compatibility With Zoning By-law

In 1998, the Department of Urban Planning and Public Works conducted a study entitled “*Commercial Parking on Places of Worship Sites*” to determine whether and under what circumstances parking at places of worship sites might be warranted. This study contained recommendations for site-specific rezonings where public input and City Council consideration, on a case-by-case basis, would address the unique circumstances associated with the zoning of the site and surrounding uses. Provisions regulating parking at places of worship were enacted by City Council and included in the *Zoning By-law, 1998*.

In accordance with City Council-approved report on parking at institutional uses and the appropriate sections of the Zoning By-law, 1998, the applicant will be required to reserve 35% of its parking spaces (15 spaces) at all times for church parking. Consequently, the balance of the parking (27 spaces) will be available for non-church parking. The applicant had been providing eight parking spaces in the front yard, however, this approval does not include the use of these parking spaces. Furthermore, the types of non-institutional uses permitted to use the parking on-site are typically long term in nature. These uses do not have parking characteristics resulting in frequent vehicle trips in and out of the lot. Indeed, people presently using the site for non-institutional parking arrive in the morning and park all day, leaving at the afternoon peak. These conditions of the zoning are intended to mitigate the traffic impact on the surrounding community by limiting the number of vehicles and helping to ensure that the majority of travel occurs at the morning peak and not throughout the day.

### Consultation

Nine responses were received as a result of the posting of the on-site sign, seven in favour and two in opposition. No responses were received as a result of the circulation to concerned community groups.

### Disposition

Department of Corporate Services, Statutory Service Branch to notify the agent (Brian Cornelius, 241 Northwestern Avenue, K1Y 0M1); the Department of Finance, Manager of Assessment, c/o Vic Melski; and the Region of Ottawa-Carleton, Plans Administration Division, of Council's decision.

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

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

**List of Supporting Documentation**

- Document 1 Explanatory Note - Amendment to *Zoning By-law 1998*
- Document 2 Details of Proposed Zoning Amendment
- Document 3 Location Map of Proposed Zoning
- Document 4 Municipal Environmental Evaluation Process (MEEP) Checklist (on file with the City Clerk)
- Document 5 Compatibility With Public Participation

## **Part II - Supporting Documentation**

Explanatory Note - Amendment to the Zoning By-law, 1998

Document 1

THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW, 1998

By-law Number -00 amends the Zoning By-law, 1998, the City's Comprehensive Zoning By-law.

The place of worship located at 241 Northwestern Avenue has been renting its parking spaces to Tunney's Pasture employees. The applicant has received two temporary rezoning approvals to allow parking not associated with the place of worship. Each of the previous rezoning approvals has been for one year. The applicant is now seeking to have parking permitted on a permanent basis.

### Current Zoning

The current zoning of the subject property is I1. The I1 is a minor institutional zone specifically established for all minor institutions. Permitted uses include a place of worship, a community centre, a school, a museum and a library. Parking not associated with a place of worship is not permitted.

### Recommended Zoning

The recommended zoning for the subject property is similar to the present zoning, except that 65 percent of the parking on-site may be permitted for uses other than a place of worship. In this instance, 27 of the 42 spaces on-site can be used for parking not associated with a place of worship.

1. Repeal the text of exception 604 found in Part XV of the *Zoning By-law, 1998*.
2. Allow Parking as follows:
  - a. parking on the place of worship site pursuant to Sections 37c and 37d of the *Zoning By-law 1998*.



 <p><b>City of Ottawa</b>          Produced by Planning Branch          Department of Urban Planning &amp; Public Works  <i>Street Network Layer Provided by Department of Corporate Services</i></p> <p>Q2P - 2000 - 008      m-0072-00</p> <p><small>\\c:\2000\zoning\mwin241z.epr</small></p> <p>March 10, 2000          REVISION DATE</p>	 <p><b>LOCATION MAP          PROPOSED ZONING CHANGE          241 Northwestern Ave.</b></p>	<p>Neigh #9          Sub. 1&amp;2.          4</p>  <p>SCALE          N.T.S.          METRES</p>
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NOTIFICATION AND CONSULTATION PROCESS

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

In accordance with the notification policies approved by City Council, a sign was posted on the property and a circulation was sent to concerned community groups. Nine responses were received as a result of the posting of the on-site sign, two in opposition and seven in favour. No responses were received from the circulation to concerned community groups.

APPLICATION PROCESS TIMELINE STATUS

This application was received on March 1, 2000 and was subject to a project management time line and early notification, as recommended by the "A Better Way Task Force Report". Early notification was undertaken by staff. A process chart establishing critical milestones was prepared and circulated as part of the technical and early notification process. This application is proceeding to Planning and Economic Development Committee in accordance with the timelines established in the Better Way Task Force.

Concerns and Responses to Concerns From Posting of the On-Site Sign

1. This rezoning should not be made permanent until the issue of parking at the Mosque to the south is resolved.
2. If this and the Mosque are granted, it would allow 330 plus parking spaces on Northwestern Avenue.
3. If the Mosque is not to be allowed to raise funds from parking, neither should the United Church.

Response to Questions 1, 2, and 3

Whether or not parking is permitted on a property is determined by the individual characteristics associated with that property. There is no precedent established for a site by allowing parking at another site. This proposed rezoning deals only with parking at 241 Northwestern Avenue. The appropriateness of allowing commercial parking at the mosque must be determined on its own merits.

4. I am concerned that permitting this could lead to illegal practices of people renting out their driveways for parking.

Response

The Department is not aware of any complaints of this occurring presently in the neighbourhood, either on their own, or as a result of the previous temporary rezonings for the church lands. Furthermore, the Department does not believe this will result if this proposal is approved by City Council.

5. Approving this would give the wrong message that commercial parking is allowed in residential areas.

Response

Approval of parking at places of worship is only considered appropriate where it does not have a negative impact on any surrounding residential area.

6. Allowing this proposal is not in keeping with the policies of the Official Plan.

Response

It is the Department's position that allowing the proposed rezoning is in keeping with the policies of the Official Plan, as presented in this submission.

Reasons in Favour of the Proposal

1. The proposal alleviates on-street parking congestion. Refusing the rezoning will put cars on the street.
2. The impact on the neighbourhood is negligible.

Champlain Park Community Association

No comments as of yet.

Councillor's Comments

Councillor Shawn Little is aware of the application.

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July 11, 2000

ACS2000-PW-PLN-0094  
(File: OZP1999/015)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT4 - Rideau

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

Action/Exécution

### 3. Re-Zoning -876 Montreal Road

#### Modification de zonage - 876, chemin Montréal

#### Recommendation

That the application to amend the *Zoning By-law, 1998*, as it applies to 876 Montreal Road from R5A U(110) to CD F(1.0), be APPROVED as shown on Document 2.



July 12, 2000 (7:17a)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



July 13, 2000 (8:52a)

Approved by  
John S. Burke  
Chief Administrative Officer

DAB:dab

Contact: Douglas Bridgewater - 244-5300 ext. 1-3387

#### Financial Comment

N/A.



July 11, 2000 (3:18p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

#### Context

The subject site is located on the southeast corner of Montreal Road and Carson's Road. The property is currently occupied by an existing "L"- shaped shopping plaza, including office, retail and restaurant uses with surface and underground parking facilities. There is a fire station adjacent to the east, apartments to the south and southeast, and commercial uses across Montreal Road to the north. A vacant wooded lot located across Carson's Road to the west is the subject of a current application for a residential development. The 3.048 metre wide strip across the southerly side of the site, which is the subject land of this application, is an existing paved area used as supplementary access to the adjacent low-rise apartments.

#### Existing Zoning

The majority of the property is zoned CD F(1.0), which is a District Linear Commercial Zone intended to serve a range of commercial uses, such as a bank, day care, retail store or a full service restaurant, appealing to clients from a wide geographic area. The southerly 3.048 metres (10 feet) of the property is zoned R5A U(110), which is a Low-Rise Apartment Zone and cannot be considered or used as part of the existing commercial development.

#### Requested Zoning

The requested re-zoning is to change the narrow strip across the southerly side of the property designated as R5A U(110) to the same CD F(1.0) zoning as the remainder of the property to allow it to be considered and used as part of the commercial property. The Zoning By-law performance standards would require that a minimum of 3.0 metres of the 3.048 metre wide strip, or 0.6 metres in combination with an opaque fence, be used as a landscape buffer separating the commercial property from the adjacent residential area. These standards would be applied through any future Site Plan Control application to modify the existing development on the property.

#### Official Plan Conformity

The subject property is designated as a District Linear Commercial Area in the City's Official Plan and as part of the General Urban Area in the Regional Official Plan. The proposed re-zoning to allow a small expansion to the District Linear Commercial Zone is considered to be consistent with the intent of both official plans and provides for buffering of the adjacent residential area. The proposed revision will also facilitate more efficient management of administrative and legal matters pertaining to the property. Therefore, the application is

recommended for approval.

### Environmental Impact

There is no environmental impact anticipated from the proposed re-zoning.

### Consultation

Public notification for this application included provision of a notification sign on the site and written public notification. There was no response to the public notification.

### Disposition

1. Department of Corporate Services, Statutory Services Branch to notify the agent (66 Lisgar Street, Ottawa, K2P 0C1), the Corporate Finance Branch, Revenue Section, assessment Control Supervisor and the Region of Ottawa-Carleton, Development Approvals Division, of City Council's decision.
2. Office of the City Solicitor to forward the implementing by-law to City Council.
3. Department of Urban Planning and Public Works to write and circulate the implementing by-law.

### List of Supporting Documentation

Document 1	Explanatory Note
Document 2	Location Map
Document 3	Consultation Details

## **Part II - Supporting Documentation**

### **EXPLANATORY NOTE**

Document 1

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

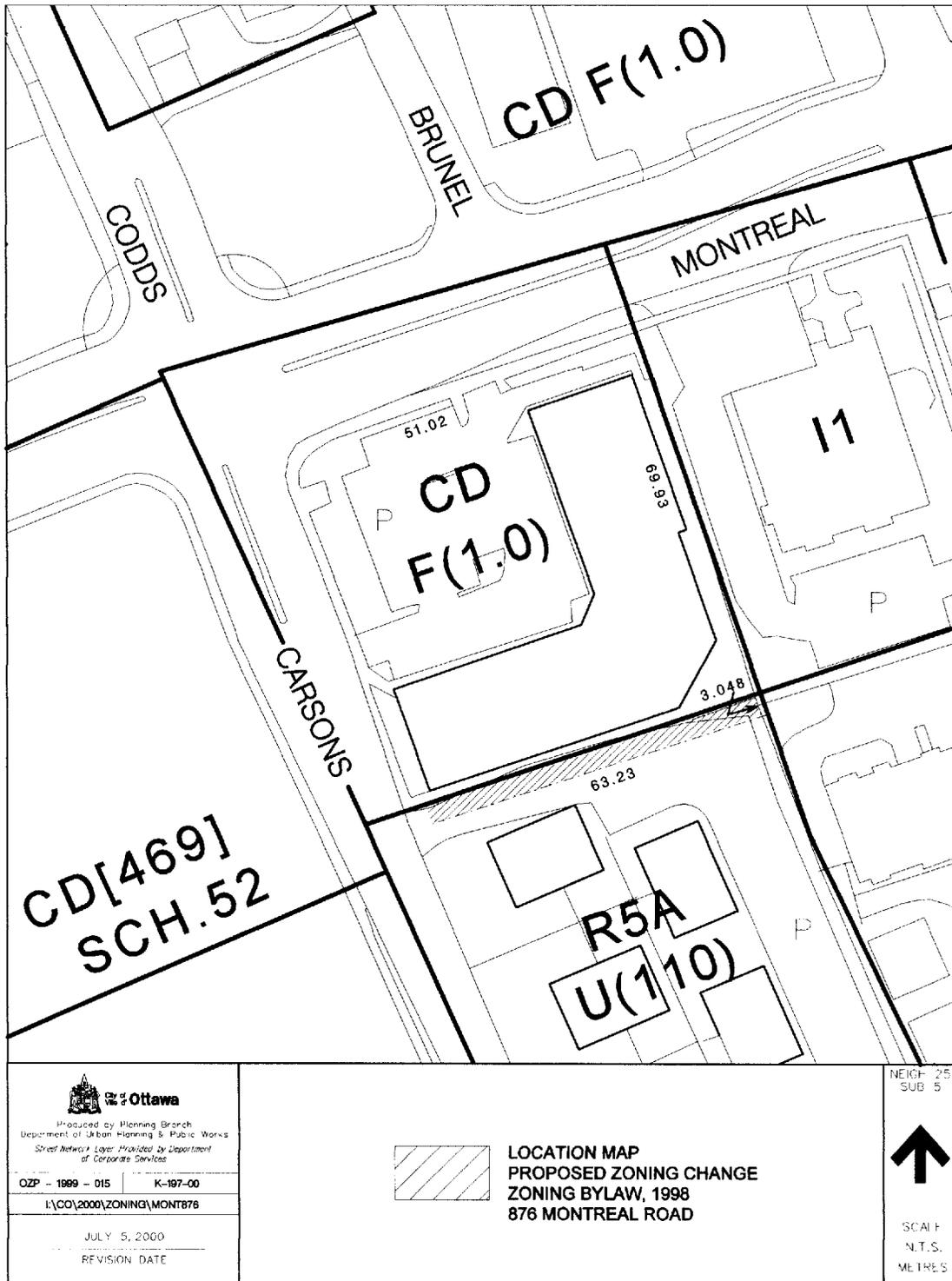
Piazza Brooks and Siddons have submitted a zoning amendment application for a 3.048 metre (10.0 feet) wide strip of land across the southerly side of a property known municipally as 876 Montreal Road, which is located at the southeast corner of the intersection of Carson's Road and Montreal Road. The applicant is requesting that the current Low-Rise Apartment Zone which applies to the southerly strip of land be changed to the same District Linear Commercial Zone that applies to the remainder of the property.

#### **Current Zoning Designation**

The majority of the property is zoned CD F(1.0), which is a District Linear Commercial Zone intended to serve a range of commercial uses, such as a bank, day care, retail store or full-service restaurant, appealing to clients from a wide geographic area. The southerly 3.048 metres of the property is zoned R5A U(110), which is a Low-Rise Apartment Zone and cannot be considered or used as part of the existing commercial development.

#### **Proposed Zoning Designation**

The requested re-zoning is to change the narrow strip across the southerly side of the property designated as R5A U(110) to the same CD F(1.0) zoning as the remainder of the property to allow it to be considered and used as part of the commercial property. The Zoning By-law performance standards would require that a minimum of 3.0 metres of the 3.048 metre wide strip, or 0.6 metres in combination with an opaque fence, be used as a landscape buffer separating the commercial property from the adjacent residential area.



### NOTIFICATION AND CONSULTATION PROCESS

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

### PUBLIC INPUT

There was no response to the public notification.

### APPLICATION PROCESS TIMELINE STATUS

The application, which was submitted on May 13, 1999, was subject to a project management timeline, as recommended by the “A Better Way Task Force”, and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was not requested for this application. This application was not processed according to the maximum 135 calendar day timeframe established for the processing of zoning applications after consultation with the applicant which established that the requested amendment was of a lower priority.

### **INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES**

### COUNCILLOR'S COMMENTS

Councillor Richard Cannings is aware of the subject application.

# Backgrounder

June 28, 2000

ACS2000-PW-PLN-0084

## 4. Downtown Revitalization Action Plan Zoning Implementation

### Plan d'action sur la revitalisation du centre-ville - Mise en oeuvre des zonages

#### Issue

- On May 3, 2000 Council approved the Downtown Revitalization Action Plan which recommended reviews of specific zoning issues in the downtown.

#### What's New

- **Floor Space Index (FSI):** FSI is recommended for deletion from all lands other than those where no height is specified either on a zoning map or in the zone or subzone in which the lands are located within the *downtown area* of the *Zoning By-law, 1998*.
- **Review of Side and Rear yard Provisions of Commercial Zones:** It is recommended that the *Zoning By-law, 1998* be amended so that CN zone side yard setback abutting the R1 to R5 zones, and the CG residential side yard setback, be 3 metres; the setback in the CN zone abutting the R6 be 1.5 metres; and this also be applied in CN lands abutting R7. There are no recommended changes to the rear yard setback requirements.
- **Zoning within the area of Wellington, Lisgar, and Elgin Streets and the Canal:** Ottawa is hailed for its Canal, and yet there are few land uses which are permitted in its adjacent areas. It is recommended that this area be rezoned to a site-specific CB- Central Business District Commercial Zone; and that lands abutting the Rideau Canal be rezoned to a new EW subzone to permit some retail and entertainment type uses.
- **Street exposure for Commercial uses:** Subsection 401 (f) of the *Zoning By-law, 1998* affects all lands zoned CB within the Central Area and is intended to promote pedestrian access and visual continuity along commercial streets. It is recommended that a similar type of street exposure regulation be applied to areas of Elgin Street, Bank Street, Somerset Street and Preston Street.

#### Impact

- this report has been prepared as a result of the Council disposition regarding the Downtown Revitalization Action Plan.
- the Downtown Revitalization Summit served as the public consultation measure used to help develop the recommendations of the Action Plan.

**Contact: Author - Elizabeth Desmarais - 244-5300 ext. 3503**

**Communications Officer - Don Lonie - 244-5300 ext. 3103**



June 28, 2000

ACS2000-PW-PLN-0084  
(File: OCS3049/110)Department of Urban Planning and Public  
WorksWard/Quartier  
OT6 - Somerset  
OT5 - Bruyère/Strathcona

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

Action/Exécution

**4. Downtown Revitalization Action Plan Zoning Implementation**  
**Plan d'action sur la revitalisation du centre-ville - Mise en oeuvre des  
zonages**

**Recommendation**

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

July 4, 2000 (12:19p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

ED:ed

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

July 4, 2000 (1:33p)

Approved by  
John S. Burke  
Chief Administrative Officer**Financial Comment**

N/A.

July 4, 2000 (10:56a)

for Mona Monkman  
City Treasurer

CP:cds

## Executive Report

### Reasons Behind Recommendation

On May 3, 2000 Council approved the Downtown Revitalization Action Plan, which details a number of actions which the City of Ottawa as well as other agencies and levels of government might take to continue to promote the development of the downtown, which includes all of Somerset Ward west of the Rideau Canal. One of the actions was to undertake Zoning By-law amendments to assist development in the downtown area. To date, one Zoning By-law amendment was passed to remove the requirement for parking for certain residential uses in the core area; there were no appeals to the said by-law. The Action Plan included other zoning-related recommendations, as follows:

1. That the City investigate the deletion of FSI provisions in the downtown where height is regulated;
2. That the City investigate reducing the side and rear yard provisions where commercial uses abut residential zones in the downtown;
3. That the City investigate rezoning the area bounded by Wellington Street, Lisgar Street, Elgin Street and the Canal, where width permits development, for a wider range of uses, including restaurants, outdoor cafes, marina, etc.; and
4. That the City review the zoning by-law to determine if the street exposure regulation can be extended to all commercial zones throughout the downtown.

Each of these issues is discussed in detail below with recommended zoning changes detailed in Document 1.

#### Floor Space Index (FSI)

An effective regulation in helping to define a building envelope, is the combination of maximum permitted height and minimum yard setbacks which creates the three dimensional space within which a building and a land use may be developed. In many instances FSI has erroneously been applied in the hopes of acting as an incentive for the creation of mixed use buildings. For example, some existing regulations limit residential land use to 50% of the permitted FSI, thus requiring that a mixed use building be developed to make use of the full FSI permitted. While the tool affects the distribution of a use within a building, it limits or penalizes development of one land use to the exclusion of another.

In downtown zones which have no side yard requirements, FSI does not allow full height potential to be achieved, despite downtown height standards that have been carefully created based on important views and vistas of the Nation's capital. By way of example and as illustrated in Document 2, the commercial CN zoning and the 18.3m height limit along Bank

Street from Gloucester Street south to Arlington Street remain constant but the FSI decreases from 4.0 to 2.0, thus decreasing the opportunity for efficient development. Moreover, even an FSI of 4.0 results in underdeveloped lots, as a 6.0 FSI is needed in order to achieve the full development permitted by the three-dimensional envelope of no yard setbacks and an 18.3 height limit.

Any FSI less than that which would enable full development within the permitted building envelope leads either to a reduced height, or increased yard setbacks, or both. Yard setbacks which are provided as a result of an inappropriate FSI contradict the no yard setback regulation by creating “gaps” in development continuity, thereby detracting from the vibrant streetscape and pedestrian environment encouraged within the Official Plan policies on downtown development.

The disadvantages of FSI were recognized during the creation and adoption of the new *Zoning By-law, 1998* wherein FSI was deleted from all residentially-zoned lands other than where no height is specified, in recognition of the inherent conflict between the height and FSI requirements, and the fact that it is height and yard setbacks which define neighbourhood character.

It is recommended that FSI be deleted from all lands, within the downtown area whose boundaries are illustrated in Schedule 229 of the *Zoning By-law, 1998* as reproduced at Document 3, other than those lands where no height is specified either on a zoning map or in the zone or subzone in which the lands are located, as detailed in Document 1.

The City’s Official Plan contains policies within the Central Area chapter which deal with FSI, but as the Official Plan was adopted prior to any review of the effectiveness of FSI; and as the primary objective for the Central Area is its retention as the principal place for employment, tourism and commercial uses; and as the OP encourages mixed use and the preservation of major views and vistas, the recommendation to remove FSI from the downtown maintains the spirit and intent of the Central Area Official Plan policies.

#### Review of Side and Rear yard Provisions of Commercial Zones

Given the comments received during the Downtown Revitalization Summit which referred to the need for compact development, a vibrant streetscape and the need to reconsider zoning regulations which promote a pedestrian environment, the Action Plan recommended that the existing yard setback requirements be reviewed where commercial uses abut residential zones in the downtown.

As the Commercial zones of the Central Area do not require yard setbacks, this review concentrates on the CN and CG zones which are in effect along major arterials and pedestrian thoroughfares, including Somerset, Bank and Elgin Streets. The other *Zoning By-law, 1998* commercial zones are not applied to the core or Centretown subareas, and of those other zones such as CE - Employment Centre, located within the Dalhousie area, reductions in yard setback requirements are not deemed appropriate as the scale and function of the

permitted commercial uses have significant land use impacts and should be separated from adjacent residential areas. Table 1 indicates the current yard setback requirements of the CN and CG where commercial abuts residential zones.

Table 1. Current CN and CG Zone Yard Setbacks

Yard	CN zone	CG zone
Minimum side yard setback	<p>Abutting an R1, R2, R3, R4, or R5 Zone - 7.5 metres</p> <p>Abutting an R6 Zone - 3 metres</p> <p>Other cases - no minimum</p>	<p>Abutting a residential zone - 7.5 metres</p> <p>All other cases - no minimum</p>
Minimum rear yard setback	<p>Abutting a residential zone - 7.5 metres</p> <p>All other cases - no minimum</p>	<p>Abutting a residential zone - 7.5 metres</p> <p>All other cases - no minimum</p>

Only high density residential zones, including the R5, R6 and R7 zones, exist within the core and Centretown areas, with the R4 through R6 zones located in Dalhousie. In addition, both the CN and CG zones have maximum height limits of 18 metres, which equates to roughly six storeys. In combination, the commercial zone height limit and the higher density residential zones suggest that there is minimal expectation for privacy in side yards within residential sites.

The 7.5 metre side yard setback creates a wide “gap” between abutting commercial and residential zoned lands, which is not recommended in a Downtown setting, where compact development, streetscape continuity, and the coexistence of uses and shared spaces is desired.

The following is recommended for all CG- or CN-zoned lands within the downtown as determined by Schedule 229 of the *Zoning By-law, 1998* (see Document 3):

- both the CN zone side yard setback abutting the R1 to R5 zones, as well as the side yard setback abutting any residential zone in the CG zone be 3 metres, and

- the setback in the CN zone abutting the R6 be 1.5 metres and that the 1.5 metre setback also be applied in the case of CN lands abutting the R7

as detailed in Document 1. The reduction to 1.5 metres reflects the side yard setback requirement of two abutting apartments or high-rise apartments in residential zones.

If the purpose of reviewing the yard setbacks is to consider the impact at the street, from a pedestrian orientation, then there is no gain to be made in reducing rear yard setbacks. Therefore it is recommended that no change be made to the rear yard setback requirements, and that these continue to provide a measure of separation and “privacy” between abutting commercial and residential properties.

#### Zoning within the area of Wellington, Lisgar, and Elgin Streets and the Canal

One of the most significant components of the downtown is its animation, particularly within areas which are established tourist spots. Ottawa is hailed for its Canal, and yet there are few land uses which are permitted in the adjacent areas which would increase the vitality and animation of the Canal, without destroying its natural beauty.

Many cities revitalize portions of their downtowns by returning to a focus along their waterfronts. In the area of Wellington, Lisgar, Elgin and the Canal, Ottawa is fortunate to have some major architecturally-significant buildings as well as large employment centres including Regional headquarters and the court house; the entertainment and tourist spots of Confederation Park, Confederation Square, the newly redesigned War Memorial with its new access to the Canal, the National Arts Centre (NAC), including the one outdoor canal eatery, Le Café, and the planned Sports Hall of Fame, with the Rideau Centre and Westin Hotel located immediately across on the east side of the Canal.

The lands containing the NAC, Confederation Square and the Sports Hall of Fame, given their prime location within the downtown, should not be in Leisure zones, which exclude many land uses appropriate for a core area. Because of this “underzoned area”, it creates a land use gap and break in retail development between the Rideau Centre and Sparks Street which does not encourage pedestrian movement between both sides of the Canal. Although it is recognized that there are limited opportunities to develop new buildings, the expanded list of permitted uses may be located within the existing buildings, particularly within the NAC which has an uninviting facade and breaks the visual continuity and pedestrian interest along Elgin Street. In addition, though there are limited opportunities for development between the NAC lands and the Sports Hall of Fame, outdoor cafes and patios might be a welcomed addition to the area, particularly surrounding the seasonal boat launch and tourist booths located between the two buildings. The site provides a prime view of the major landmarks of the area including Parliament Hill, the Chateau Laurier, and the undeveloped Daly site, as well as of the Canal and the Ottawa River.

It is recommended that the area identified in Document 5 and including Wellington Street, the Mackenzie Street Bridge, Elgin Street and the Canal, be rezoned to a site-specific CB-Central Business District Commercial Zone which would permit a variety of land uses to enhance the area. The types of uses such as bar, club, hotel, museum, theatre, restaurants and retail stores, would offer additional entertainment and tourist choices, and uses including offices and research and development centres above the ground floor will increase employment opportunities. The combination of such uses will assure that the area becomes a vital people place. See Document 1 for the complete list of recommended permitted uses.

Note that the area to be rezoned does not include those lands between Laurier and Lisgar, as there is deemed to be no need to add any land uses. The existing CB1 subzone applied to the court house and Regional Headquarters is adequate in its mix of retail, entertainment and employment uses, and Confederation Park should retain its L4 zoning. Also, although the Sports Hall of Fame lies immediately outside the downtown boundary, as defined for the Downtown Revitalization Summit, its key location within the area is such that it must be included within the recommended rezoning in order to provide continuity in the development plan of the area.

To facilitate the development of outdoor patios within this area, it is recommended that these lands be exempt from those regulations which are unduly prohibitive in this prime core area location.

It is further recommended that the lands, abutting the Rideau Canal as shown in Document 5 and zoned EW, be rezoned to a new EW subzone which will permit a few additional uses tailored to tourism and entertainment, in addition to those currently permitted through exception 693. The holding symbol, applied to these lands as a result of negotiations with the National Capital Commission during the issue resolution process to the *Zoning By-law, 1998*, would continue to apply to the affected lands.

Finally, it is recommended that the current nightclub regulations which limit the size and location of such uses within the By-Ward Market and along Rideau Street be extended to all of the lands to be rezoned, as shown on Document 5, to be consistent with the regulation of this use in this area.

#### Street exposure for Commercial uses

Subsection 401 (f) of the *Zoning By-law, 1998* requires the following, for certain commercial and entertainment uses which must occupy at least 50% of the ground floor of all buildings, in the CB - Central Business District Commercial Zone:

- (a) *when located at ground level abutting a street, they must have separate and direct pedestrian access to the street; and*
- (b) *they must occupy 100% of that part of the ground floor used for other than lobby area, mechanical room and access to other floors which ground floor is located within 3 metres of Rideau Street, Sparks Street between Elgin Street and Bank Street, or Bank Street.*

This regulation affects all lands zoned CB within the Central Area, applying to virtually all lands from the south side of Sparks Street south to Gloucester, and from Elgin Street to Lyon Street. The intent of this regulation is to implement the Central Area policies of the Official Plan which promote pedestrian access and visual continuity along commercial streets and gives recognition to the significance of Theme Streets including Rideau, Bank and Sparks Streets, as commercial streets. Increasing the street exposure of each individual commercial use not only provides visual interest and continuity to pedestrians, but also assists with the business component of such uses by drawing prospective customers into the shops or entertainment venues. This regulation also affects lands along Slater and Albert, the two major transitway routes accessed heavily by pedestrians and transit users, as well as along both the north and south side of Sparks Street.

It is recommended that a similar type of street exposure regulation be applied to a few additional streets, which for a variety of reasons function as pedestrian thoroughfares, including all of Elgin Street within the downtown; all of Bank Street within the downtown (extending the regulation to lands zoned other than CB (including CN6)); the CN-zoned lands along Somerset Street within the downtown; and the CN-zoned and CG-zoned lands along Preston Street between Somerset Street and Carling Avenue.

The regulation would require that non-residential uses located in the CN zone and the CG zone in the downtown area, when located at ground level abutting one of the specified streets, must have separate and direct pedestrian access to the street. More specifically, this would apply to all non-residential uses in the CN zone and to all of the non-residential uses in the CG zone in the downtown area with the exception of catering establishment, day care, laboratory and research and development centre.

The effect of this provision will be to reinforce the roles these streets play in regard to pedestrian and transitway traffic, and will enhance the visibility of the permitted uses within the commercial zones, thereby augmenting the appeal of the commercial areas within the downtown. In the majority of cases, the regulation will only affect new development and will not affect most changes of use within existing buildings, though it is hoped that changes in use will be considered in the context of the importance of maximum street exposure both from an aesthetic as well as business perspective.

## **Consultation**

This report has been prepared as a result of the Council disposition regarding the Downtown Revitalization Action Plan which called for zoning reviews of the matters contained herein.

The Downtown Revitalization Summit held at City Hall on January 29, 2000 served as the public consultation measure used to help develop the recommendations of the Action Plan.

Staff discussed the recommended zoning changes along the Canal as well as on the lands bounded by Wellington Street, Elgin Street, Mackenzie Street Bridge and the Canal with

staff of the National Capital Commission who indicated that it has no objection to the proposed zoning amendment. This report has been sent to all Summit participants.

## **Disposition**

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

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

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

## **List of Supporting Documentation**

Document 1	Details of Recommended Zoning
Document 2	Example of FSI/Building Envelope Regulations
Document 3	Schedule 229 of <i>Zoning By-law, 1998</i>
Document 4	Location Map
Document 5	Location Map

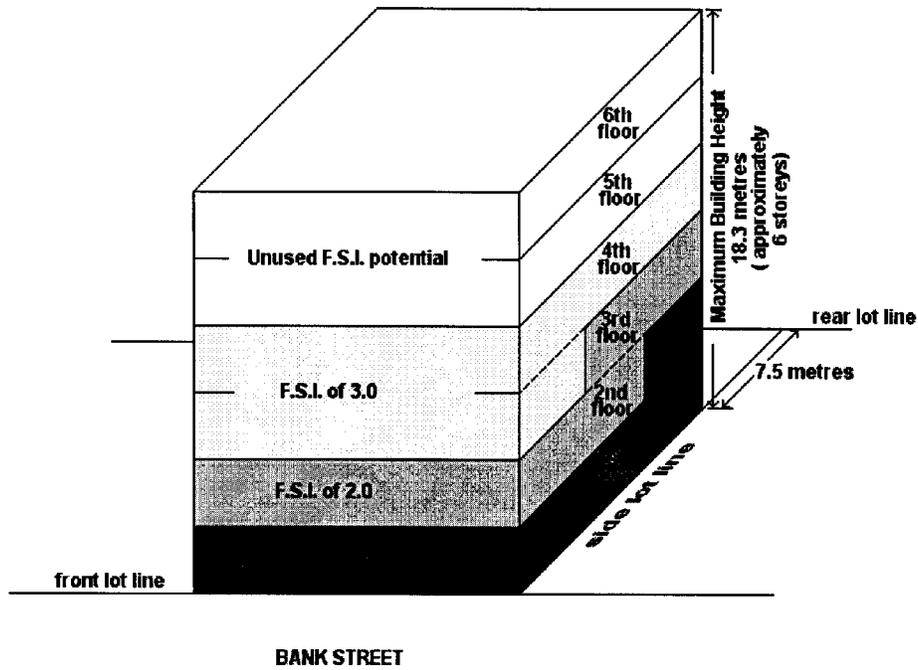
## Part II - Supporting Documentation

Document 1

1. Remove FSI regulations as shown on zoning maps and as set out in zones and subzones for all lands in “*downtown area*” other than those for which there is no height limit.
2. That Part XV be amended in regard to those exceptions which affect lands within the downtown area, as delineated in Schedule 229:
  - ▶ Delete “- maximum floor space index for the office is 1.55” from the fourth bullet under Column IV for exception 116;
  - ▶ Delete “- full floor space index may be permitted for commercial uses” from Column IV for exception 294;
  - ▶ Delete “ - in all other cases, full floor space index may be used” from the fourth bullet under Column IV for exception 375;
  - ▶ Delete “ - full floor space index may be permitted for commercial uses” from Column IV for exception 433;
  - ▶ Delete “ - maximum 50% of floor space index may be used for commercial or residential uses” from the second bullet under Column IV for exception 491;
  - ▶ Delete “ - a floor space index of 1.5 and” from the second line of the second bullet under Column IV for exception 513;
  - ▶ Delete “- entire floor space index may be used for commercial purposes” from the fourth bullet under Column IV for exception 614;
  - ▶ Delete “-residential uses may not exceed 50% of the floor space index” from the fifth bullet under Column IV for exception 630;
  - ▶ Delete “ - maximum floor space index is 1.5 for lots containing only commercial uses, and 3 in all other cases” from the third bullet under Column IV for exception 687;
  - ▶ Delete “- no floor space index applies” from the fifth bullet under Column IV exception 722;

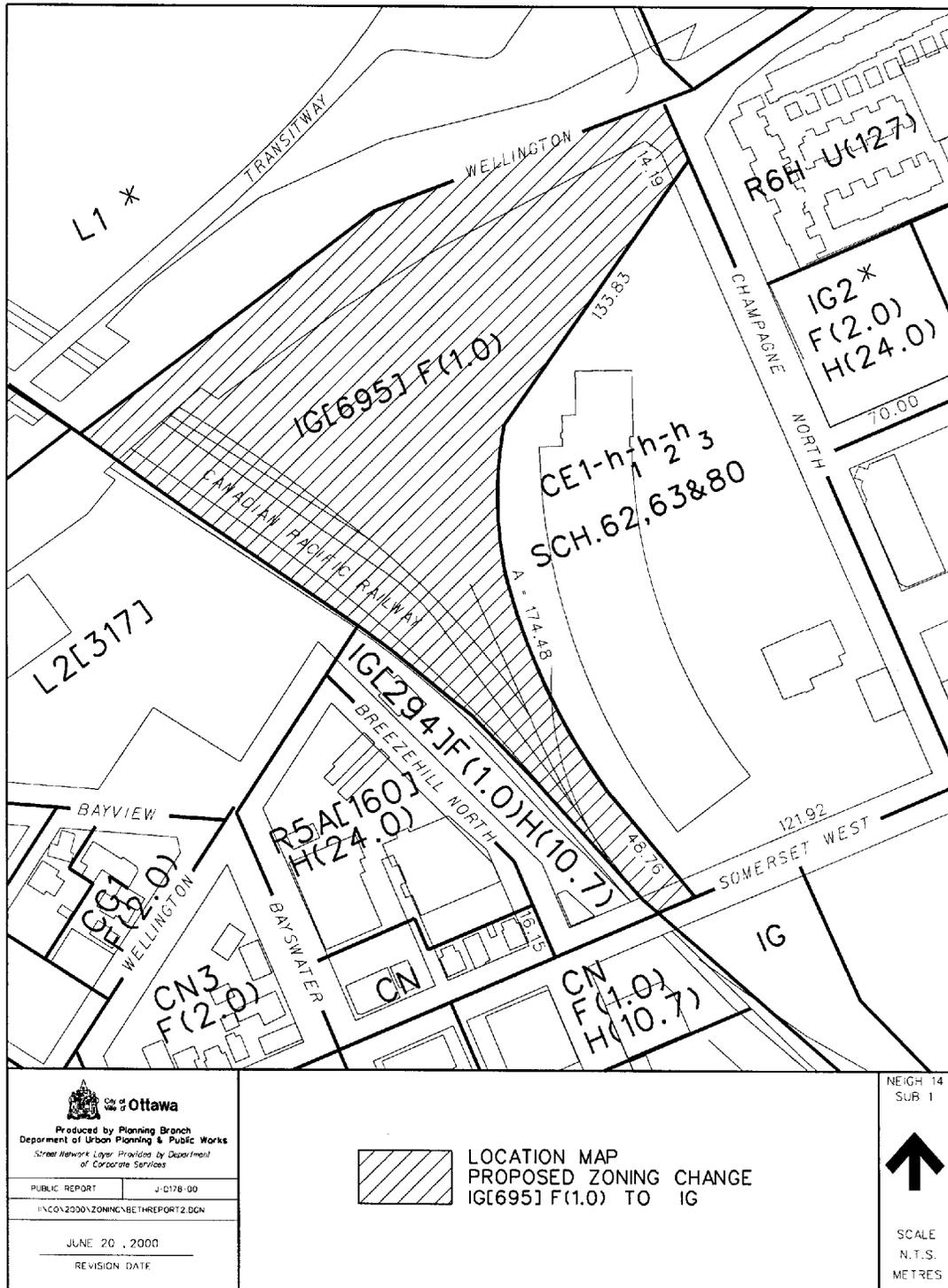
- ▶ Delete “- the floor space index and parking may be distributed over the entire block regardless of the zone boundary” from the first bullet under Column IV exception 749; and
  - ▶ Delete exception 695 in its entirety.
3. Change the zoning of the lands located at the most northwest portion of Map 14-1, as shown on Document 4 from IG[695] F(1.0) to IG.
  4. Amend Table 298 (CN Zone Regulations) to require
    - a. minimum side yard setback abutting R1, R2, R3, R4, or R5 Zone of 3 metres
    - b. minimum side yard setback abutting R6 or R7 of 1.5 metres in the case of the “*downtown area*”.
  5. Amend Table 342 (Regulations for Non-Residential Uses and Mixed Uses) to require minimum side yard setback abutting a residential zone of 3 metres in the case of the “*downtown area*”.
  6. Change the zoning of the lands bounded by Wellington Street, the Mackenzie Street Bridge, Elgin Street and the Canal, as shown on Document 5, to a new CB subzone with
    - a. the following permitted uses:
      - aquarium
      - artist studio
      - bar
      - broadcast studio
      - club
      - hotel
      - museum
      - nightclub
      - office, restricted to floors above the ground floor
      - park
      - personal service business
      - production studio
      - research and development centre, restricted to floors above the ground floor
      - theatre
      - utility installation
      - restaurant, fast food
      - restaurant, full service
      - restaurant, take-out
      - retail store

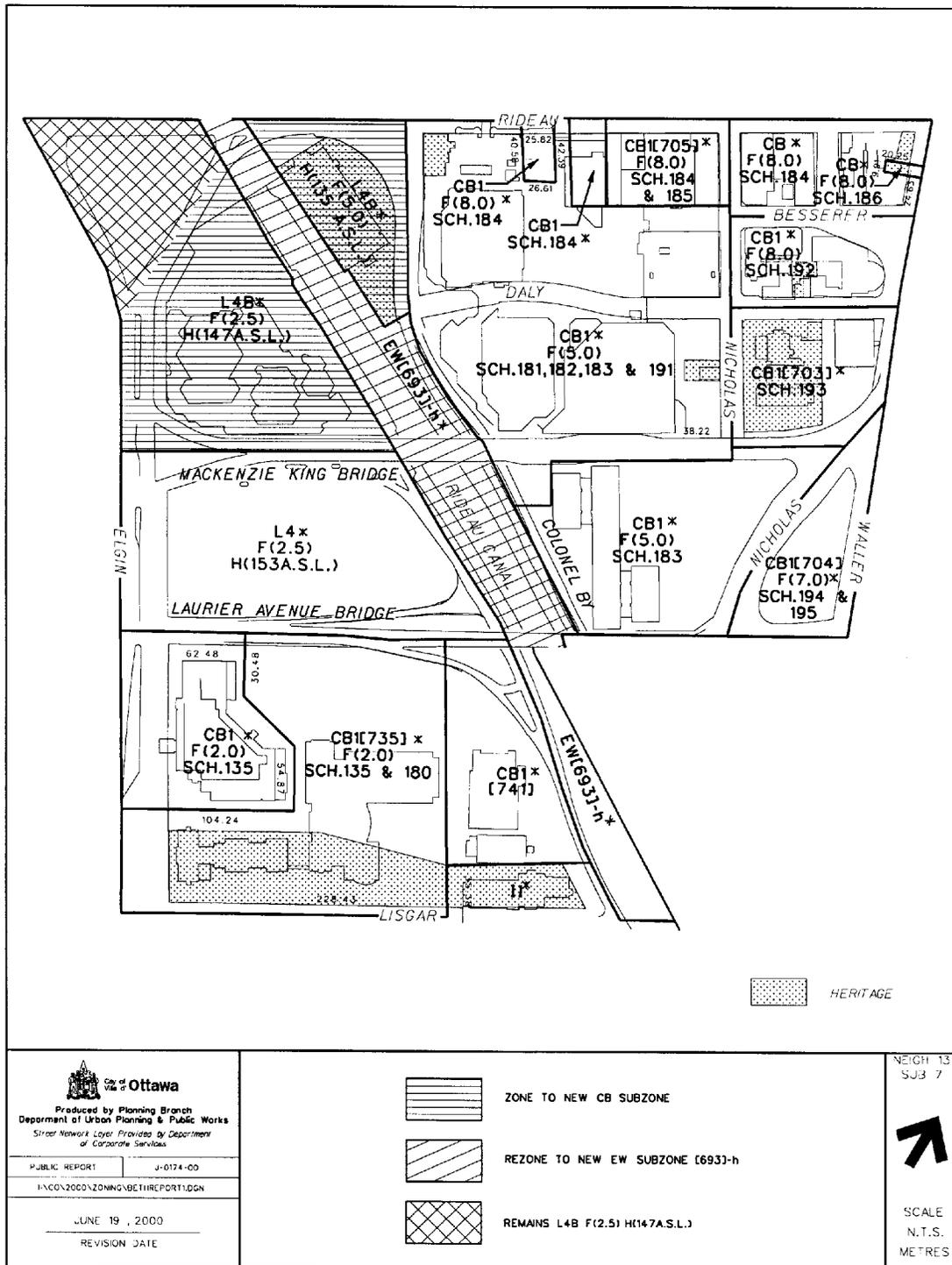
- b. permission to locate access or service space related to upper floor office and research and development centre uses on the ground floor
  - c. exemption from the outdoor patio provisions of subsection 29 (20, and of Sections 30, 31 and 32.
7. Change the zoning of the lands abutting the Rideau Canal, as shown on Document 5 and currently zoned EW[693]-h, to a new EW subzone[693]-h with the following permitted uses:
- artist studio
  - bar
  - club
  - museum
  - nightclub
  - park
  - restaurant, full service
  - restaurant, take-out
8. Apply Section 37f, Nightclub Provisions, to those lands to be rezoned to a new CB subzone and to a new EW subzone, as shown on Document 5.
9. That both the CN Zone and the CG Zone be revised to add a new Section which states that all non-residential uses, other than catering establishment, day care, laboratory and research and development centre, located on the ground floor on lands abutting any one of the following streets must have separate and direct pedestrian access to that street:
- Elgin Street within the *downtown area*;
  - Bank Street within the *downtown area*;
  - Somerset Street within the *downtown area*; and
  - Preston Street between Somerset Street and Carling Avenue.



**EXAMPLE OF FSI/ BUILDING ENVELOPE REQUIREMENTS**







April 7, 2000

ACS1999-PW-PLN-0073  
(File: OCS3047/0110)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT7 - Kitchissippi

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

Action/Exécution

## **5. Hintonburg Planning Study - Official Plan and Zoning Amendments** **Étude d'aménagement du quartier Hintonburg - Modification au Plan** **directeur et modifications de zonage**

### **Recommendations**

1. That the Hintonburg Planning Study, dated March 15, 2000, referred to as Document 1, be APPROVED as the basis for the Official Plan amendments and zoning amendments in the Hintonburg area.
2. That an amendment to the City of Ottawa Official Plan be APPROVED and ADOPTED, as detailed in Document 2.
3. That Amendments to *Zoning By-law, 1998* be APPROVED to implement the Hintonburg Planning Study, subject to the details in Document 3 and as shown in Document 6.
4. That the zoning amendments that are dependent upon the Official Plan Amendment, as set out in Recommendation 2, be enacted pursuant to Section 24 of the Planning Act.



April 10, 2000 (11:44a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

RKg:rkq

Contact: Rose Kung - 244-5300 ext. 1-3124



April 11, 2000 (1:04p)

Approved by  
John S. Burke  
Chief Administrative Officer

***Planning and Economic Development Committee Recommendation - April 25, 2000***

- ▶ *The Committee concurs and so recommends, subject to the following amendments:*
- ▶ 1. *That 930 Wellington Street be rezoned to CN3 H(19) with an exception zone to permit the following additional uses: automobile dealership and automobile service station.*
- ▶ 2. *That all zoning amendments relating to 131-133 Holland Avenue and the proposed Official Plan Amendment be deferred for a period of two months; and that all other zoning amendments to the rest of the east side of Holland Avenue also be deferred for a period of two months.*
- ▶ 3. *That no further notice be provided pursuant to Section 34(17) of the Planning Act.*

***Record of Proceedings is attached.***

***City Council Decision - May 3, 2000***

- ▶ *The Planning and Economic Development Committee recommendation, carried.*

**PROPOSED STAFF RECOMMENDATION - JULY 7, 2000**

1. That “apartment building” be deleted from the list of prohibited uses in Area C for “Holland Avenue (east side between Wellington Street and Tyndall Avenue)” contained in the “Details of Recommended Zoning” of Document 3.
2. That no further notice be provided pursuant to section 34(17) of the Planning Act.

**PROPOSED COUNCILLOR LITTLE’S RECOMMENDATION - JULY 13, 2000**

1. That the proposed CG F(2.0) H(19) zoning be deleted and be replaced with a new CGF(2.0) H(10.7) zoning in Area C for “131-133 Holland Avenue” contained in the “Details of Recommended Zoning” of Document 3.
- ii) That no further notice be provided pursuant to section 34(17) of the Planning Act.

## Financial Comment

N/A.

  
April 10, 2000 (9:56a)

for Mona Monkman  
 City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

#### Recommendation 1

##### Background

The purpose of the Hintonburg Planning Study was to conduct a land use and zoning review, as well as to identify other planning issues in this inner city neighbourhood. The Study Area is bounded by the CP Rail line, the Queensway, Holland Avenue, Parkdale Avenue and Scott Street as shown in Document 4. Existing conditions as well as land use and zoning issues were identified by staff and the public during the initial stages. Analysis of these issues was followed by the formulation of recommendations which were circulated for public and technical comment.

During the course of the study, public consultation included two open houses/public meetings and Planning Advisory Committee (PAC) meetings that involved community, business and residential representatives together with staff from the City and Region. Letters were also sent to local business people and property owners to encourage their participation. Consultation helped identify neighbourhood planning issues and provided feedback on the draft recommendations.

##### Land Use and Zoning Issues

The land use, zoning and associated issues identified during the study covered different areas of Hintonburg and can be generalized into a number of categories:

- consistency between the existing zoning and Official Plan designations;
- appropriateness of current Official Plan designations (e.g. “Special Study Area” designation affecting the Wellington Square townhouse development);
- appropriateness of existing zoning in light of existing land uses (e.g., Scott Street commercial uses located in primarily residential zones);
- specific performance standards in *Zoning By-law, 1998* affecting the Study Area;
- site specific rezonings; and,

- issues such as traffic, parking, heritage considerations and open space.

The planning issues addressed were subsequently grouped into the following four geographic areas as shown in Document 5:

- Wellington/Somerset Area
- North of Wellington/Somerset Area
- South of Wellington/Somerset Area
- Area Wide.

All of the issues were discussed in the revised Hintonburg Planning Study; however, only those issues that resulted in Official Plan Amendment and zoning proposals are discussed in this submission under Recommendation 2 and 3.

#### Recommendation 2

There are two amendments proposed to Schedule “A” - Land Use of the City of Ottawa Official Plan. These amendments affect three different sites as discussed below:

- i) East side of Holland Avenue between Wellington Street and Tyndall Avenue  
The east side of Holland Avenue between Wellington Street and Tyndall Avenue is designated “Neighbourhood Linear Commercial Area” in the City of Ottawa Official Plan. This land use designation encourages pedestrian-oriented storefront commercial development, and its associated zoning, CN3 F(2.0), permits commercial uses that are identical to those allowed on Wellington Street, the main shopping street. Whereas commercial zoning has been in existence since 1964, existing commercial development, which is found next to residential buildings on Holland Avenue, tends to reflect destination-oriented uses instead of the continuous pedestrian-oriented uses typically found on Wellington Street. For example, at the time of the land use review, there was a typewriter repair, optician, dentist, jewellery store, law office, and gas bar. In addition, about 40 percent of the buildings are used for residential purposes only, which also does not conform to the current CN3 F(2.0) zoning. Furthermore Wellington Street has not yet reached that stage of development where extensions of the main street-type development need to be considered.

It is proposed that the current “Neighbourhood Linear Commercial Area” designation be amended to “Residential Area”, which can accommodate the current non-residential uses. The proposed designation is consistent with the “Residential Area” designation on the opposite side of Holland Avenue (which consists primarily of semi-detached residences) and the residential blocks to the east.

ii) Wellington Square Townhouse Development

The site is located on the former D. Kemp Edwards property, east of Bayswater Avenue, west of Breezehill Avenue North and north of the commercial zone on Somerset Street West. Its “Special Study Area” Official Plan designation is intended to facilitate area-based planning to occur in order to determine the long-term intention and associated Official Plan designation for the lands. This “Special Study Area” designation is a remnant of the larger area that was addressed and subsequently redesignated as part of the Preston-Champagne Secondary Policy Plan, which did not extend north of Somerset Street West. In accordance with Official Plan policy 13.7.1 c) regarding “Special Study Areas”, the existing Wellington Square townhouse project proceeded since development is permitted in interim situations prior to the completion of secondary planning studies for the entire designated area. An Official Plan Amendment is therefore proposed to redesignate the lands from “Special Study Area” to “Residential Area” to reflect the townhouse development on the site.

iii) Vacant National Capital Commission (NCC) Lands Adjacent to CP Rail Line

The vacant NCC site located immediately to the east of the Wellington Square townhouse development, north of the Takaki Automotive site on Somerset Street West and west of the CP Rail line is designated “Special Study Area”. This designation is a remnant of the larger Preston-Champagne Study Area, which is located south of Somerset Street West, that was not addressed by the Preston-Champagne Plan of Development in 1994. The purpose of this designation is to allow area-based planning such as the Hintonburg Planning Study, to determine the long term intention and associated Official Plan designation. It is proposed to also redesignate the “Special Study Area” designation to “Residential Area”. This designation can accommodate non-residential uses in accordance with Official Plan policy 3.6.2 e), where City Council may consider “limited” non-residential uses in a “Residential Area” designation. The non-residential uses will serve as a buffer between the Wellington Square townhouse development and the CP Rail line and will be restricted to types which are considered to be compatible with residential development.

### Recommendation 3

Zoning amendments are required, as detailed in Document 3 and shown in Document 6, to address some of the land use and zoning issues identified under Recommendation 1 and to implement the Official Plan amendments proposed in Recommendation 2. The following summarizes the zoning recommendations and associated rationale for each of the areas to be rezoned:

1. Wellington/Somerset Area

The existing CN3[511] F(3.0) H(19), CN3[511] F(3.0), CN3 F(2.0), CN F(4.5), CN F(1.5), CN3 [510] F(1.5), CN, L3, I1, R6B U(507) and CN3 [672] F(2.0) zones on Wellington Street and Somerset Street West are proposed to be rezoned to CN3 H(19) and CN3 [672] H(19).

The recommended zoning on Wellington Street and Somerset Street West is CN3 H(19) - Neighbourhood Linear Commercial. Other than three blocks, the rest of the street generally permits the full Floor Space Index to be used for commercial purposes. The recommended CN3 H(19) zone will put these three blocks on an equal footing with the remainder of the street while still permitting above-grade residential uses. A height limit of 19 metres (six storeys), the same height limit approved in the rezonings that implemented the Scott -Wellington Planning Study, and a Floor Space Index of 2.0, which already predominates along the street, is recommended to implement a pedestrian-oriented commercial area and to facilitate redevelopment opportunities. This means that the height limit in a four block area, located generally between Holland Avenue and McCormick Street, will be reduced from the current 27 metre (nine storeys) height limit for a building with residential uses and 36 metres (12 storeys) for a commercial-only building. Floor Space Indices greater than 2.0, found in limited areas such as the area between Holland Avenue and McCormick Street, will also be reduced.

The L3 (Hintonburg Community Centre), I1 (St. Francois d'Assise Church), and R6B U(507) (Wellington Manor seniors apartments) zones, are proposed to be rezoned to CN3 H(19) to be in compliance with the "Neighbourhood Linear Commercial Area" Official Plan designation. The first two uses are permitted in the proposed CN zone, but the seniors' apartments will not conform. A new zoning line will be created at the Hintonburg Community Centre property which will essentially rezone the building and parking area to CN3 H(19) since it is part of the main commercial street. The existing L3 zone will be retained for the park area that is located to the rear of the site in the interior of the neighbourhood.

The property at 1066 Somerset Street West (near Bayswater Avenue) is currently zoned both CN F(1.5) and CN3 [510] F(1.5) and is proposed to be rezoned CN3 H(19) thereby placing the entire site under a single zoning. Exception [510], which zones the rear 7.62 metres of the property known historically as 41 Bayswater Avenue, prohibits all residential uses and is proposed to be eliminated since *Zoning By-law, 1998* requires a rear yard setback of 7.5 metres and no buildings would practically be constructed within the current zone.

It is also recommended that exception [672], which permits automobile dealership with zoning provisions relating to total gross floor area, associated with the existing CN3[672] F(2.0) zone at 991-999 Wellington Street, be retained and incorporated into the proposed CN3 H(19) zoning since the exception resolved one of the appeals regarding *Zoning By-law, 1998*.

2. Takaki Automotive

The Takaki Automotive site is located at 47 Breezehill Avenue North abutting the Somerset Street bridge. It is also located between the CP Rail line to the east and the Somerset Square townhouse development to the west. To the north is the National Capital Commission's strip of vacant land. Currently the Takaki Automotive property is zoned General Industrial - IG[294] F(1.0) H(10.7), a zone typically found in a Traditional Industrial Area designation, whereas the designation is now "Neighbourhood Linear Commercial Area".

The property is proposed to be rezoned from IG[294] F(1.0) H(10.7) to CN3 H(19) - Neighbourhood Linear Commercial with a new exception zone. This new zoning will not only bring the zoning into conformity with the "Neighbourhood Linear Commercial Area" Official Plan designation, but is also appropriate because the development has pedestrian access to the Somerset Street bridge and contributes to the pedestrian-oriented commercial development in the area. An exception zone is proposed which will permit the current automotive repair business and eliminate a landscaping requirement. This would permit a one storey expansion of Takaki Automotive to the east. It will also prohibit certain uses, such as dwelling units and daycare, due to the close proximity of the CP Rail line which will continue to be used.

3. NCC Lands

The vacant NCC lands located immediately west of the CP Rail line and north of the Takaki Automotive site and east of the Wellington Square townhouse development is proposed to be rezoned from the current IG[294] F(1.0) H(10.7) - General Industrial to IS F(1.0) H(10.7) - Small Scale Industrial with a new exception zone. Examples of permitted uses in the IS zone include garden nursery, post office and warehouse. This new zone is in conformity with the Official Plan Amendment discussed under Recommendation 2 which will redesignate the NCC lands from "Special Study Area" to "Residential Area". The NCC lands will serve as a buffer between the CP Rail line and the townhouse development. Uses that are incompatible with the townhouse development, such as heavy equipment and vehicles dealership and truck transport terminal will be prohibited in the new exception zone. Two additional uses including automobile dealership (car lot) and parking lot, which could accommodate an expansion of Takaki Automotive, will be also permitted in the new exception zone.

4. 123 Stirling Avenue

The property at 123 Stirling Avenue, which accommodates the boarded-up Stirling Tavern building, is located at the south-east corner of Armstrong Avenue and Stirling Avenue. It can be accessed by a northbound narrow one-way street from Wellington Street. To the west are semi-detached and detached houses, to the north are semi-detached and multiple dwellings and to the east is a parking lot. It is proposed to rezone 123 Stirling Avenue from CN3 F(2.0) - Neighbourhood Linear Commercial zone to a R5A - Low Rise Apartment zone to discourage commercial intrusion into a predominantly residential area. Located north of the Wellington Street commercial area,

the proposed R5A zone reflects the R5A and R5D subzones on the south side of Armstrong Street and serves as a transition from the commercial area to the residential neighbourhood to the north.

5. 961 and 967 Wellington Street

Two rezonings are proposed for Wellington Street properties located north of the Somerset Square park area, at the junction of Wellington Street and Somerset Street West between Garland Street and Hilda Street. This block is designated “Neighbourhood Linear Commercial Area” in the Official Plan. The Hintonburg Community Association requested that an apartment building be considered as an additional use at 961 Wellington Street to attract a reputable owner in light of social problems associated with the building. Half of the ground floor of the two storey mixed-use building is occupied by two dwelling units and the remaining half consists of a boarded-up retail space. It is recommended that the current CN3 F(2.0) zone be rezoned to permit an apartment building as an exception and that the CN zone regulations (Table 298) which refer to matters such as setback and landscaped area apply rather than the residential regulations since the long term intent is for storefront commercial development. This block is a “transitional block” outside the main commercial area. The long term intent is pedestrian-oriented commercial development along this block and for the ground floor at 961 Wellington Street to be used for commercial purposes once the main part of Wellington/Somerset is more fully developed.

The second rezoning pertains to the CN3 [354] F(2.0) zone at 967 Wellington Street, a residential building. The proposed CN3 [354] F(2.0) H(19) zone incorporates the existing exception, which permits a duplex dwelling and associated provisions.

6. Scott Street (Parkdale Avenue to Merton Street)

Non-residential uses are predominant along a six block area on the south side of Scott Street between Parkdale Avenue and Merton Street where the zoning is generally residential. Uses include a convenience store, garages, a gas station and office building. This portion of Scott Street is proposed to be rezoned from R5C, R5C[235], and CL1[424] to CG F(1.0) H(13.5) - General Commercial with a new exception zone. A CG zone, which will allow stand-alone commercial, residential or mixed-use buildings, is in keeping with the Official Plan’s policies for non-residential uses in a “Residential Area” designation. The Scott Street properties are located on an arterial road and at the edge of the community, which would result in minimal impact on the residential area to the south. This new zone will be modified through an exception zone to prohibit certain pedestrian-oriented uses that would detract from the main shopping area along Wellington Street and the employment generating uses in the Holland Cross area. These uses include restaurants, retail, and research and development centre. Existing car-oriented uses will be permitted, such as gas bar and automobile service station, which are appropriate on an arterial road. A height limit of 13.5 is recommended to serve as a transition between the height limit of 19 metres west of Parkdale Avenue and the 10.7

metre height limit in the residential neighbourhood located south of Scott Street.

7. 1404 Scott Street (World University Service of Canada)

The list of prohibited and new additional uses discussed in 6. above will be incorporated into the proposed CG [116] F(1.0) H(13.5) - General Commercial zone with a modified exception zone at 1404 Scott Street. The current exception zone associated with the R4D [116] zone includes provisions related to parking and Floor Space Index. Two provisions related to front yard parking are proposed to be deleted: i) where it is permitted as an additional permitted use and ii) where front yard parking is only permitted for an office use. These will be deleted since the proposed CG - General Commercial zone already permits front yard parking.

8. 1446 Scott Street

The list of prohibited and new additional uses discussed in 6. above will be incorporated into the proposed CG [124] F(1.0) H(13.5) SCH. 73 - General Commercial zone with a modified exception zone at 1446 Scott Street. Located on the site are a car lot, garage and dwelling units. The exception zone associated with the current R5C[124] H(10.7) SCH. 73 - Low Rise Apartment zone is proposed to be modified due to anomalies created with the proposed CG zone. The provisions relating to dwelling units and temporary use parking lot will be deleted since the former is already permitted in the proposed zoning and the latter is an expired temporary use.

9. Transitional Parking

Transitional parking is permitted on lands zoned R5D-p and R5A-p generally located on the south side of Armstrong Street and Grant Street between Parkdale Avenue and Bayview Avenue. This area is generally located just north of the Wellington Street commercial area. Transitional parking is also permitted at one location on Parkdale Avenue south of Wellington Street. Transitional parking as denoted by the suffix “p” permits parking in a residential zone, behind or beside a non-residential zone. Of the forty-eight (49) properties permitting transitional parking, about 73% are now used for residential purposes and approximately 60% of these are owner-occupied, indicating little interest in land consolidation in order to accommodate redevelopment on Wellington Street at a future date. Under the current zoning, if there was any significant consolidation with Wellington Street properties resulting in redevelopment, gaps (consisting of parking lots) would be created along the south side of Armstrong Street negatively impacting the remaining residences and streetscape. The residences on the north and south sides of Armstrong Street and on Parkdale Avenue appear to be well maintained.

The key principles of the Ottawa West Development Plan found in Volume II of the City of Ottawa Official Plan include policies about reinforcing and enhancing the residential character of Ottawa-West and encouraging new residential development which is compatible with existing development. Retention of all the existing transitional parking areas, which could eventually accommodate parking for Wellington Street businesses on

a residential street, would not be in keeping with these policies. In addition, 3.6.2 a) of the Official Plan states that in a “Residential Area” designation, the predominant use of land is residential. Retention of the existing zoning would not implement the intent of the designation.

It is therefore recommended that the transitional parking provision be removed for 38 of the 49 affected properties (addresses listed in Document 3). Of the 38 properties proposed to be rezoned, 32 are currently used for residential purposes, 3 properties accommodate non-residential uses and 3 are vacant lots. The remaining eleven properties retaining the transitional parking provision are currently used as parking lots (8) or are suitable for future parking lots (3).

10. Holland Avenue (east side from Wellington Street and Tyndall Avenue)

In order to implement the proposed “Residential Area” designation discussed in Recommendation 2, it is proposed that the east side of Holland Avenue between Wellington Street and Tyndall Avenue be rezoned from a CN3F(2.0) - Neighbourhood Linear Commercial zone to CG F(1.5) H(10.7) - General Commercial with a new exception zone. The proposed CG zone will accommodate the current mix of commercial, mixed-use and residential-only buildings, whereas the current CN3 F(2.0) subzone will only permit commercial or mixed-use buildings. This rezoning, which will affect 135 to 187 Holland Avenue, will complement and not compete with the proposed CN3 H(19) zone proposed on Wellington Street where pedestrian-oriented storefront type of development is envisioned. Any existing businesses that are not permitted in the new zoning will have non-conforming rights to continue operating, if the use was legally established.

In order to differentiate the proposed CG F(1.5) H(10.7) zone from the nearby CN zone on Wellington Street, an exception zone will be created to prohibit uses such as restaurants, retail, and retail food store, which would typically be found on Wellington Street. It is also proposed that uses such as apartment and high-rise apartment be prohibited to reflect the uses and the low building profile in the R3E - Converted House/Townhouse subzone on the opposite side of Holland Avenue and the R4D - Multiple Unit subzone to the rear (east) of the subject properties. Accordingly, it is proposed that the maximum height limit be established at 10.7 metres together with a 1.5 Floor Space Index to accommodate redevelopment.

11. 131 -133 Holland Avenue

A letter was received from Maniplex Investments Ltd., owner of 131-133 Holland Avenue, in opposition to the originally proposed CG - General Commercial zone with a recommended height limit of 10.7 metres and Floor Space Index of 1.5. The site is located south of and adjacent to the Wellington Street commercial zone. According to the owner, a redevelopment project consisting of an eight storey 34 unit condominium apartment building proposed in the late 1980s has not been built due to weak market conditions and he has requested that staff reconsider the zoning of his site in light of this

project.

The northerly portion of the site, 131 Holland Avenue, was recently occupied by a house that has since been demolished due to the results of an engineering report and the remainder of the site, 133 Holland Avenue, is occupied by a parking lot. The northerly portion of the site is zoned CN3 [511] F(3.0) and the other parcel is zoned CN3 F(2.0). Exception [511] permits a height limit of 27 metres (nine storeys) for a building with residential uses and 36 metres (12 storeys) for a commercial-only building. The CN3 subzone permits use of the full Floor Space Index for non-residential uses with the northerly portion permitting 3.0 FSI while the other portion only permits a 2.0 FSI.

There is a history of development approvals associated with the site that have not been acted upon and later rescinded as well as complaints and a variety of violations. In spite of this, it is still appropriate to consider higher density development at 131-133 Holland Avenue due to its location next to the Wellington Street commercial zone where a 19 metre (six storey) height limit and 2.0 Floor Space Index is now being recommended. A higher density residential development is also appropriate since redevelopment of the site at a higher density would serve as a transition between the Wellington Street commercial area and the rest of the Holland Avenue block. The proposed zoning also satisfies the Official Plans objective 3.6.1 a) regarding the efficient use of underutilized and vacant land through measures such as infill and redevelopment.

The zoning at 131-133 Holland Avenue is proposed to be CG F(2.0) H(19) - General Commercial zone with a new exception zone. This exception which would be similar to one proposed for the remainder of Holland Avenue, but would also permit apartment and high rise apartment. Recommended is a height limit of 19 metres and Floor Space Index of 2.0, which is similar to that permitted on Wellington Street, but less than desired by the owner.

12. 84 Sherbrooke Avenue, 102-104 Fairmont Avenue, 124 Spadina Avenue, 465 Parkdale Avenue, 220 Carruthers Avenue and 46 Garland Avenue

A review was undertaken of the non-residential uses on Gladstone Avenue and Parkdale Avenue on what are essentially residentially-zoned major collector streets. These neighbourhood-serving uses (e.g. convenience stores) were identified while it was confirmed that other non-residential uses should retain their non-conforming status (automobile service stations and offices).

Four properties in the Gladstone Avenue and Parkdale Avenue area (84 Sherbrooke Avenue, 102-104 Fairmont Avenue, 124 Spadina Avenue and 465 Parkdale Avenue) and two properties located in the residential community north of Wellington Street (220 Carruthers Avenue and 46 Garland Avenue) are proposed to be rezoned from R4D and R4F Multiple Unit zones to a new CL - Local Commercial subzone. The CL zone accommodates convenience uses in areas designated "Residential Area" in the Official Plan. This CL zone is proposed to be modified by permitting specific non-residential

uses that can only be located on the ground floor with a maximum 200 sq.m. gross leasable area per building, and that provide services in a residential neighbourhood, such as convenience store, day care, and laundromat. It is also recommended that apartment building be deleted from the list of uses permitted in the CL zone since it is not permitted in the surrounding R4D and R4F - Multiple Unit zones.

#### Recommendation 4

Two land use designations on Schedule A of the City of Ottawa Official Plan were proposed to be amended in Recommendation 2 and a number of rezonings which implement these new land use designations were discussed in Recommendation 3. Enactment of the rezonings pursuant to Section 24 of the Planning Act will permit zoning changes associated with the Official Plan Amendment to proceed, but the rezonings will only be deemed to conform when the Official Plan Amendment comes into effect.

#### Economic Impact Statement

This study alters slightly the current land use zoning mix towards commercial uses. While it is too early to quantify costs or benefits to the City, this shift is likely to benefit the City.

#### Environmental Impact

Through the public consultation process during the study, a number of socio-economic issues were identified. Some of the concerns raised are as follows:

- appropriateness of some Official Plan and zoning designations in the study area
- parking problems and lack of development interest on Wellington Street
- traffic problems in the Wellington/Merton and Scott/Pinhey area
- site specific land use issues
- open space concerns
- heritage aspects of the neighbourhood.

These issues together with others were all investigated by staff and addressed in the draft Hintonburg Planning Study. The proposed Official Plan and zoning amendments will help to address these issues and improve the community's quality of life. Thus, the Hintonburg Planning Study and associated recommendations will have an overall positive impact on the urban environment for this planning area.

## Consultation

Public consultation during this study included open houses/public meetings, a Planning Advisory Committee (PAC), and letters to business people/property owners. Two open houses were held during the course of the study. The first open house, held on December 8, 1998, to which all property owners and tenants in the Hintonburg Study Area were invited by letter, provided the 45 people in attendance an opportunity to help identify land use and zoning issues. At the second open house held on May 19, 1999, about 11 individuals were able to review and provide comments regarding the draft recommendations. Refer to Document 8 - Consultation Details for detailed comments.

The PAC consisting of residents from various sectors of Hintonburg, community association representatives, business people and City and Regional staff, provided valuable input on the draft land use and zoning recommendations.

## Disposition

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

Office of the City Solicitor to forward the implementing by-laws to City Council.

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

## List of Supporting Documentation

Document 1	Hintonburg Planning Study (on file with the City Clerk and distributed separately)
Document 2	Proposed Amendment No. __ to the City of Ottawa Official Plan
Document 3	Details of Recommended Zoning
Document 4	Location Map
Document 5	Issue Area Maps
Document 6	Recommended Zoning Maps
Document 7	Explanatory Notes
Document 8	Consultation Details

**Part II - Supporting Documentation**

Document 2

**Official Plan Amendment P Modification du Plan directeur**

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**Land use  
Utilisation du sol**



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THE STATEMENT OF COMPONENTS

Part A - THE PREAMBLE, introduces the actual Amendment but does not constitute part of Amendment No. \_\_ to the City of Ottawa Official Plan.

Part B - THE AMENDMENT, consisting of the following text and maps constitute Amendment No. \_\_ to the City of Ottawa Official Plan.

## **PART A - THE PREAMBLE**

### 1.0 Purpose

The purpose of the Amendment is to change the land use designations of certain lands located in the Hintonburg area, as shown on the attached Schedule B from “Neighbourhood Linear Commercial Area” to “Residential Area” and from “Special Study Area” to “Residential Area”.

### 2.0 Location

The general locations of the land affected by this Amendment are shown on Schedule “A” of this Amendment, while Schedule “B” indicates the lands being redesignated more specifically. The sites specifically affected are: i) the east side of Holland Avenue between Wellington Street and Tyndall Avenue (excluding 127 Holland Avenue) ii) the residential development located north of Somerset Street West, bounded by Bayswater Avenue and Breezhill Avenue North as well as the vacant National Capital Commission land located north of Takaki Automotive, bounded by Breezhill Avenue North and the CP Rail line.

### 3.0 Basis

#### 3.1 Background

The three sites affected by the proposed Amendment are located within the Hintonburg Planning Study area boundaries. The purpose of the study was to conduct a neighbourhood land use and zoning review, as well as to identify other planning issues that needed to be addressed.

The three sites, subject of this Amendment, are currently located in two designations as shown on Schedule A of the City of Ottawa Official Plan: “Neighbourhood Linear Commercial Area” and “Special Study Area”. The “Neighbourhood Linear Commercial Area” designation provides for main street and storefront-type commercial development found in older parts of the City. This designation encourages mixed-use and pedestrian-oriented development which serves both nearby residents and customers from beyond the area. The “Special Study Area” designation is a remnant of the larger Preston Champagne Special Study Area, which is located south of Somerset Street West, that was not addressed by the Preston-Champagne Plan of Development in 1994. The purpose of this designation is to allow area-based planning, such as the Hintonburg Planning Study, to occur in order to determine the long-term intention and associated Official Plan designation.

### 3.2 Context of the Amendment

The “Neighbourhood Linear Commercial Area” designation applies to the east side of Holland Avenue generally between Wellington Street and Tyndall Avenue and is an extension of the same designation on Wellington Street. This land use designation encourages main street commercial storefront-type development. Permitted commercial uses on Holland Avenue are the same as those on Wellington Street. In fact, general commercial zoning has been in place on Holland Avenue since the mid 1960s when the City of Ottawa’s first comprehensive zoning by-law was approved. Existing development, however, does not reflect such commercial zoning. Existing uses on Holland Avenue include a typewriter repair business, optician, dentist’s office, jeweller, law office, gas bar and residential buildings. In general, these uses tend to be destination-oriented rather than pedestrian-oriented uses that would be found on a main street. The buildings tend to reflect a residential built form, are not typical storefront development and do not contribute to a pedestrian-oriented continuous storefront-type shopping street. Of particular interest is the fact that approximately 40 percent of the buildings on the block are used for residential purposes only.

It is proposed that the “Neighbourhood Linear Commercial Area” designation be amended to “Residential Area”, in keeping with the same designation in the surrounding area. The “Residential Area” designation can accommodate the existing non-residential uses on the street as commercial uses would be considered to be non-residential uses in a “Residential Area” as per Policy 3.6.2 e) of the Official Plan. Wellington Street has not reached that stage of development where extensions of the “Neighbourhood Linear Commercial Area” along Wellington Street need to be considered at this time. Excluded from the proposed amendment is 127 Holland Avenue which is part of the recently redeveloped property at 1230 Wellington Street.

The “Special Study Area” designation applies to the properties located north of Somerset Street West, south of the Tomb Brown Arena site, west of the CP Rail line and east of Bayswater Avenue. Located within this designation is an existing townhouse development located at 25 Bayswater Avenue, near Bayswater Avenue and Wellington Street and which was formerly occupied by D. Kemp Edwards, a building supplies business. The purpose of this designation is to allow area-based planning, such as the Hintonburg Planning Study, to occur in order to determine the long-term intention and associated Official Plan designation for the lands. The townhouse project proceeded as per Official Plan policy 13.7.1 c) regarding “Special Study Areas”, where development is permitted in interim situations prior to the completion of secondary planning studies for the designated area. A “Residential Area” designation is recommended, which would reflect the existing townhouse development.

Similar to the townhouse development discussed above, the vacant National Capital Commission site is also designated “Special Study Area”. The proposed Official Plan designation for the NCC site is “Residential Area”, which can accommodate non-residential uses that are considered to be compatible with housing, and serve as a buffer between the CP Rail line and townhouse development. This designation is an extension of the land use designation proposed for the Wellington Square townhouse development.

Since the “Special Study Area” is being redesignated to “Residential Area”, this Amendment also addresses a minor technical matter of removing from Schedule “A” - Land Use the words “Bayview-Wellington”, which served to identify the Special Study Area on the Schedule.

### 3.3 Rezoning

Amendments to the City’s *Zoning By-law, 1998* are proposed to implement the amendments to Schedule A of the City of Ottawa Official Plan. In the case of the townhouse development, zoning changes are not proposed since the appropriate residential zoning is already in place to implement the proposed “Residential Area” designation.

A zoning amendment is proposed for the east side of Holland Avenue, which will accommodate both commercial and residential uses, a reflection of the present character of the street. The range of commercial uses proposed in the new zoning is not intended to compete with the main street-type uses permitted along Wellington Street. Also height limits are proposed which will be similar to the heights already permitted in the surrounding neighbourhood.

It is proposed that the vacant NCC lands be rezoned to a non-residential zone which allows a range of non-residential uses in accordance with Official Plan policy 3.6.2 e) where City Council may consider “limited” non-residential uses in the “Residential Area” designation. This site is located at the periphery of an existing residential development and the non-residential zone in itself does not represent a concentration which should be more appropriately developed under a designation other than “Residential Area”. The purpose of the zoning is to permit uses that are compatible adjacent to both a townhouse development and a CPR right-of-way.

## **PART B - THE AMENDMENT**

### 1.0 The Introductory Statement

This part of the document entitled “Part B - The Amendment”, consists of the following text and the attached maps entitled Schedules “A” and “B” which constitute Amendment No. \_\_\_ to the City of Ottawa Official Plan.

### 2.0 Details of the Amendment

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

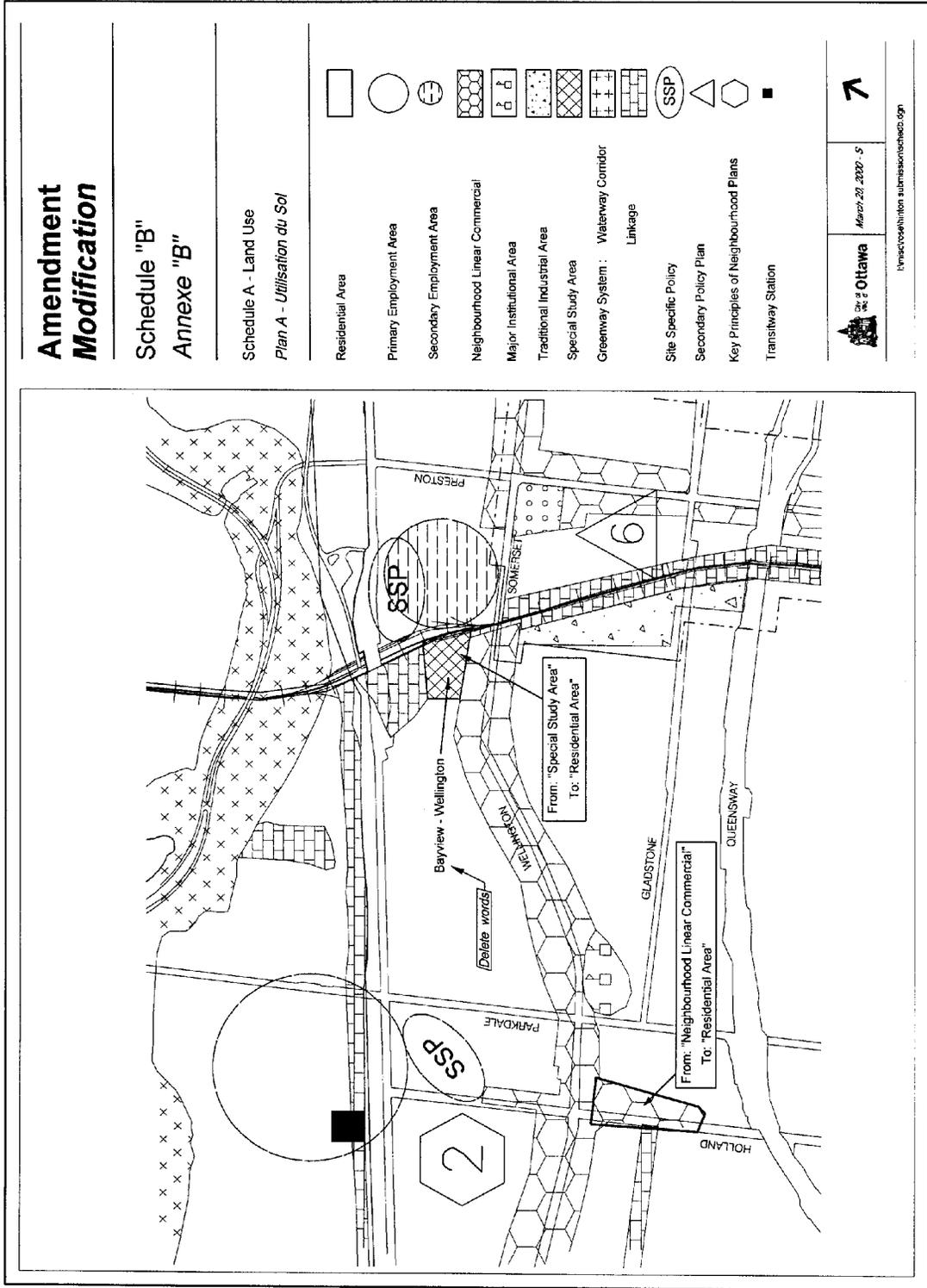
#### 2.1 Schedule “A” - Land Use is amended to include the following changes as shown on Schedule “B” attached hereto:

- i) redesignate the east side of Holland Avenue (excluding 127 Holland Avenue) between Wellington Street and Tyndall Avenue from “Neighbourhood Linear Commercial Area” to “Residential Area”;
- ii) redesignate the lands generally located north of the Neighbourhood Linear Commercial Area or Somerset Street West, south of the Tom Brown Arena site, west of the CP Rail line right-of-way and east of Bayswater Avenue from “Special Study Area” to “Residential Area”;
- iii) delete the words “Bayview-Wellington” in association with the former “Special Study Area” redesignated by ii) above.

### 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.





## DETAILS OF RECOMMENDED ZONING

**Area A****Wellington Street and Somerset Street West (north and south sides from Holland Avenue to Breezehill Avenue North)**

From: CN3[511] F(3.0) H(19)  
 CN3[511] F(3.0)  
 CN3 F(2.0)  
 CN F(4.5)  
 CN F(1.5)  
 CN3 [510] F(1.5)  
 CN  
 L3  
 I1  
 R6B U(507)  
 To: CN3 H(19)

**991 - 999 Wellington Street**

From: CN3 [672] F(2.0)  
 To: CN3 [672] H(19)

**47 Breezehill Avenue North (Takaki Automotive)**

From: IG[294] F(1.0) H(10.7)  
 To: CN3 H(19) with the following new exception zone:

The following provisions apply:

The following uses are prohibited:

- dwelling units
- daycare
- retirement home
- retirement home, converted
- rooming house
- rooming house, converted
- special needs house

The following additional use is permitted:

- automobile service station.

The following provision applies:

Section 75 (4) does not apply.

**27 Breezehill Avenue North (NCC Land)**

From: IG[294] F(1.0) H(10.7)

To: IS F(1.0) H(10.7) with the following new exception zone:

The following uses are prohibited:

- building materials yard
- heavy equipment and vehicles dealership
- restaurant, fast food
- restaurant, full service
- restaurant, take-out
- storage yard
- truck transport terminal.

The following additional uses are permitted:

- automobile dealership
- parking lot.

**123 Stirling Avenue (Former Stirling Tavern)**

From: CN3 F(2.0)

To: R5A

**961 Wellington Street**

From: CN3 F(2.0)

To: CN3 H(19) with the following new exception zone:

The following additional use is also permitted:

- apartment building.

**967 Wellington Street**

From: CN3 [354] F(2.0)

To: CN3 [354] F(2.0) H(19).

## Area B

### **Scott Street (Parkdale Avenue to Merton Street)**

From: R5C, R5C[235], CL1[424]

To: CG F(1.0) H(13.5) with the following new exception zone:

The following uses are prohibited:

- restaurant, fast food
- restaurant, full service
- restaurant, take-out
- retail food store
- retail
- research and development centre
- public hall
- high-rise apartment building.

The following additional uses are permitted:

- gas bar
- automobile service station.

### **1404 Scott Street (WUSC)**

From: R4D[116]

To: CG [116] F(1.0) H(13.5) with the following new provisions which will replace those found in exception [116]:

The following uses are prohibited:

- restaurant, fast food
- restaurant, full service
- restaurant, take-out
- retail food store
- retail
- research and development centre
- public hall
- high-rise apartment building.

The following additional uses are permitted:

- gas bar
- automobile service station.

The following provisions apply to an office use:

- a minimum of 300 square metres must be provided for parking within the zone
- 7 parking spaces are required within 250 metres of the zone
- maximum floor space index of 1.55.

**1446 Scott Street**

From: R5C[124] H(10.7) SCH. 73

To: CG [124] F(1.0) H(13.5) SCH. 73 with the following modifications to exception [124]:

The following uses are prohibited:

- restaurant, fast food
- restaurant, full service
- restaurant, take-out
- retail food store
- retail
- research and development centre
- public hall
- high-rise apartment building.

The following additional use is permitted:

- gas bar.

The following provisions are deleted from exception [124]:

- dwelling units
- temporary use parking lot effective April 3, 1996, expiration April 2, 1999
- two dwelling units permitted
- maximum of 8 vehicles permitted to park in parking lot.

**Transitional Parking Area**

From: R5A-p

To: R5A

The rezonings apply to the following properties:

120 Stirling

122 Stirling

124 Stirling

126 Stirling

172 Armstrong

283 Carruthers

285 Carruthers

289 Carruthers

From: R5D-p

To: R5D

The rezonings shall apply to the following properties:

152 Bayview  
4-8 Armstrong  
26 Armstrong  
28 Armstrong  
30 Armstrong  
32 Armstrong  
36 Armstrong  
40 Armstrong  
987 Wellington (northerly portion)  
58 Armstrong  
60 Armstrong  
999 Wellington Street (northerly portion)  
68 Armstrong  
72 Armstrong  
74 Armstrong  
76 Armstrong  
78 Armstrong  
80 Armstrong  
82 Armstrong  
84 Armstrong  
86 Armstrong  
88 Armstrong  
90 Armstrong  
92 Armstrong  
94 Armstrong  
106 Armstrong  
101 Pinhey  
103 Pinhey  
107 Pinhey  
425 Parkdale.

### Area C

#### **Holland Avenue (east side between Wellington Street and Tyndall Avenue)**

From: CN3 F(2.0)

To: CG F(1.5) H(10.7) with the following new exception zone:

The following uses are prohibited:

- apartment building
- high-rise apartment building
- bank
- catering establishment
- public hall
- recreational and health facility
- research and development centre
- restaurant, fast food
- restaurant, full service
- restaurant, take-out
- retail
- retail food store.

#### **131-133 Holland Avenue**

From: CN3 F(2.0) and CN3[511] F(3.0)

To: CG F(2.0) H(19) with the following new exception zone:

The following uses are prohibited:

- bank
- catering establishment
- public hall
- recreational and health facility
- research and development centre
- restaurant, fast food
- restaurant, full service
- restaurant, take-out
- retail
- retail food store.

### AREA WIDE

#### **Neighbourhood-serving uses**

From: R4D and R4F

To: The following new CL subzone:

The rezonings apply to the following properties:

84 Sherbrooke Avenue  
102-104 Fairmont Avenue  
124 Spadina Avenue  
465 Parkdale Avenue  
220 Carruthers Avenue  
46 Garland Street.

The only non-residential uses permitted are as follows:

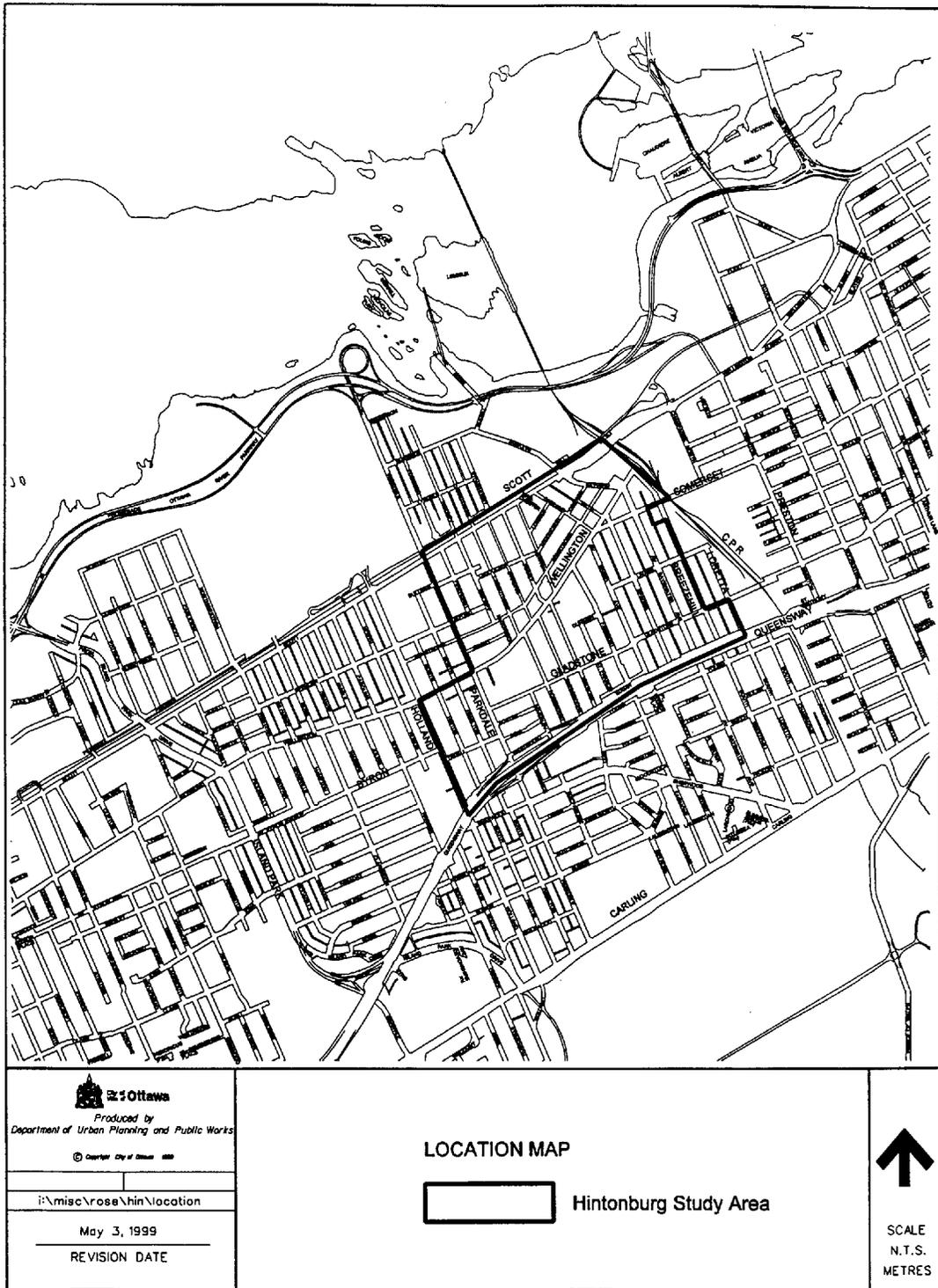
- automated teller
- convenience store
- day care
- laundromat
- personal service business
- artist studio
- repair store.

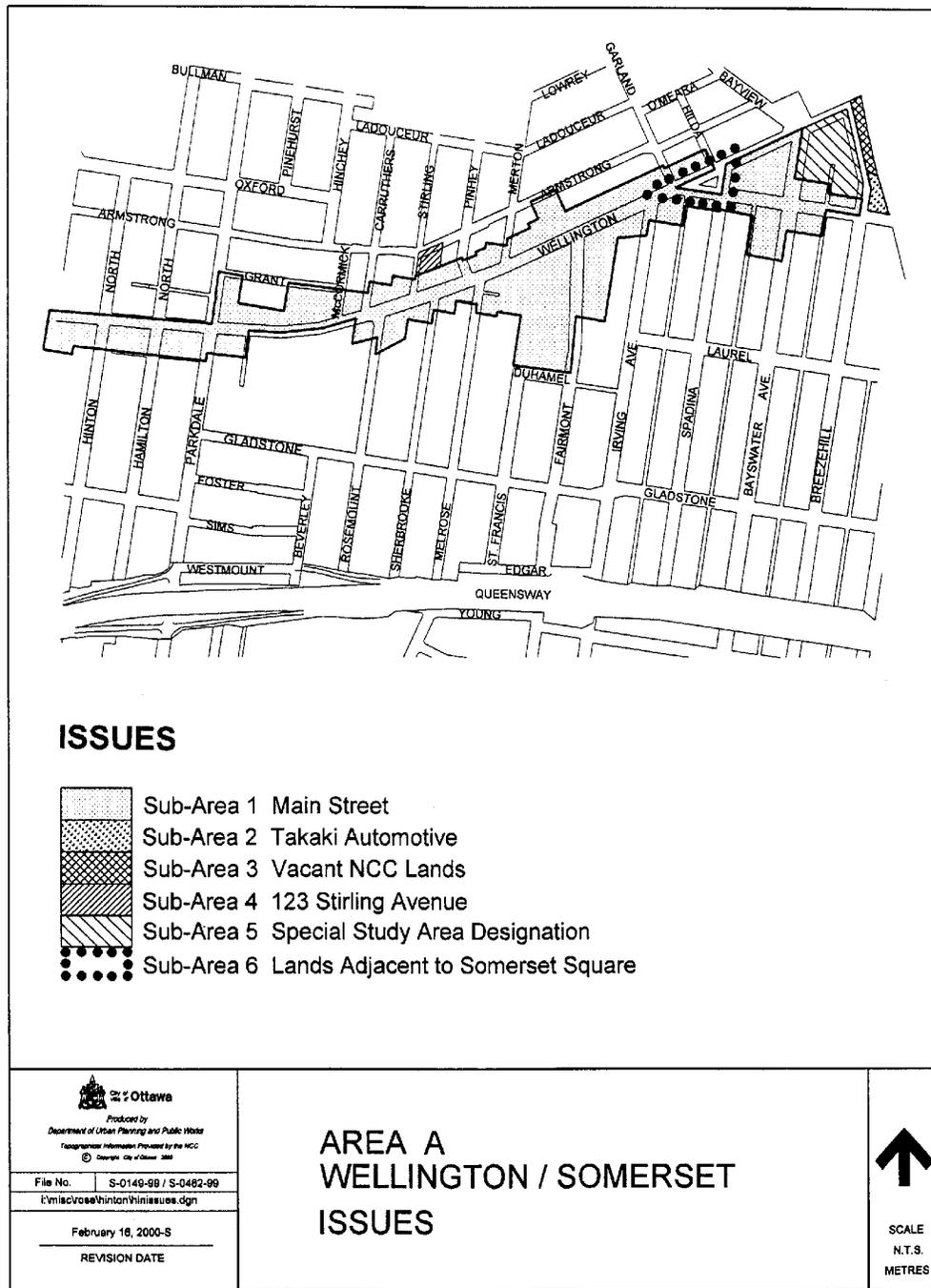
The non-residential uses listed above must:

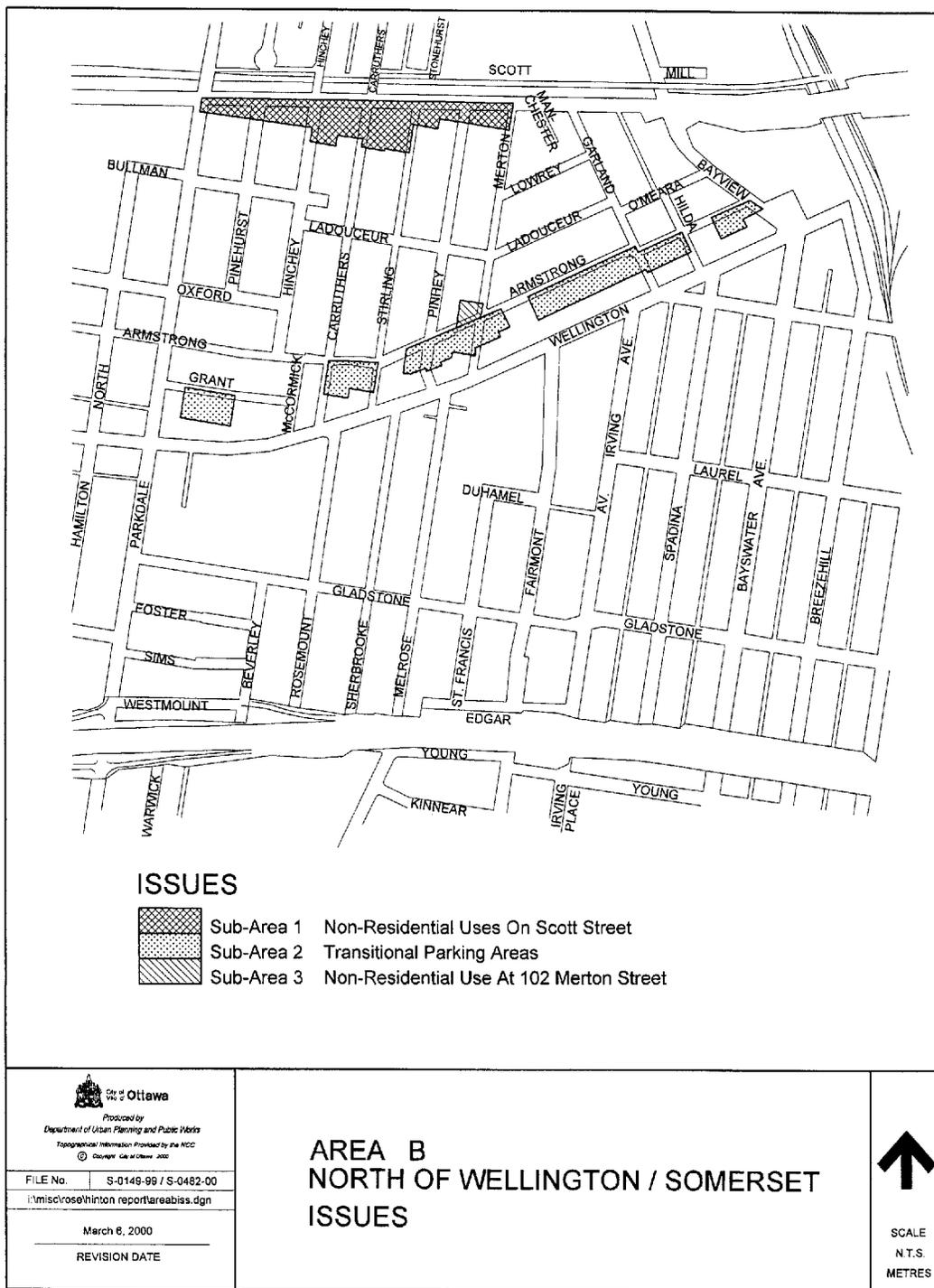
- a) be located on the ground floor and
- b) may not cumulatively exceed 200 sq.m. in gross leasable area per building.

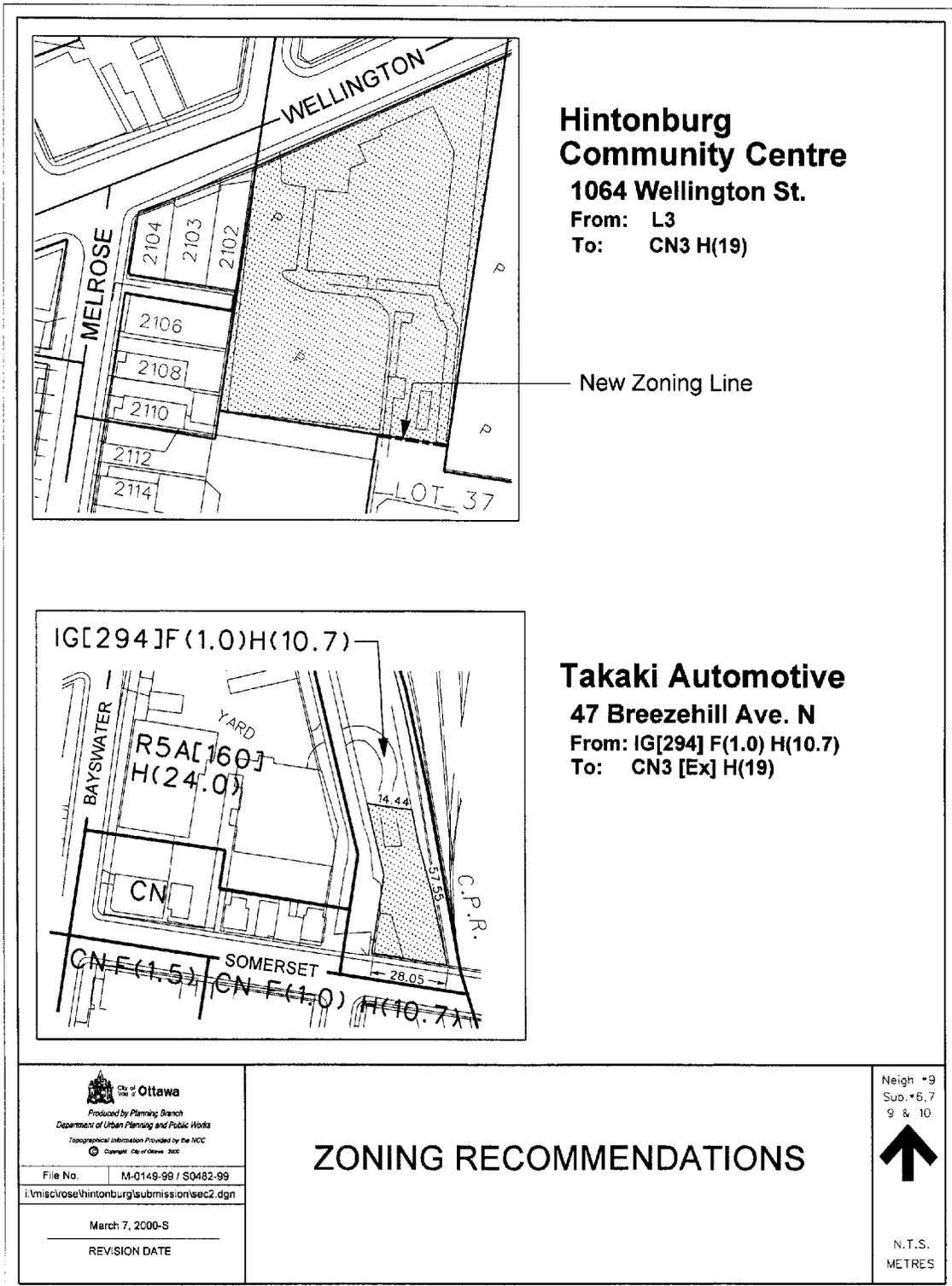
The following use is prohibited:

- apartment building.









**Hintonburg  
Community Centre**

1064 Wellington St.

From: L3

To: CN3 H(19)

New Zoning Line

**Takaki Automotive**

47 Breezehill Ave. N

From: IG[294] F(1.0) H(10.7)

To: CN3 [Ex] H(19)



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File No. M-0149-99 / S0482-99  
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March 7, 2000-S  
REVISION DATE

**ZONING RECOMMENDATIONS**

Neigh #9  
Sub. #6, 7  
9 & 10

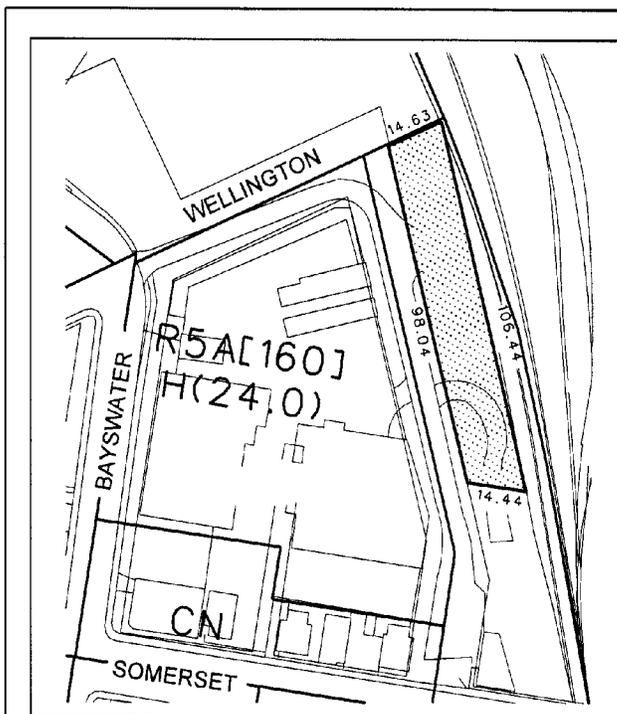


N.T.S.  
METRES



 <p>Produced by Department of Urban Planning and Public Works Transportation Information Provided by the MCC © Copyright City of Ottawa 1999</p>	<h2>AREA WIDE - ISSUES</h2>	
<p>File No. S-0293-99 E:\misc\rose\hin\areawiss.dgn</p>	 <p>Non-Residential Uses</p>	
<p>January 6, 2000-S REVISION DATE</p>		<p>SCALE N.T.S. METRES</p>



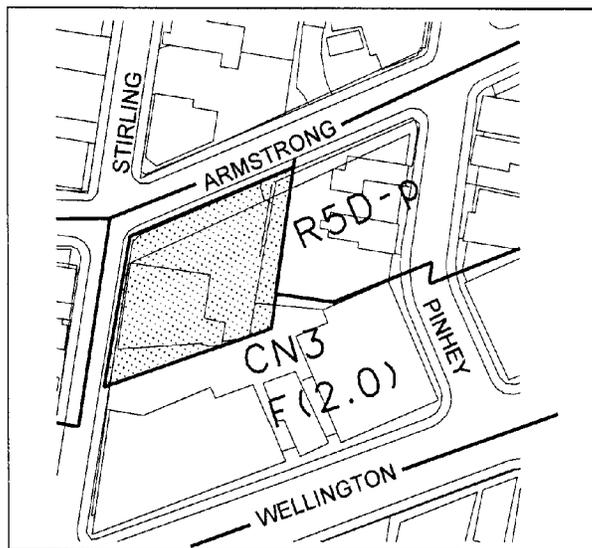


**N.C.C. Land**

**27 Breezehill Ave. N**

**From: IG[294]F(1.0) H(10.7)**

**To: IS[Ex]F(1.0) H(10.7)**



**Former Stirling Tavern**

**123 Stirling Ave.**

**From: CN3 F(2.0)**

**To: R5A**


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REVISION DATE	

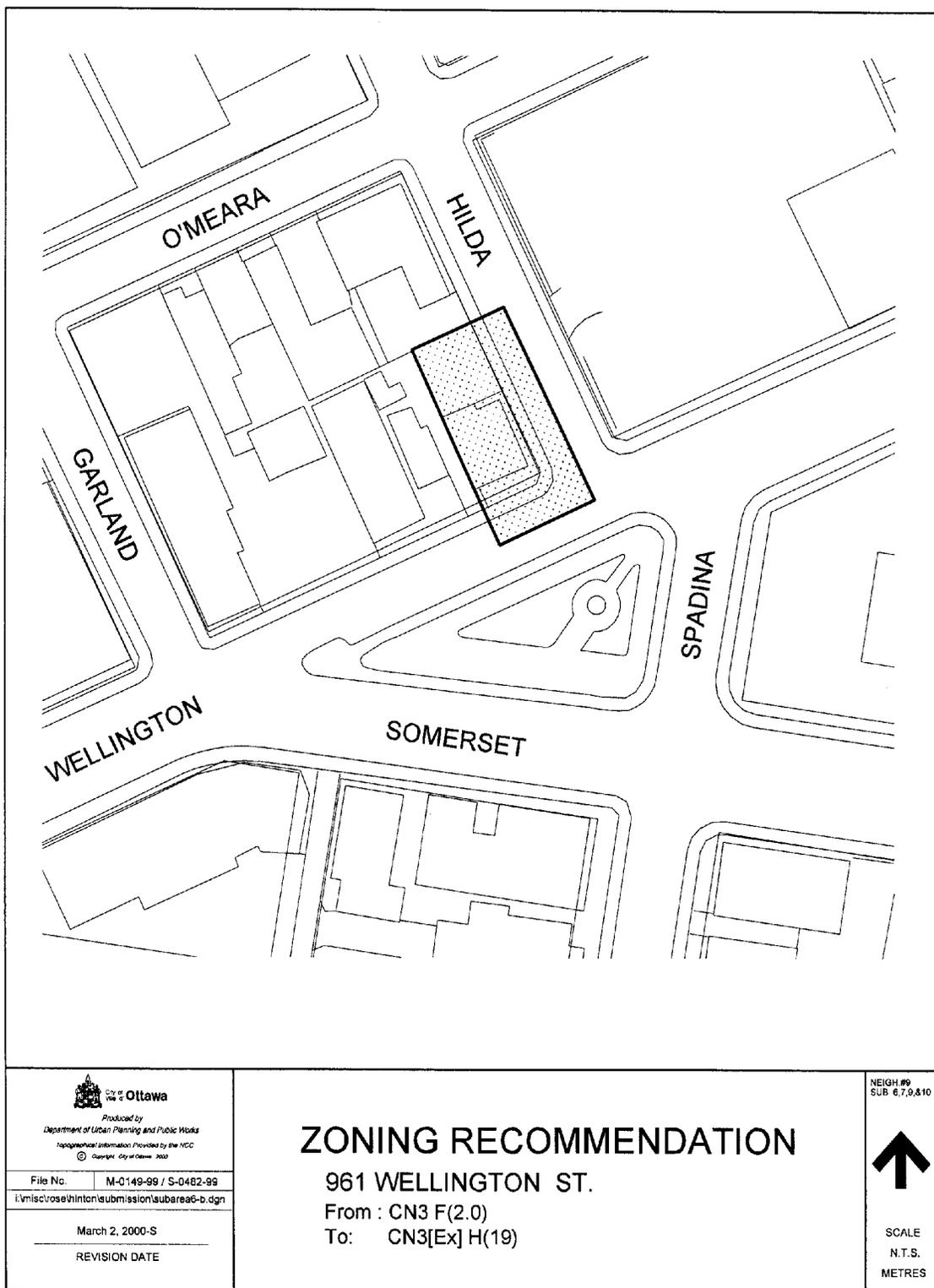
**ZONING RECOMMENDATIONS**

Neigh #9  
Sub. #6,7  
9 & 10



N.T.S.  
METRES

	<p><b>Hintonburg Community Centre</b> 1064 Wellington St. From: L3 To: CN3 H(19)</p>	
	<p><b>Takaki Automotive</b> 47 Breezehill Ave. N From: IG[294] F(1.0) H(10.7) To: CN3 [Ex] H(19)</p>	
<p> City of Ottawa Produced by Planning Branch Department of Urban Planning and Public Works Topographical information provided by the MCC © Copyright City of Ottawa 2000</p> <p>File No. M-0149-99 / S0482-99 i:\misc\rose\hintonburg\submission\sec2.dgn</p> <p>March 7, 2000-S REVISION DATE</p>	<p><b>ZONING RECOMMENDATIONS</b></p>	<p>Neigh #9 Sub. #6,7 9 &amp; 10</p> <p></p> <p>N.T.S. METRES</p>




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March 2, 2000-S	
REVISION DATE	

## ZONING RECOMMENDATION

961 WELLINGTON ST.

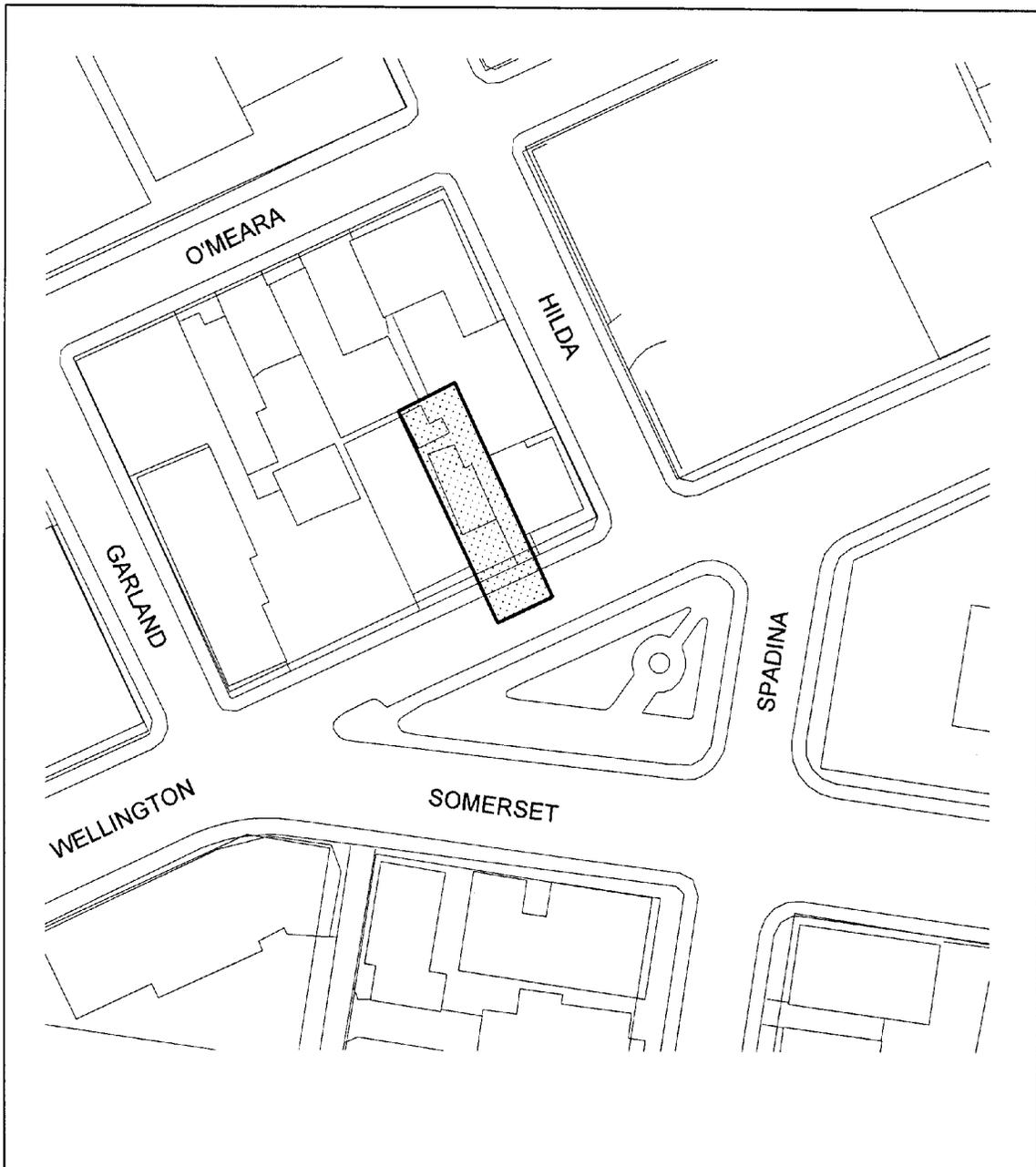
From : CN3 F(2.0)

To: CN3[Ex] H(19)

NEIGH.#9  
SUB. 6,7,9,&10



SCALE  
N.T.S.  
METRES




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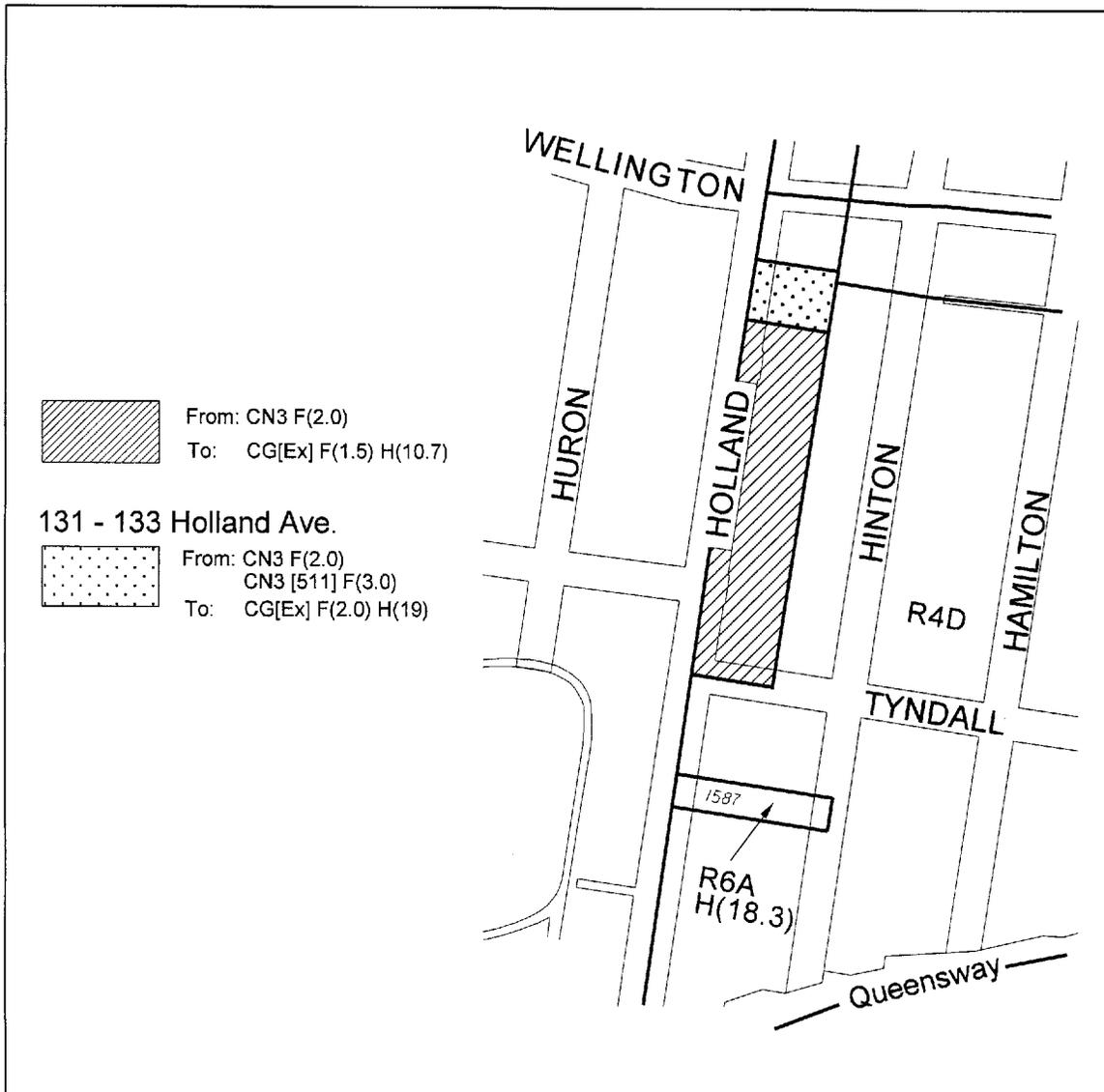
**ZONING RECOMMENDATION**  
**967 WELLINGTON ST.**  
 From : CN3[354] F(2.0)  
 To: CN3[354] F(2.0)H(19)

NEIGH.#9  
 SUB. 6,7,9,&10



SCALE  
 N.T.S.  
 METRES

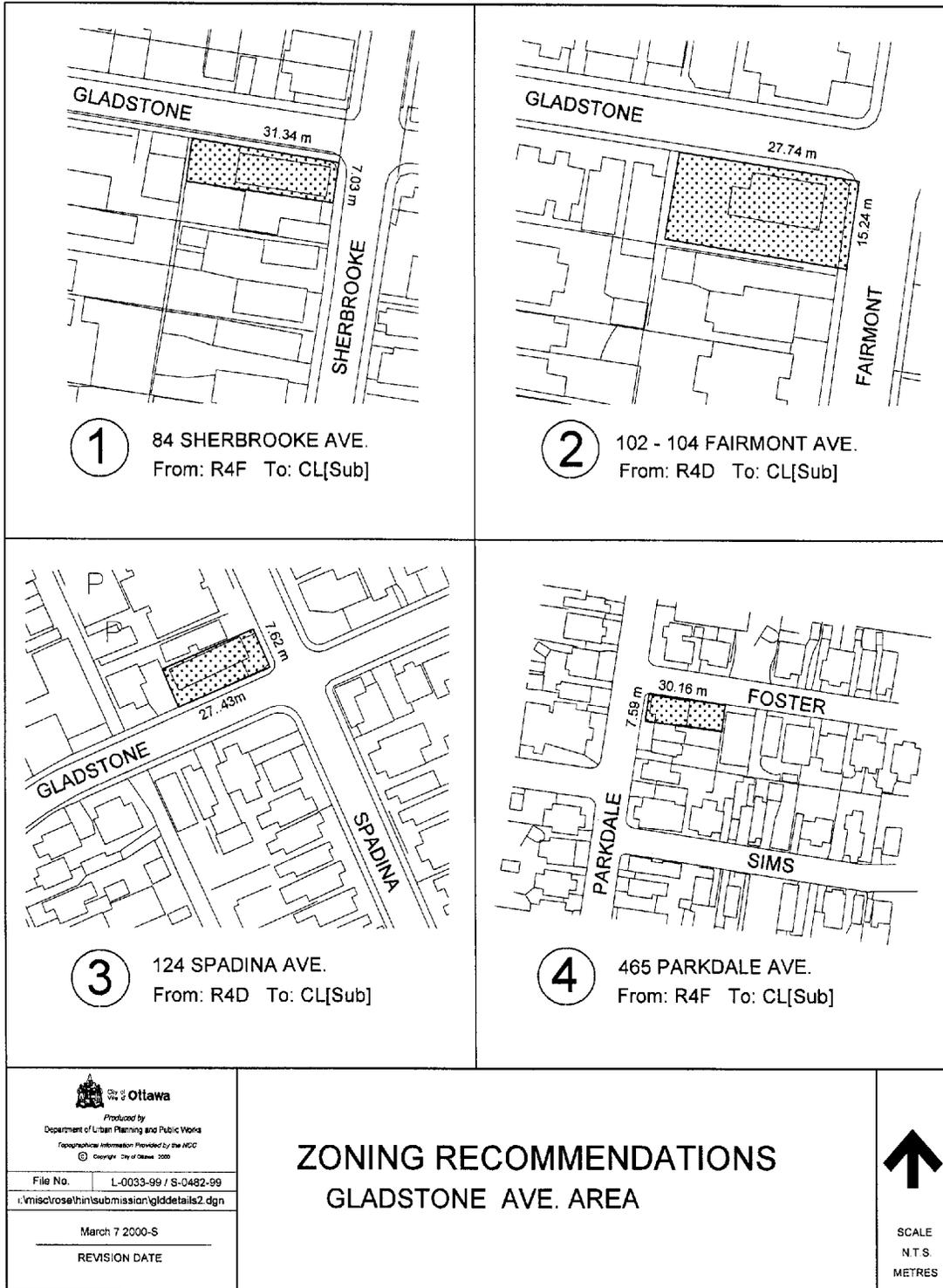


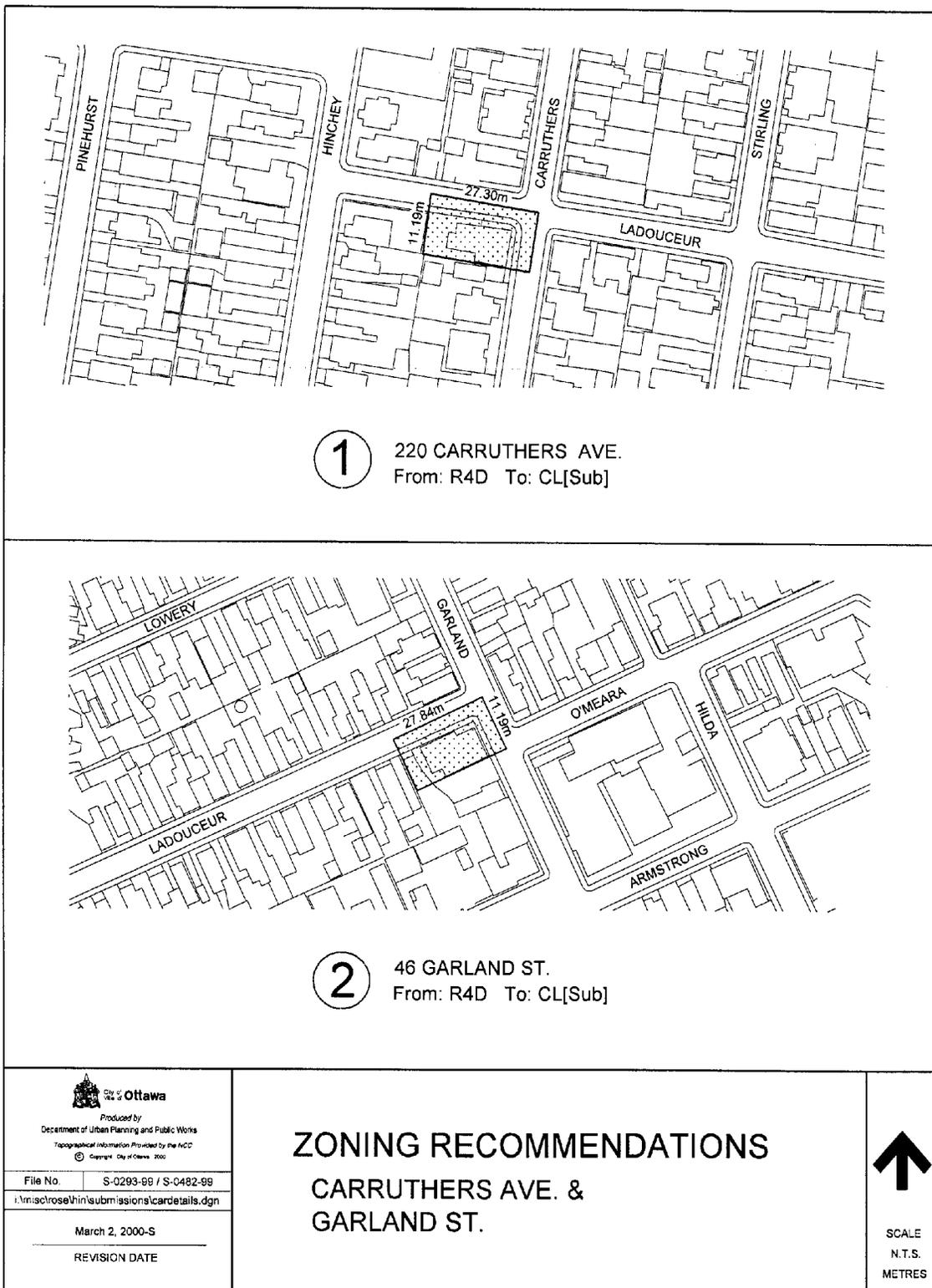


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REVISION DATE	

**ZONING RECOMMENDATION**  
**AREA C**  
**SOUTH OF WELLINGTON / SOMERSET**

  
 SCALE  
 N.T.S.  
 METRES





## EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_

By-law Number \_\_\_\_ amends *Zoning By-law, 1998*, the City of Ottawa's Comprehensive Zoning By-law. This amendment affects the zoning in the Wellington Street and Somerset Street West area from Holland Avenue to the CP Rail line as shown on the attached map.

The zoning recommendations are a result of the Hintonburg Planning Study which reviewed land use and zoning issues, in the broader area bounded generally by Holland Avenue, Parkdale Avenue, Scott Street, the CP Rail line and the Queensway.

### **Wellington Street and Somerset Street West** **(north and south sides from Holland Avenue to Breezhill Avenue North)**

#### **Current Zoning**

The current zoning in this area consist of the following zones: CN3[511] F(3.0) H(19), CN3[511] F(3.0), CN3 F(2.0), CN, CN F(4.5), CN F(1.5), L3, I1, R6B U(507), and CN3 [510] F(1.5).

The CN - Neighbourhood Linear Commercial zone permits a wide range of commercial uses, such as restaurants, retail store, community centre and place of worship, to be located at grade with uses such as dwelling units and offices that are to be located above ground level. In a CN zone the total gross floor area of non-residential uses must not exceed 50% of the Floor Space Index (FSI), whereas the CN3 subzone indicates that the full FSI may be used for non-residential uses. Exception [511] permits a height limit of 27 metres for a building containing residential uses and 36 metres for a commercial-only building. Exception [510] prohibits all residential uses. The "F" suffix represents Floor Space Index which can range from 1.5 to 4.5 in this area. The standard height limit in the CN zone is 18 metres; however, a 19 metre height limit is permitted where specified.

The L3 - Community Leisure zone permits a range of recreational uses, including community centre, park, and recreational and athletic facility, that are intended to meet the needs of the surrounding community.

The I1 - Minor Institutional zone permits a range of neighbourhood-serving emergency and institutional uses such as place of worship, school and museum.

The R6B U(507) is a High-Rise Apartment zone. The R6 zone permits a range of residential uses including high-rise apartments, fourplex house and detached house. Convenience stores are permitted, subject to conditions. The R6B subzone indicates that the ground floor or basement of a high-rise apartment building or apartment building may contain additional uses such as a restaurant and personal service business. U(507) indicates the number of units per hectare.

**Proposed Zoning**

The zones listed above are proposed to be rezoned to CN3 H(19). The CN zone will permit uses such as restaurants, retail store, community centre and place of worship with the condition that the ground floor must be entirely occupied with the permitted uses and other uses such as dwelling units and offices must be located above the ground floor. The CN3 subzone will permit full use of the Floor Space Index for non-residential uses and the height limit will be 19 metres.

**123 Stirling Avenue (Former Stirling Tavern)****Current Zoning**

The property is zoned CN3 F(2.0) - Neighbourhood Linear Commercial. The CN zone permits a wide range of commercial uses, such as restaurants, retail store, community centre and place of worship, to be located at grade with uses such as dwelling units and offices that are to be located above ground level. The CN3 subzone indicates that the full Floor Space Index may be used for non-residential uses.

**Proposed Zoning**

The proposed zone is R5A - Low Rise Apartment. The R5 zone permits a range of residential uses such as apartment building, detached house, and a planned unit development. The R5A subzone specifies a minimum lot area and lot width to be provided for the permitted uses.

**961 Wellington Street****Current Zoning**

The current zoning is CN3 F(2.0) - Neighbourhood Linear Commercial. The CN zone permits a wide range of commercial uses, such as restaurants, retail store, community centre and place of worship, to be located at grade with uses such as dwelling units and offices that are to be located above ground level. The CN3 subzone indicates that the full Floor Space Index may be used for non-residential uses. The maximum height limit is 18 metres.

**Proposed Zoning**

A CN3 H(19) - Neighbourhood Linear Commercial zone with a new exception zone is proposed. The exception zone will permit apartment building as an additional permitted use and the height limit will be increased to 19 metres.

**967 Wellington Street****Current Zoning**

The property is zoned CN3 [354] F(2.0) - Neighbourhood Linear Commercial. The CN zone permits a wide range of commercial uses, such as restaurants, retail store, community centre and place of worship, to be located at grade with uses such as dwelling units and offices that are to be located above ground level. The CN3 subzone indicates that the full Floor Space Index may be used for non-residential uses. Exception [354] permits a duplex dwelling and provides details regarding zoning provisions and parking. The maximum height limit is 18 metres.

**Proposed Zoning**

The proposed zoning is CN3 [354] F(2.0) H(19). Details associated with exception [354] will be retained and the height limit will be increased to 19 metres.

**991-999 Wellington Street**

**Current Zoning**

The property is zoned CN3 [672] F(2.0) - Neighbourhood Linear Commercial. The CN zone permits a wide range of commercial uses, such as restaurants, retail store, community centre and place of worship, to be located at grade with uses such as dwelling units and offices that are to be located above ground level. The CN3 subzone indicates that the full FSI may be used for non-residential uses. Exception [672] permits automobile dealership as an additional use and places a limit of 125% on the gross floor area in existence on May 19, 1998. The maximum height limit is 18 metres.

**Proposed Zoning**

The property is proposed to be rezoned to CN3 [672] H(19). Details associated with exception [672] will be retained and the height limit will be increased to 19 metres.

**47 Breezehill Avenue North (Takaki Automotive)**

**Current Zoning**

The property is zoned IG [294] F(1.0) H(10.7) - General Industrial. The IG zone permits a range of light and medium industrial uses such as heavy equipment and vehicles dealership and truck transport terminal. Exception [294] specifies prohibited uses and Floor Space Index conditions. The Floor Space Index is limited to 1.0 and the maximum height limit is 10.7 metres.

**Proposed Zoning**

A CN3 H(19) - Neighbourhood Linear Commercial with a new exception zone is proposed. The new zoning will permit a wide range of commercial uses such as retail business, restaurant, and bank to be located on the ground floor. Other uses such as office and artist studio must be located above the ground level. The new exception zone will prohibit uses such as dwelling units, daycare and rooming house, but will permit an automobile service station use, and eliminate a landscaping requirement. A height limit of 19 metres is recommended.

For further information on the proposed amendments, please contact Rose Kung at 244-5300 ext. 3124.

## EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_

By-law Number \_\_\_\_ amends *Zoning By-law, 1998*, the City of Ottawa's Comprehensive Zoning By-law. This amendment affects several areas including: i) generally the south side of Scott Street between Parkdale Avenue and Merton Street and ii) generally the south side of Armstrong Street between Bayview and Carruthers plus 425 Parkdale Avenue as shown on the attached map.

The zoning recommendations are a result of the Hintonburg Planning Study which reviewed land use and zoning issues in the broader area bounded generally by Holland Avenue, Parkdale Avenue, Scott Street, the CP Rail line and the Queensway.

### **Scott Street (Parkdale Avenue to Merton Street)**

#### **Current Zoning**

The current zoning is R5C, R5C[235], and CL1[424]. The R5 - Low Rise Apartment zone permits various residential uses such as apartment building, detached house, and a planned unit development. The R5C subzone specifies a minimum lot area and lot width to be provided for the permitted uses. Exception [235] permits a utility installation as an additional use. The CL1[424] - Local Commercial zone permits a mix of residential and neighbourhood-serving commercial uses such as apartment building, townhouse, dwelling unit, convenience store, day care and retail store. The CL1 subzone permits additional non-residential uses subject to conditions. Exception [424] permits a gas bar as an additional use.

#### **Proposed Zoning**

The proposed zoning is a new CG F(1.0) H(13.5) - General Commercial with a new exception zone. The CG zone permits residential uses, including apartment building, duplex and rooming house, and also permits non-residential uses including community health and social services centre, convenience centre, repair shop and utility installation. The new exception zone will prohibit uses such as restaurants, retail food store, and high-rise apartment building and will permit gas bar and automobile service station. The Floor Space Index is limited to 1.0 with some restrictions and the maximum height is 13.5 metres.

### **1404 Scott Street (WUSC)**

#### **Current Zoning**

The current zoning is R4D[116] - Multiple Unit zone. The R4 zone permits a range of residential uses including fourplex house, rooming house, converted and detached house. The R4D subzone specifies a minimum lot area and lot width requirements for the permitted uses. Exception [116] permits front yard parking for an office use, specifies a maximum floor space index of 1.55 and provisions relating to parking.

#### **Proposed Zoning**

The proposed zoning is CG [116] F(1.0) H(13.5) - General Commercial with modifications to the exception zone. In the CG zone permitted residential uses include apartment building, duplex and rooming house. Non-residential uses that are permitted include community health and social services centre, convenience centre, repair shop and printing shop. The modified exception zone will prohibit uses such as restaurants, retail food store, and high-rise

apartment building. It will also permit uses such as gas bar and automobile service station. Certain provisions will be deleted from the existing exception zone relating to front yard parking. The Floor Space Index of 1.0 is subject to some restrictions. The maximum height will be 13.5 metres.

### **1446 Scott Street**

#### **Current Zoning**

The current zone is R5C[124] H(10.7) SCH. 73 - Low-Rise Apartment. The R5 zone permits various residential uses such as apartment building, detached house, and a planned unit development. The R5C subzone specifies a minimum lot area and lot width to be provided for the permitted uses. Exception [124] permits automobile service station and dwelling units and includes provisions relating to location of the automobile service station, setbacks and parking. The maximum height limit is 10.7 metres and Schedule 73 illustrates the provisions described in exception [124].

#### **Proposed Zoning**

The proposed zoning is CG [124] F(1.0) H(13.5) SCH.73 - General Commercial with a modified exception zone. Permitted residential uses include apartment building, dwelling unit and detached house. Non-residential uses are also permitted including instructional facility, office and utility installation. The modified exception zone will prohibit certain uses including restaurants, retail and public hall. It will also permit gas bar and automobile service station. Certain zoning provisions in exception [124] will be deleted including those referring to dwelling units and temporary use parking lot. A Floor Space Index of 1.0 with some restrictions is recommended together with a height limit of 13.5 metres. Schedule 73 will be retained in the proposed zone.

### **Transitional Parking Areas**

**(south side of Armstrong Street and Grant Street area between Bayview Road and Carruthers Avenue , east side of Parkdale Avenue just south of Wellington Street)**

#### **Current Zoning**

The current zoning is R5A-p and R5D-p - Low Rise Apartment. The R5 zone permits various residential uses such as apartment building, detached house, and a planned unit development. The R5A and R5D subzones both specify minimum lot areas and lot widths which must be provided for the permitted uses. The “p” permits transitional parking which means that parking can occur in a residential zone, adjacent to a non-residential zone which is only permitted because it acts as a land use buffer for the residential area. Parking can only be used in association with the adjacent non-residential zone.

#### **Proposed Zoning**

The proposed R5A and R5D - Low Rise Apartment subzones will eliminate the transitional parking provision for certain properties.

For further information on the proposed amendments, please contact Rose Kung at 244-5300 ext. 3124.

## EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_

By-law Number \_\_\_\_ amends *Zoning By-law, 1998*, the City of Ottawa's Comprehensive Zoning By-law. This amendment affects the zoning on the east side of Holland Avenue between Wellington Street and Tyndall Avenue and 27 Breezehill Avenue North as shown on the attached maps. The zoning changes will not come into effect until the associated Official Plan Amendment is approved.

The zoning recommendations are a result of the Hintonburg Planning Study which reviewed land use and zoning issues in the broader area bounded generally by Holland Avenue, Parkdale Avenue, Scott Street, the CP Rail line and the Queensway.

### **135-187 Holland Avenue**

#### **Current Zoning**

The property is zoned CN3[511] F(3.0) - Neighbourhood Linear Commercial zone. A wide range of commercial uses such as restaurants, retail store, community centre and place of worship, are permitted which are to be located at grade with uses such as dwelling units and offices that are to be located above ground level. The CN3 subzone indicates that the full Floor Space Index may be used for non-residential uses. Exception [511] permits a height limit of 27 metres for a building containing residential uses and 36 metres for a commercial-only building. The Floor Space Index is 3.0.

#### **Proposed Zoning**

The proposed zoning is CG F(1.5) H(10.7) - General Commercial with a new exception zone. The CG zone permits a range of residential uses including apartment building, dwelling unit and detached house. Non-residential uses also permitted include medical facility, office, and repair shop. The new exception zone will prohibit restaurants, retail, apartment building and high-rise apartment building. A Floor Space Index of 1.5 is recommended with some restrictions and a maximum height limit of 10.7 metres.

### **131-133 Holland Avenue**

#### **Current Zoning**

The property is zoned both CN3[511] F(3.0) (131 Holland Avenue) and CN3 F(2.0) (133 Holland Avenue). The CN - Neighbourhood Linear Commercial zone permits a wide range of commercial uses, such as restaurants, retail store, community centre and place of worship, to be located at grade with uses such as dwelling units and offices that are to be located above ground level. The CN3 subzone indicates that the full Floor Space Index may be used for non-residential uses. Exception [511] permits a height limit of 27 metres for a building containing residential uses and 36 metres for a commercial-only building. The Floor Space Index ranges from 2.0 to 3.0.

#### **Proposed Zoning**

The proposed zoning is CG F(2.0) H(19) - General Commercial with a new exception zone. The CG zone permits a range of residential uses including apartment building, dwelling unit and detached house. Non-residential uses are also permitted which include medical facility, office, and repair shop. The proposed exception zone will prohibit restaurants, retail, retail

food and public hall. A Floor Space Index of 2.0 with some restrictions and a maximum height limit of 19 metres are recommended.

**27 Breezehill Avenue North (NCC Lands)**

**Current Zoning**

The property is zoned IG [294] F(1.0) H(10.7) - General Industrial. The IG zone permits a range of light and medium industrial uses such as heavy equipment and vehicles dealership and truck transport terminal. Exception [294] specifies prohibited uses and Floor Space Index conditions. The Floor Space Index is limited to 1.0 and the maximum height limit is 10.7 metres.

**Proposed Zoning**

The proposed zone is IS F(1.0) H(10.7) - Small Scale Industrial with a new exception zone. The IS zone permits a range of uses such as veterinary clinic, small batch brewery and warehouse. The proposed new exception zone will prohibit certain uses including building materials yard, storage yard, and truck terminal. Additional uses will also be permitted in the new exception zone including automobile dealership and parking lot. A 1.0 Floor Space Index and height limit of 10.7 metres is recommended.

For further information on the proposed amendments, please contact Rose Kung at 244-5300 ext. 3124.

## EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_

By-law Number \_\_\_\_ amends *Zoning By-law, 1998*, the City of Ottawa's Comprehensive Zoning By-law. This amendment affects the zoning of the properties shown on the attached map.

The zoning recommendations are a result of the Hintonburg Planning Study which reviewed land use and zoning issues in the broader area bounded generally by Holland Avenue, Parkdale Avenue, Scott Street, the CP Rail line and the Queensway.

### **84 Sherbrooke Avenue, 102-104 Fairmont Avenue, 124 Spadina Avenue, and 465 Parkdale Avenue, 220 Carruthers Avenue and 46 Garland Avenue**

#### **Current Zoning**

The current zone is R4D and R4F - Multiple Unit zone. The R4 zone permits a range of residential types including fourplex house, rooming house, converted and detached house. The R4D and R4F subzones specify minimum lot areas and lot widths which must be provided for the permitted uses.

#### **Proposed Zoning**

A new CL - Local Commercial subzone is proposed. The CL zone permits a range of residential uses including detached house, townhouse, converted house and dwelling units. The new subzone will permit a limited range of non-residential uses such as a convenience store, day care, and personal service business, which will only be permitted on the ground floor with a maximum gross leaseable area of 200 sq.m. per building. An apartment building will be a prohibited use in the new subzone.

For further information on the proposed amendments, please contact Rose Kung at 244-5300 ext. 3124.

## Consultation Details

Notification and consultation procedures for Official Plan amendments and zoning amendments for area based studies were followed. A number of methods were used to notify and consult with the public including: a mailout to all property owners and tenants; open houses/public meetings; an ad in Newswest; and, meetings with the Planning Advisory Committee consisting of business and community representatives in Hintonburg, as well as City and Regional staff. Follow-up letters were also sent to local businesses and property owners to encourage their participation in the study.

## SUMMARY OF PUBLIC INPUT

A variety of comments, issues and concerns relating to land use, zoning and other matters were received at the outset of the study. These were reviewed by staff and addressed in the draft Hintonburg Planning Study, May 5, 1999.

As a result of the public and technical circulation of the draft Hintonburg Planning Study, further comments/requests were received and are summarized below followed by a Departmental response:

### Hintonburg Community Association

The Hintonburg Community Association was “generally very pleased with the draft recommendations” and “believe that the proposed changes along Wellington/Somerset are appropriate and will have a positive influence on our community.” They support regularizing corner stores as permitted uses as proposed and support the proposed recommendations along Holland Avenue between Wellington Street and Tyndall Avenue. They also support the zoning changes recommended for the Takaki Automotive and vacant NCC lands adjacent to the CP Rail line.

Some specific concerns raised are summarized as follows:

1. The Hintonburg Community Association would like to see two corner stores at 220 Carruthers Avenue and 46 Garland Street to be rezoned to CL - Local Commercial to recognize the existing neighbourhood-serving uses to be consistent with the modified CL subzone recommended in the Parkdale Avenue and Gladstone Avenue areas.

Response: The Department is in agreement with the proposed zoning changes and they have been incorporated in the Hintonburg Planning Study and in this submission.

2. While the Hintonburg Community Association is in agreement with the proposed CG - General Commercial designation along Scott Street, they propose that “public hall” be deleted as one of the permitted uses in the new CG subzone. They have concerns regarding traffic generated by a “public hall” use since events typically held in halls have

defined start and end times.

Response: The Department supports the deletion of “public hall” use in the proposed CG subzone along Scott Street. This proposed change is reflected in the Hintonburg Planning Study - March 15, 2000 and in this submission.

3. The Hintonburg Community Association wanted some discussion regarding the relative merits of the CN3 subzone recommended along Wellington Street and Somerset Street West versus a CN zone.

Response: Discussion of the merits of the recommended CN3 subzone has been incorporated into the revised study. The primary factor which lead to the recommendation of a CN3 zone along Wellington Street and Somerset Street West was that the majority of the street is already zoned CN3, which permits full use of the Floor Space Index for non-residential uses. The equivalent of about three blocks located at the eastern portion of Somerset Street West, a small portion of the study area, is proposed to be rezoned from CN, where the total gross floor area occupied by non-residential uses cannot exceed 50% of the maximum Floor Space Index, to CN3. The CN3 subzone was recommended since it has fewer restrictions on the mix of uses than the CN zone while the ability to build above grade apartments is still an option.

4. The Hintonburg Community Association would like the Parking Rate Study to recommend that the parking requirements for uses permitted in the CN zone to be studied.

Response: The Parking Rate Study did not contain the recommendation noted above since the focus of the study was to respond to appeals to *Zoning By-law, 1998* regarding parking rates.

5. In a separate request, the Hintonburg Community Association proposed that the property at 961 Wellington Street be zoned to permit an apartment in response to social problems associated with the building.

Response: The Department conducted a land use review of the surrounding area and has recommended a zoning change to permit an apartment building as a permitted use at 961 Wellington Street.

Ronald J. G. Junk, Owner, 171-173 Holland Avenue

Mr. Junk is opposed to the proposed rezoning on Holland Avenue from a CN3 F(2.0) - Neighbourhood Linear Commercial to a modified CG - General Commercial zone. He provided the following comments:

- Mr. Junk indicates there is no evidence that the current zoning has harmed property values of the nearby residential properties.

- He is opposed to any changes that reduces the number of commercial uses or the Floor Space Index.
- The proposed zoning change “flies in the face of ...reality” since Holland Avenue is a heavily travelled road and is served by six OC Transpo routes.
- Will the City reimburse him for the loss in market value resulting from the zoning change.

Response: The Department has not proposed zoning changes on Holland Avenue due to impacts on the nearby residential properties. The recommendations were instead based on a review of land uses and Official Plan policy. The Hintonburg Planning Study concluded that Wellington Street has not reached that stage of development where extensions of the “Neighbourhood Linear Commercial Area” designation are required. Specifically, Official Plan policy 4.7.2 d) indicates that City Council shall promote the infilling and consolidation of existing Linear Commercial Areas prior to the establishment of new ones. Although Holland Avenue is designated “Neighbourhood Linear Commercial Area”, it does not fulfill the intent of that designation with pedestrian-oriented storefront commercial development. In spite of commercial zoning that has been in place since the 1960s, there continues to be a significant proportion of residential buildings. A “Residential Area” designation has therefore been recommended together with a CG - General Commercial zone designation with a new exception zone. Commercial, residential and mixed-uses will be permitted, which better reflects the current land use mix and the fact that Holland Avenue is a well-travelled roadway. A broad range of commercial uses will continue to be permitted including: convenience store, instructional facility, medical facility, and office which will complement the uses on Wellington Street.

In terms of the owner’s concern regarding property values, zoning is not the only factor that determines market value. Other determinants include location of a site and marketability of a property.

Angelo Seccaspina, Maniplex Investments Ltd.

The owner of 131-133 Holland Avenue was concerned that the draft Hintonburg Planning Study recommended zoning that would reduce the value and future development potential of the site. There were plans for an eight storey 34 unit condominium building in the late 1980s.

Response: The Department reviewed the owners request and concluded that greater density and height could be supported at 131-133 Holland Avenue. A recommendation for a CG F(2.0) H(19) - General Commercial zone with an exception zone was included in the revised Hintonburg Planning Study and is discussed under Recommendation 3 of this submission..

Michael Palmas, Car Country Canada, 930 Wellington Street

Mr. Michael Palmas has signed a 10 year lease as of September 1, 1999 for a property at 930 Wellington Street, situated near the juncture of Wellington Street and Somerset Street West. He currently operates a public garage, a non-conforming use, at this location. He also operates a car lot at another leased property at 991 Wellington Street and wishes to consolidate the two businesses at 930 Wellington Street. He requested that staff consider a rezoning at 930 Wellington Street to permit an automobile dealership and possibly a public garage.

Response: The Department has reviewed the rezoning request in light of the Official Plan designation, *Zoning By-law, 1998* and land use review of the surrounding area. Designated as “Neighbourhood Linear Commercial Area” in the Official Plan, the planning intent is for pedestrian-oriented storefront commercial development. *Zoning By-law, 1998* implements the designation with a CN3 F(2.0) - Neighbourhood Linear Commercial zone where the intent is a low-scale mix of commercial uses with a visually continuous storefront presence. The public garage use is a non-conforming use and is one of the five public garages located within two blocks of this site. Public garages and automobile dealerships clearly do not implement the pedestrian-oriented commercial development envisioned in the Official Plan. Therefore, the Department does not recommend a rezoning on the site to accommodate an automobile dealership or a public garage.

#### ENVIRONMENTAL ADVISORY COMMITTEE

The Environmental Advisory Committee states that the process of public input has been thorough and has addressed many issues including green space and the human environment. It accepts the recommendations and concurs with all the recommendations contained in the draft Hintonburg Planning Study.

#### INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

Department of Community Services

The Department of Community Services would like the Tom Brown Arena and surrounding lands redesignated from Greenway - Linkage to Major Leisure Area and rezoned from L2[317] Leisure Linkage Zone to L4 Major Leisure Area zone to reflect its function and to accommodate a potential expansion in the future.

Response: The Department has reviewed this request in light of Official Plan and zoning designations for other City community centres/complexes. It was concluded that a more thorough City-wide review will be required and will be possible during the individual review of the separate Greenway systems as part of the Natural and Open Spaces Study (NOSS) implementation.

National Capital Commission

With respect to their vacant land located on the west side of the CP Rail line and north of the Takaki Automotive site, the National Capital Commission is in agreement with the Department's proposed IS-Small Scale Industrial zone for their lands. They would like three additional uses to be permitted since Takaki Automotive has shown interest in the property. The uses include: a parking lot (which would permit cars serviced at Takaki Automotive to park on the site), automobile dealership (which would permit a used car lot to be operated by the garage) and an automobile service station.

Response: The Department recommends that the first two uses be added to the list of permitted uses, but disagrees that automobile service station is a desirable use in this particular location. The site faces the townhouses and the Department is concerned about the potential impacts that the use may have on nearby residential uses. Staff confirmed with Kunio Takaki, owner of Takaki Automotive, and potential lessor/purchaser of the NCC lands that he has no desire for a automobile service station as a permitted use.

COUNCILLOR'S COMMENTS

Councillor Little is aware of the study.

## Record of Proceedings

### Planning and Economic Development Committee - April 25, 2000

Ref #: ACS1999-PW-PLN-0073

Hintonburg Planning Study - Official Plan and Zoning Amendments

### **Parties Who Appeared**

#### **Mike Palmas**

Car Country Canada Limited  
930 Wellington Street, K1Y 2Y1, Tel.: 759-4797.

Mr. Palmas advised that he operates Car Country Canada at 991 Wellington Street. He has been there for a period of two years. The area was cleaned up dramatically. He also currently leases 930 Wellington Street, which is at the corner of Bayview. In order to accommodate both his service and sale areas together, he is proposing to move from 991 to 930 Wellington. He has signed a ten year lease. He cannot see the logic of the proposed CN3 zoning in that area, perhaps in about twenty years time. With the way the lot is situated, it will not increase traffic. Residential is very low in that area of Wellington Street. He hopes that the Committee will approve his request.

#### **Vance Fardrey**

132 Bayview Road, K1Y 2C6, Tel.: 728-7582.

Mr. Fardrey spoke on the same item Mr. Palmas did. He supports Councillor Little's proposed motion to allow an automobile dealership and automobile service station at 930 Wellington Street. He spoke on the incredible vacancy rate in that area. The reason he came to support Mr. Palmas' request is that it is very important that a person who wants to invest in the community is be able to do so and will not be constrained by a use not being allowed. He distributed a map to demonstrate the linear commercial strip. He briefed the Committee on the activities along Wellington Street. He wants to encourage some businesses into the community that will invest in the property, improve them and actually become stable anchor tenants for that part of the community.

#### **Jay Baltz**

Hintonburg Community Association.

Mr. Baltz thanked the Committee for hearing him today and also thanked staff for the opportunity in providing input during the study. He emphasized the public participation part of this study. The Hintonburg Community Association had representatives on the Public Planning Advisory Committee and at the two open houses. A number of notices were sent out both by the City and the Association to all affected property owners and to the

community at large. The Association also delivered a notice for the City about half a year ago, which normally is not a part of the procedure in order to ensure that everybody affected by these changes would be informed. They also did a final circulation last week advising all the people in the area that might be affected by the zoning changes. In general, the Hintonburg Community Association is in support of almost everything with a couple of minor exception. He believes that all the zoning along Wellington Street are appropriate and match with what was recently put in place as part of the Scott/Wellington Study. The zoning along Scott regularises the existing uses. The zoning for the corner store is appropriate. The zoning along Holland, which is proposed to change from linear commercial similar to what is along Wellington and Somerset to a more appropriate commercial zoning, which fits with the existing commercial residential low rise. He expressed minor concern on the Regional Seniors Building on Wellington, which is currently R6. The proposal is for the entire lot to go to CN like the rest of it - commercial linear. This is fine along Wellington but there might be a problem because it is a through lot and goes all the way back to Armstrong. So that creates an anomaly of having linear commercial zoning along the residential strip of Armstrong. He suggested that an exception be put on that CN zone so that it does not require the linear commercial type of uses along the residential Armstrong, which is R5. He is opposed to the zoning for 131-133 Holland. He gave a brief history on this lot. He suggested that it should be given the same zoning as the rest of Holland, and if there is a concrete proposal being proposed under this by-law rather than the one that was in effect twelve years ago, it can come up for a rezoning or a Committee of Adjustment application like anybody else on Holland would have to do.

### **Marc Labrosse**

Vice & Hunter

344 Frank Street, K2P OY1, Tel.: 232-5773.

Mr. Labrosse is representing the owner of 131-133 Holland Avenue. There was a past application with respect to this property and for very unfortunate reason that application did not proceed and the development did not proceed. Vice & Hunter was just recently retained and they have not had an opportunity to speak to planning staff relating this property. They have asked planning staff and he is asking now that the Committee defer the official plan amendment and the zoning amendment relating to this property for two months to allow them an opportunity to have their client's views brought forward. They understand that there are issues relating to parking on site. He has spoken to the planner about these issues and he would like to straighten these issues out before this matter goes through. They are looking at a downzoning on this property, a loss of all retail uses, and a loss of all restaurant uses. From his client's perspective, that is a drastic rezoning from the rights he did have. He would like to review this matter little bit more in detail with staff and see if there is a compromise that can be attained. He requested that the matter be deferred for two months in order to allow him to address staff. He has no objection to have the balance of rezoning to proceed.

**Ron Junk**

Owner of 171-173 Holland Avenue  
2006 Lenester Avenue, K2A 1K3, Tel.: 729-6700.

Mr. Junk supports the objectives of the overall plan with respect to the tidying up the inconsistencies and so on. He congratulates the work of the city staff. He apologises for bringing an objection this late in the process but he was out of town on business for extended periods at the time of the previous open house sessions. His specific objections relate to the segment on the east side of Holland Avenue between Wellington and Tyndall, and the proposed rezoning to CG. He does not like to see the prohibition of some uses such as an apartment building. He understands that only four units will be allowed with that designation and he would prefer to see the possibility of six. He also does not like to see the elimination of retail uses, even destination specifics such as there are now, for example jewellery store and furrier. He thinks that the floor space reduction from 2.0 to 1.5 further limits the possibilities for the future as well as the height restriction. He appreciates that there is an intention to allow that limit to 3 floors. He accepts that but he thinks it is tough to fit that in with parking half underground. 10.7 metres might be a constraint. He asked that the Committee does not take away the opportunities provided in recent past and in current zoning. Reducing the opportunities for development along that part of Holland Avenue encourages sprawl to outlying parts of the City and the Region with its attainment costs and transportation problems. There will be a negative financial impact for him if this goes forward. The existing building, which is a residential use is coming to the end of its economic life. The value of the property is clearly in the land as opposed to the building itself. Hence rezoning that limits the uses of the land reduces the value of the land. This is not simply a theoretical concern. He purchased this property in 1988 with the plan to redevelop and he pursued that plan. He engaged an architect; he had site plan approval and building plan approval from the City but he was not successful commercially. The redevelopment did not happen because of the economic circumstances that were setting in at the time. If there is a concern that zoning be reduced on the east side of Holland Avenue, out of concern for the row of semi-detached properties on the west side, he asked the Committee to consider the creation of a separate and less rigorous zoning for the properties from 171 Holland up to Tyndall because the west side of Holland, opposite those properties have no residential buildings on them.

**Linda Hoad**

Ms. Hoad brought a little historical perspective to the matter of “down zoning” on Holland Avenue. She participated in the Ottawa West Neighbourhood Study when she first came to Ottawa in the mid 1970s. At that time, the zoning on Wellington Street and on Holland Avenue, in this particular area, was fourteen storeys. It was a leftover from AZ64. The community groups unanimously requested that the zoning along Wellington Street be reduced to six storeys. The business community came in at the last minute, just as the study was near in completion, cried foul and that they were going to lose all kinds of money and that their business would just go under. So the study was stopped, went back to the drawing board and came up with a compromise of eight storeys along Wellington Street and parts of Holland Avenue. You can count on the fingers of one hand, actually two fingers, the number of buildings built to the height limit established in the by-law since it was passed in 1976.

They are both non profit buildings - one built by City Living and one by the Ottawa-Carleton Immigrant Services Organization [OCIS0]. In the meantime, the section of Wellington Street from Holland to Island Park, at the request of the residents, had its height limit reduced from the eight storeys to four or five mid block, six on the corners. The Scott Wellington Study took place and looked at the heights and FSIs in that area which had been in existence since AZ64. The only redevelopment that had taken place in that area was Holland Cross, which was a slightly different situation. The only other building built to the FSI in that area, between Parkdale and Holland, north from Wellington to Scott, is 99 Holland, a condominium apartment building. So we have huge areas of Hintonburg zoned since 1964 for enormous development, none of which has never taken place. She thinks it is unrealistic to think that development of six and eight storeys are likely to take place in these areas within the next twenty years. This zoning study has reduced the height limit along Wellington from eight storeys to six storeys. The only developments that have taken place recently are only one or two storey developments, with the exception of the replacement for LT Pooley's Pub, which will be a three storey development. Most of the existing buildings along there are also one, two and three storeys. The part of the Scott Wellington Study was appealed to the Ontario Municipal Board and there was a thirteen hour hearing, which was very interesting. A Board member was quite impressed with the evidence, that high density zoning does not result in high density development. It can result in badly maintained properties because people are sitting there waiting for their ship to come in or we are not sure what they are waiting for. And indeed he said at the hearing that it is a question of use it or loose it. She read the decision of the Board's decision. She submitted that there is no problem with down zoning and it is more appropriate to zone at the height at which developments are taking place in the community.

### **Written Submissions by Parties**

The Committee received the following facsimile from Kasper Pawlikowski, 124 Hinton Avenue, K1Y 1A1, addressed to Mr. Edward Robinson, Department of Urban Planning and Public Works, Re. Restriction Zoning By-Law Height - 131-133 Holland Avenue:

“Reference is made to the zoning by-law and the proposed exception regarding building height of the referenced properties.

The original request by the developers was for 8 stories. As result of the neighbourhood opposition a study of the area was launched while suspending the requested exception. During that period a height of 3 stories was applicable as were the original buildings standing there before one of them burned down and the other was demolished in 2000.

It appears now that an exception from the rest of Holland Avenue height limitation is being made to allow a 6 stories structure. Why?

I take this opportunity to protest the proposal before it is approved. Moreover the recommendation for a change has never been circulated among property owners concerned. Why?

My property is situated at Hinton Avenue, at the back of the referenced lots. If a 6 story building were to be erected at that site it would seriously obscure the natural south west sky light in the back of my house. This situation is exacerbated by the fact that most of my windows give on the North side. The little access to sun is from the side of the two lots.”

### **Finding of Fact and Recommendation by Committee**

The Committee considered the oral and written submissions presented and, on the basis of the report by the Department of Urban Planning and Public Works, the Committee recommended **approval** of the Departmental Recommendations to City Council, **subject to the following amendments:**

1. That 930 Wellington Street be rezoned to CN3 H(19) with an exception zone to permit the following additional uses: automobile dealership and automobile service station.
2. That all zoning amendments relating to 131-133 Holland Avenue and the proposed Official Plan Amendment be deferred for a period of two months; and that all other zoning amendments to the rest of the east side of Holland Avenue also be deferred for a period of two months.
3. That no further notice be provided pursuant to Section 34(17) of the Planning Act.



April 25, 2000 (6:50p)

Executive Assistant  
 Planning and Economic Development Committee  
 AML:aml

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July 12, 2000

ACS2000-PW-PLN-0075

(File: OSP2000/017)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT6 - Somerset

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

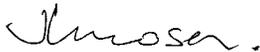
## 6. Site Plan Control - 356 - 370 Cooper Street

### Plan d'emplacement - 356 - 370, rue Cooper

#### Recommendation

That the Site Plan Control Application (OSP2000/017) be **APPROVED** as shown on the following plans:

1. "Site Plan, The Metropolitan, 358 Cooper, Ottawa, Ontario, Domicile Developments Incorporated", Drawing A1-01, prepared by Douglas Hardie Architect, dated February 2000, revised June 21, 2000, and dated as received by the City of Ottawa on June 22, 2000;
2. "Landscape Plan, Cooper Street, Ottawa, Domicile Developments Incorporated", Drawing L1, prepared by Gino J. Aiello Landscape Architect, dated February 2000, revised to July 6, 2000, and dated as received by the City of Ottawa on July 7, 2000;
3. "Details and Notes, Cooper Street, Ottawa, Domicile Developments Incorporated", Drawing L2, prepared by Gino J. Aiello Landscape Architect, dated February 2000, revised to June 21, 2000, and dated as received by the City of Ottawa on June 22, 2000.



July 12, 2000 (1:56p)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



July 13, 2000 (9:56a)

Approved by  
John S. Burke  
Chief Administrative Officer

REK:rek

Contact: Robert Konowal - 244-5300 ext. 1-3869

## Financial Comment

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



July 12, 2000 (1:38p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

#### Background

The subject lands are located on the south side of Cooper Street approximately 50 metres east of Bank Street and are currently used as a surface parking lot. A vacant detached house is also located on the eastern edge of the property.

The application for Site Plan Control approval shows the construction of an 11-storey, 29-unit high-rise apartment building on the western portion of the subject property and a seven-storey, 42-unit apartment building to the east. The vacant detached house is to be renovated to accommodate three dwelling units. Parking spaces for a total of 76 vehicles is to be provided. Thirty-five spaces are to be located underground while 41 spaces are provided at grade. Five of the 42 spaces to be provided at grade are for visitors. One parking space will be designated for persons with disabilities. Parking for 56 bicycles is also to be provided.

The subject property is located within the Centretown Heritage Conservation District (By-law 269-97), established under Part V of the Ontario Heritage Act. On May 3, 2000, City Council approved a Heritage Alteration application to accommodate the proposed development.

The recommendation of Approval is based on the following points of consideration:

1. The Site Plan is consistent with residential site development policies of the Official Plan. The proposed development provides for landscaping along Cooper Street which includes planting of ground cover and trees on the city boulevard. Surface parking is located out of view from the street. Adequate landscaping is also provided along all other edges of the site.

Private outdoor amenity space will be provided through outdoor patios for units at

grade, while units located above grade will each have direct access to a private balcony. There are also two common amenity spaces in the form of small seating areas in the east and west corners of the rear yard.

An adequate amount of parking will be provided in a safe and convenient manner.

2. The application proposes to replace an existing non-conforming parking lot with a permitted residential use which is in compliance with the Plan of Land Use for the Centretown Secondary Plan.
3. The application entails the rehabilitation of an existing residential structure located at 358 Cooper Street which has been deemed for heritage purposes to be a "Category Two" building. A Category Two building is considered to be a building that contributes to the character of a heritage conservation district.

### Economic Impact Statement

The construction of these two apartment buildings, comprising 71 units on this site, will mean an estimated investment of \$5.6 million in construction activity. The City will forgo an estimated \$55,000 in building permit fees as a result of its policy to waive fees on development in this area, but will earn an estimated \$45,800 per annum in additional property taxes. It is estimated that an additional 156 persons will be attracted to the downtown as a result of this development.

### Consultation

No response was received from public notification of the application. Councillor Elisabeth Arnold indicated she is in support of the application.

### Disposition

Department of Corporate Services, Statutory Services Branch to notify the Owner (Domicile Developments Incorporated, 1-371 Richmond Road, Ottawa, ON, K2A 0E7) and Agent (Douglas Hardie Architect Incorporated, 301-311 Richmond Road, Ottawa, ON, K1Z 6X3) and all interested parties of Planning and Economic Development Committee's decision.

Department of Urban Planning and Public Works, Planning Branch to prepare the Letter of Undertaking.

**List of Supporting Documentation**

- Document 1 - Conditions, Actions and Information for Site Plan Control Approval
- Document 2 - Location Plan
- Document 3 - Site Plan
- Document 4 - Landscape Plan
- Document 5 - Landscape Details
- Document 6 - Municipal Environmental Evaluation Process Checklist (on file with City Clerk)
- Document 7 - Consultation Details

## **Part II - Supporting Documentation**

Document 1

### **CONDITIONS, ACTIONS AND INFORMATION FOR SITE PLAN CONTROL APPROVAL**

#### **PART I - CONDITIONS TO BE SATISFIED PRIOR TO THE EXECUTION OF THE REQUIRED LETTER OF UNDERTAKING**

##### **STANDARD CONDITIONS**

##### **STC 1.2.2 - Landscape Elements Estimate**

The Owner(s) must provide a detailed itemized estimate of the value of all required landscaping, to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Robert Konowal, 244-5300, ext. 1-3869, Planning Branch)

##### **STC 1.3 - Posting of Financial Securities for Landscape Elements**

The Owner(s) must post Security in the amount of 100% of the value of the landscape elements as identified in the detailed itemized estimate, including estimates for new landscape elements on private and municipal and/or regional property, which shall be retained in the custody of the City Treasurer, (no security will be taken for existing municipal and regional road allowance trees because they are already protected by the Trees By-law (By-law Number 55-93, as amended) and the Road Cut By-law (By-law Number 31-91 as amended). For the purposes of this condition, Security means cash, certified cheque, or subject to the approval of the City Treasurer, bearer bonds of the Government of Canada (except Savings Bonds), Provincial bonds or provincial guaranteed bonds, or other municipal bonds provided that the interest coupons are attached to all bonds, or letters of credit, with an automatic renewal clause, issued by a chartered bank, credit unions and caisse populaires, trust companies or some other form of financial security (including Performance Bonds from institutions acceptable to the City Treasurer). (Contact Robert Konowal, 244-5300, ext. 1-3869, Planning Branch)

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

N/A

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

##### **SPECIFIC CONDITIONS**

1. That prior to the issuance of a Building Permit, the Owner(s) must prepare an Erosion

and Sediment Control Plan to the satisfaction of the Manager, Environmental Management Branch, appropriate to site conditions, prior to undertaking any site alterations (filling, grading, removal of vegetation, etc.) and during all phases of site preparation and construction in accordance with current Best Management Practices for Erosion and Sediment Control. (Contact Greg Montcalm, 244-5300, ext. 3883, Environmental Management Branch)

2. That prior to the issuance of a Building Permit, the Owner(s) must prepare a Waste Audit Summary for the construction project as required by Ontario Regulation 102/94 of the Environmental Protection Act and provide a copy to the Manager, Environmental Management Branch. (Contact: Greg Montcalm, 244-5300, ext. 3883, Environmental Management Branch)
3. That prior to signing the Letter of Undertaking, the Owner(s) must submit a copy of the Record of Site Condition (RSC), prepared in accordance with the *Guideline for Use at Contaminated Sites in Ontario (Revised February 1997)* and acknowledged by the Ministry of the Environment, to the Manager, Environmental Management Branch. (Contact Greg Montcalm, 244-5300, ext. 3883, Environmental Management Branch)

## STANDARD CONDITIONS

### STC 3.1.2 - Signing of Letter of Undertaking

The Owner(s) must sign a Letter of Undertaking. When the Owner(s) fails to sign the required undertaking and complete the conditions required prior to the signing of the undertaking within six (6) months of Site Plan Control Approval, the approval shall lapse. (Contact Robert Konowal, 244-5300, ext. 1-3869, Planning Branch)

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

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

- i) the methods that surface water will be self-contained and directed to catch basins, storm sewers, swales and or ditches, and then conveyed to the public storm, combined sewer system or City ditches unless otherwise directed by the Commissioner of Urban Planning and Public Works;
- ii) by calculation, that the stormwater runoff from this site will not exceed the design capacity of the City sewer system. The allowable runoff coefficient is 0.4, (if the uncontrolled stormwater runoff exceeds the requirement specified, an application to the Ministry of Energy and the Environment for stormwater management will be required);
- iii) that all sanitary wastes shall be collected and conveyed to a public sanitary or combined sewer; and
- iv) that all private storm and sanitary sewers required to service the subject site are completely separated from each other and conveyed to the public storm, sanitary or combined sewer, except in the designated Combined Sewer Area;

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

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

### **SPECIFIC CONDITIONS**

1. Prior to the issuance of any Occupancy Permit, the Owner(s) shall require that the site servicing contractor perform field tests for quality control of all sanitary sewers. Specifically the leakage testing shall be completed in accordance with OPSS 410.07.15, 410.07.15.04 and 407.07.26. The field tests shall be performed in the presence of a certified professional engineer who shall submit a certified copy of the tests results to the satisfaction of the Director of Engineering Branch. (Contact Bruce Coombe, 244-5300, ext. 3461, Engineering Branch)
2. That the Owner(s) must implement and monitor the approved Erosion and Sediment Control Plan during all phases of site preparation and construction to the satisfaction of the Manager, Environmental Management Branch. (Contact Greg Montcalm, 244-5300, ext. 3883, Environmental Management Branch)

### **STANDARD CONDITIONS**

#### **STC 4.1 - Protection of Existing Municipal Trees and Shrubs Prior to and During Construction**

The Owner(s), in accordance with the Trees By-law (By-law Number 55-93, as amended), and the Road Cut By-law (By-law Number 31-91, as amended), must undertake protective measures to the satisfaction of the Commissioner of Urban Planning and Public Works prior to commencement of and during construction, to ensure against damage to any roots, trunks or branches of all existing municipal trees and shrubs located on Cooper Street, as shown on the Site Plan Control Approval, which are to be retained and protected. These measures shall consist of the following:

Protective fencing is to be installed 10 ft. from the base of the tree and no elevation changes are to be created.

(Contact John Honshorst, 244-5300, ext. 3763, Operations Branch)

#### **STC 4.3 - Approval of Work on Municipal Property or Easements**

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

**STC 4.4 - Approval for Construction Related to Private Approaches**

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

**STC 4.5 - Notification of Construction or Alteration of Private Approach**

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

**STC 4.6 - Construction Materials on Public Road Allowances**

The Owner(s) must ensure that:

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

(Contact John Honshorst, 244-5300, ext. 3763, Operations Branch)

**STC 4.8 - Pumping of Liquids Into Sewers During Construction**

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

**STC 4.9 - Inspection of Service Connections**

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

(Contact Sewer Inspector, 798-8892, Operations Branch)

**STC 4.15 - Reinstatement of Redundant Accesses**

The Owner(s) must reinstate the sidewalk and curb at the redundant access and maintain a curb face equal to or better than the existing adjacent curbs with all costs borne by the Owner(s).

(Contact Ray Fournier, 244-5300, ext. 3811, Engineering Branch)

**STC 4.16 - Requirement for Asphalt Overlay**

The Owner(s) must install an asphalt overlay over the total area of the public driving surface fronting the site (between the proposed rear yard storm connection and the proposed seven-storey building sewer and water connection), because of the number of road cuts required to provide utility services to the development, to the satisfaction of the Commissioner of Urban Planning and Public Works. All cost(s) are to be borne by the Owner(s). (Contact Bruce Coombe, 244-5300, ext. 3461, Engineering Branch)

**STC 4.18 - Planting of Trees in Road Allowance**

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

- i) 0.6 metres from the property line, pursuant to the Standard Locations for Utility Plant (referred to as the CR-90), as approved by the City;
- ii) utility clearances are required prior to planting and/or staking;
- iii) wire baskets and burlap used to hold the root ball and rope that is tied around the root collar are to be removed at the time of the planting of the tree(s);
- iv) guying of the tree(s) is not acceptable;
- v) the tree(s) must meet the requirements set out by the Canadian Nursery Standards; and
- vi) tree stakes are to be removed prior to the release of the financial securities for the landscape elements. (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

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

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

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

1. This development is situated within the drainage basin serviced by combined sewers. This means that underground garages and/or depressed driveways may be subject to surface water problems which could result in flooding.

It is also recommended that a back water valve be installed on any catch basins located in a depressed laneway.

(Contact Brian Meech, 244-5300, ext. 3835, Engineering Branch)

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

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

(Contact Bruce Coombe, 244-5300, ext. 3461, Engineering Branch)

#### **STI 1 - Additional Requirements**

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

#### **STI 4 - Changes to the Site Plan Control Approval**

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

#### **STI 5 - Permit Required for Signs**

This Site Plan Control Approval does not constitute approval of any sign. The Owner(s) must procure separate sign permits for all signs in accordance with the Signs By-law (By-law Number 311-90, as amended). Further, according to the Site Plan Control By-law, where proposed ground signs are not indicated on an approved plan(s), the Owner(s) must seek Site Plan Control Approval to reflect the intended sign(s) prior to the issuance of the required sign permits. (Contact Jim Denyer, 244-5300, ext. 1-3499, Planning Branch)

#### **STI 6 - Compensation for Damaged or Lost Municipal Trees**

In accordance with the provisions set out in The Trees and Road Cut By-laws, (By-law Number 165-73, as amended) compensation will be required if any municipal/regional tree is damaged or lost. (Contact John Honshorst, 244-5300, ext. 3763, Operations Branch)

#### **STI 7 - Maintenance of Municipal Boulevard**

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

#### **STI 8 - Prohibition of Storage of Snow on Road Allowance**

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

**REGION OF OTTAWA-CARLETON**

**The following conditions are required to be included in a Regional Site Plan Agreement:**

**ENVIRONMENT**Water

W2 The details for water servicing and metering shall be in accordance with the Regional Regulatory Code. The Owner(s) shall pay all related costs, including the cost of connecting, inspection, disinfecting and the supply and installation of water meters by Regional personnel.

W4 In accordance with the Regional Regulatory Code, all existing services that will not be utilized, shall be capped at the watermain by the Region. The Owner(s) shall be responsible for all applicable costs.

W9 The Owner(s) shall be required to co-ordinate the preparation of an overall utility distribution plan showing the location (shared or otherwise) and installation, timing and phasing of all required utilities (on-ground, below-ground) through liaison with the appropriate electrical, gas, water, sewer, telephone, and cablevision authorities and including on-site drainage facilities and streetscaping - such location plan being to the satisfaction of all affected authorities.

W11 The Owner(s) shall register a Common Elements Agreement(s) on Title, setting forth the obligations between the Co-Owner(s) of the common elements for the operation and maintenance of the private watermain, private hydrants and private water services. The agreement shall be to the satisfaction of the Regional Solicitor.

W12 The Purchase and Sale Agreement shall include a clause to the satisfaction of the Regional Solicitor advising all prospective purchasers that the property is serviced by a private common water supply.

W13 The Owner(s) shall design and construct all private watermains within the subject lands to the satisfaction of the Region of Ottawa-Carleton. The registered Owner(s) shall pay all related costs, including the cost of connection, inspection and disinfection by Regional personnel.

**Solid Waste**

Phase One - Seven-Storey, 42-Unit Apartment Building

SW6 The owner shall provide adequate storage space for waste containers and recycling bins to the satisfaction of the Environment and Transportation Commissioner. Waste collection and recycling collection will be provided by the Region and requires direct access to the containers. Any additional services (i.e. winching of containers) may result in extra charges.

Phase Two - 11-Storey, 29-Unit Apartment Building

SW1 Curbside waste collection and recycling collection will be provided by the Region in accordance with the Regional Waste Collection Bylaw provided the waste containers are placed adjacent to the depressed curb access on Cooper Street serving the underground parking garage. The containers should not be placed on the sidewalk and should be placed at the collection area ½ hour before collection time and removed ½ hour after collection time.

**Finance**

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

**The following comments are for the advice of the applicant:**

W1 Fire flow records indicate a flow of 2155 IGPM at 20 PSI from the hydrant located on Cooper Street. This test was performed in June 1998. This flow reflects system conditions on the test day; however, there are variations in flow and pressure depending on the time of day. The Owner(s) may be required to undertake an engineering analysis of the water supply certified by a professional engineer to ensure that the water supply meets municipal/regional standards.

W3 The Owner(s) shall submit drawings for approval prior to tendering and make application to the Regional Environment and Transportation Department for the water permit prior to the commencement of construction.

**CONSUMERS GAS**

Enbridge Consumers Gas to be contacted for possible gas servicing needs.  
(Contact D. Shannon, Planning Supervisor, 1-905-883-2609)

**OTTAWA HYDRO**

All additional electrical requirements should be supplied from the existing electrical service. If arrangement of Hydro overhead lines is required to permit construction of the building, it will be done at the Owner(s) cost. (Contact Daniel Desroches, 738-5499, ext. 210)

**BELL CANADA**

Construction charges will apply if existing facilities are to be relocated.  
(Contact Rick Watters, 742-5769)

**ROGERS OTTAWA**

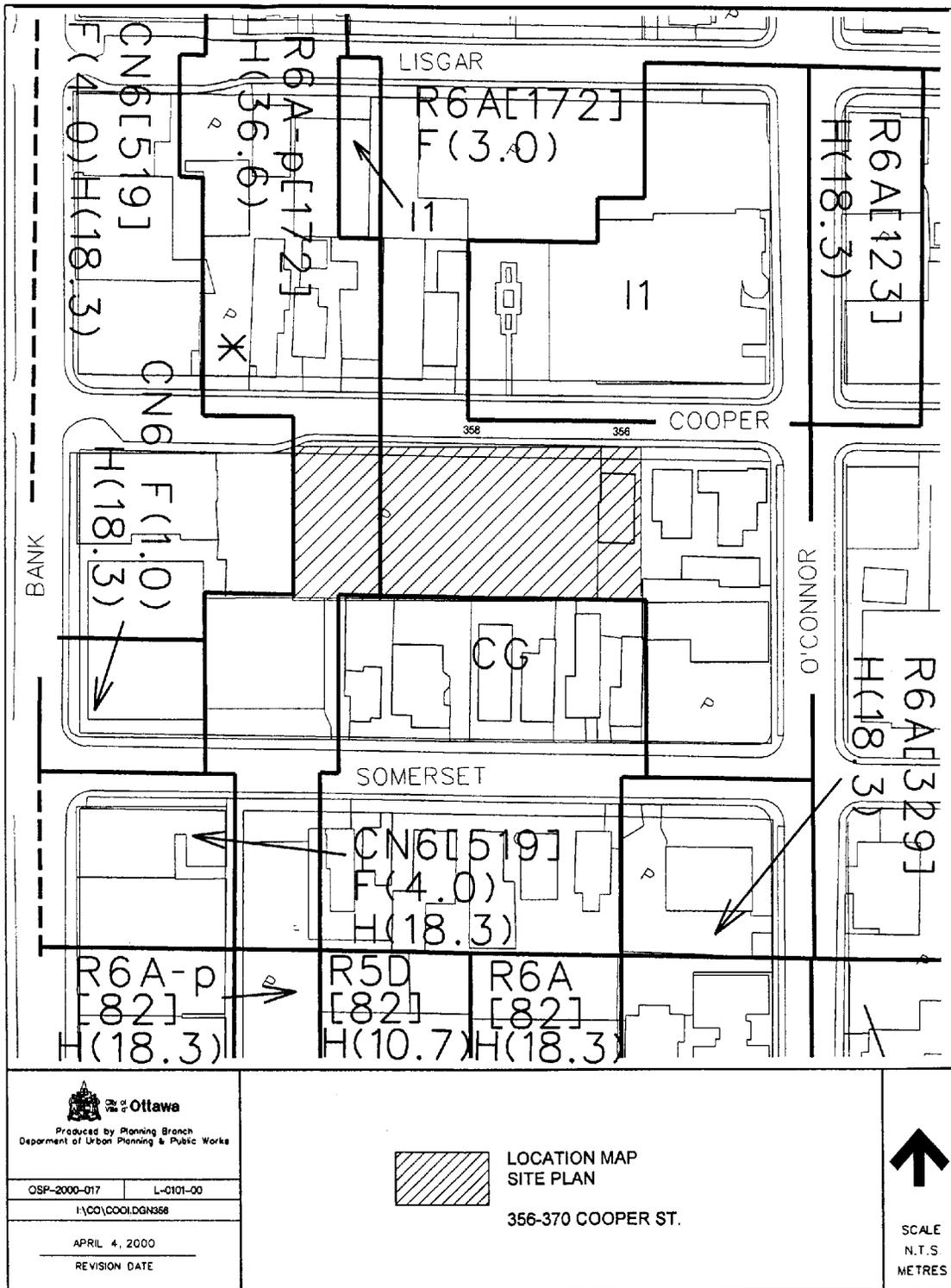
Rogers Ottawa will require the Owner(s) to register on title at his cost all necessary easements for the provision and protection of our service. Our method of service will be via individual conduits to each unit provided and installed by the builder. The Owner(s) will also be responsible for the relocation of any of our plant should it be necessary with this application. The Owner(s) must prepare and circulate an approved composite utility plan. The applicant is to contact the Planning Department of Rogers Ottawa for further details of our service requirements. (Contact Jeff Niles, 759-8689)

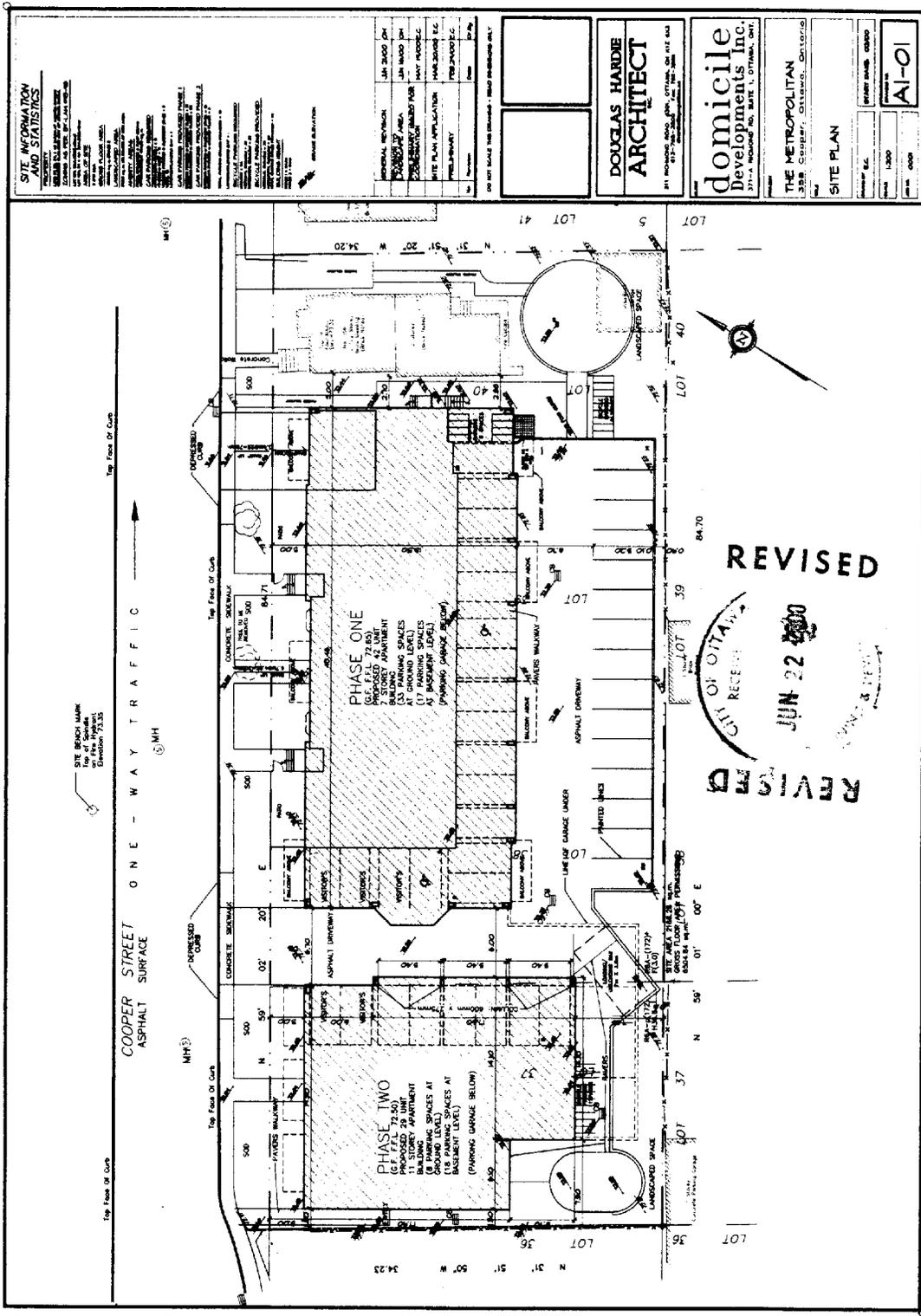
**CANADA POST CORPORATION**

The proposed development will receive mail delivery to a centralized mail facility via lock box assembly or mail room for each building. The centralized facility is to be supplied, installed and maintained at the Owner(s) expense and according to Canada Post standards. (Contact Denis Souliere, Delivery Planning Officer, 734-1508)

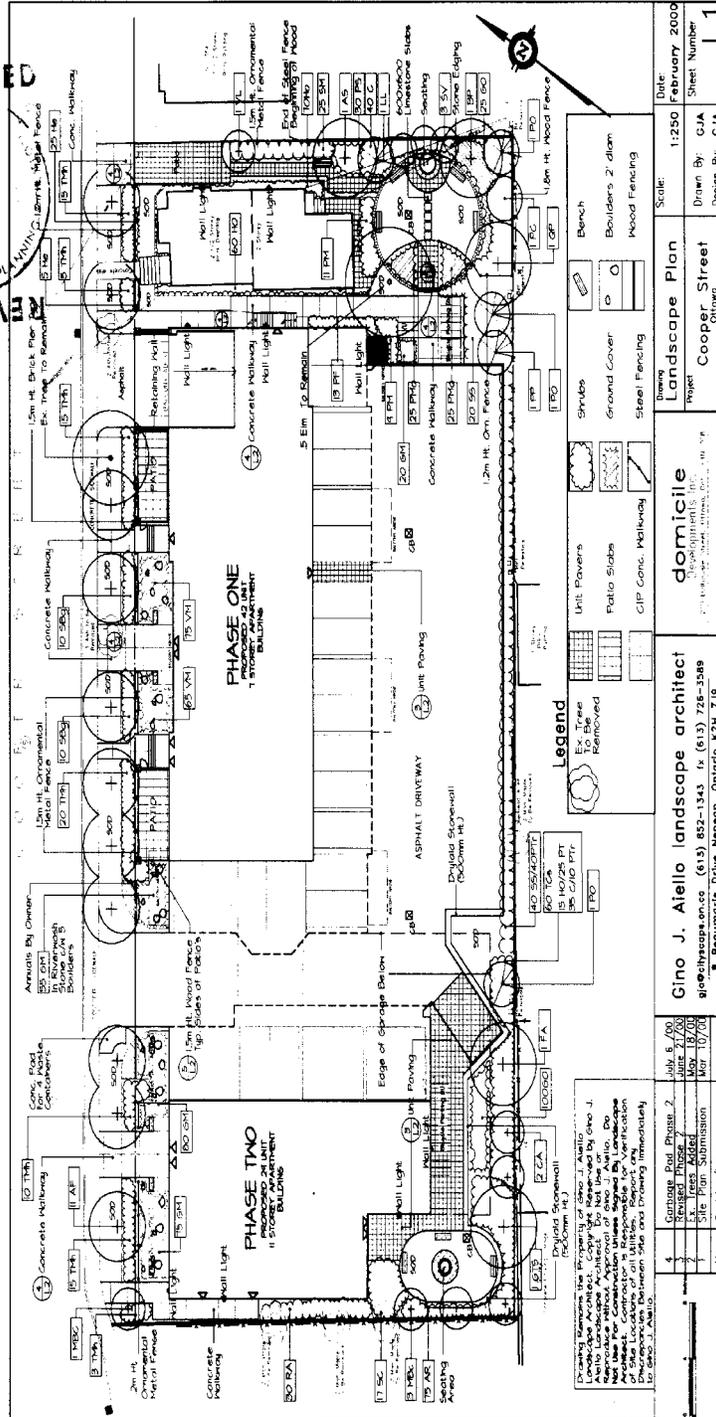
**AT&T CANADA**

AT&T Canada has fibre cable entering 396 Cooper Street from the north side to south side of Cooper Street. Please call for locates at 239-2814.





REVISED  
JUL 07 2000  
REVISED



<p><b>Gino J. Aiello landscape architect</b>          gja@chrysalis.com (613) 852-1343 fx (613) 728-3289          8 Beaumont Drive Nepean, Ontario K2H 7J8</p>		<p><b>domicile</b>          275 Beaufort Street Ottawa, Ontario K1N 7M7</p>		<p>Scale: 1:250          Date: February 2000</p>
<p>Project: <b>Landscape Plan</b>          Cooper Street          Ottawa</p>		<p>Drawn By: GJA          Design By: GJA</p>		<p>Sheet Number: L1</p>
<p>4. Contingency Plan Phase 2          July 8, 2000</p>	<p>3. Revised Plan          Mar 18/00</p>	<p>2. Site Plan Submission          Mar 10/00</p>	<p>1. Revision/Issue          Date</p>	



**CONSULTATION DETAILS**

Document 7

NOTIFICATION AND CONSULTATION PROCESS

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

SUMMARY OF PUBLIC INPUT

There was no response from the public to the posting of a notification sign on the subject property.

APPLICATION PROCESS TIMELINE

This application which was received March 27, 2000, was subject to a project management timeline. This application was processed within the maximum timeframe established for the processing of Site Plan Control submissions to Planning and Economic Development Committee.

**INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES**COUNCILLOR'S COMMENTS

1. I am delighted to see the redevelopment of this surface parking lot for medium density residential uses. It will be a great catalyst for the rejuvenation of the Bank Street corridor.
2. The eleven street trees (maples) should be staked and/or protected with tree-guards.
3. There may be some security concerns arising from the long narrow walkways at the eastern and western edges of the property leading from the street to the rear. They will require lighting.
4. The entrance to the surface parking area between the two buildings appears be screened by a solid wall. Please confirm that this is so, as it will enhance the street-level appearance.

## Response:

Tree guards have not been deemed to be necessary given they are not located in a high traffic area (i.e. hard surface) which would make them susceptible to damage. The plan has been revised to show lighting along the eastern and western edges of the site as well as other areas of the site. The entrance to the parking area between the two buildings will be partially screened so as to provide adequate sight distance for vehicles backing out into the driveway.

July 12, 2000

ACS2000-PW-PLN-0088  
(File: OSP2000-004)

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

Action/Exécution

## 7. Site Plan - 251 Forestglade Crescent

### Plan d'emplacement - 251, croissant Forestglade

#### Recommendation

That the Site Plan Control Approval application (OSP2000-004) be APPROVED, as shown on the following plans:

1. "Site Plan/Layout Plan, Hunt Club Park", prepared by Annis, O'Sullivan, Vollebekk Ltd., dated as revised July 12, 2000 and dated as received by the City of Ottawa July 12, 2000.
2. "Landscape Plan, Forestglade Townhouses", Drawing Number L1, prepared by Altorio Design Consultants, revised July 12, 2000, dated as received by the City of Ottawa July 12, 2000.

subject to the conditions contained in Document 1.



July 12, 2000 (2:40p)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



July 13, 2000 (8:59a)

Approved by  
John S. Burke  
Chief Administrative Officer

PML:pml

Contact: Patrick Legault, 244-5300, Extension 3857

## Financial Comment

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



July 12, 2000 (2:24p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

The applicants are proposing to construct 56 stacked townhouse units within 5 residential blocks. Four of the blocks will contain 12 units each, while one block will contain 8 units. The property is bounded by Forestglade Crescent on the north, Blohm Drive to the west, Hunt Club Road to the south and a townhouse development (Carpenter Housing Co-Operative) to the east.

The site has an area of approximately 8,428 square metres.

The proposal is to locate 32 of the stacked townhouse units fronting on both Forestglade Crescent and Blohm Drive, with the remaining 24 units to be located in the interior of the site. To address the concerns of the adjacent townhouse property to the east, the orientation of Blocks 3, 4 and 5 was adjusted in an east/west diagonal manner from a previous north/south alignment, which will result in reducing the linear wall effect of the building mass and will increase the amount of sunlight for the rear yards of these adjacent units. The street front orientation of the 32 stacked townhouses will provide a strong street presence for the units, with pedestrian access directly to existing and new public sidewalks. Internal sidewalk connections will link parking areas to building entrances and to the public streets. Parking will be located throughout the site close to all residential units. The applicant is required to provide a minimum of 56 parking spaces for residents, plus 4 visitor parking spaces for a total of 60 spaces. Notwithstanding the Zoning By-law requirement for parking, there was a concern identified by the community related to a potential of insufficient parking on-site. As a result, the developer has provided an additional 26 spaces, for a total of 86 on-site parking spaces.

Landscaping for the subject proposal will consist of a variety of trees and shrubs, planted throughout the site, including 23 street trees. Upper units will contain balconies, and lower units will have access to at-grade amenity areas. A 2.4 metre high sound attenuation fence will be constructed along the Hunt Club Road frontage.

With respect to factors assessing moderate residential development proposals contained in

the Official Plan, there currently exists adequate transportation capacity along all adjacent streets. Vehicular access to the site will be from Blohm Drive, eliminating the necessity to utilize Forestglade Crescent, a concern expressed by the community in a previous plan proposal. The three-and-a-half storey buildings (10.2 metre height) is within the 10.7 metre height requirement of the Zoning By-law. The site can be serviced by existing infrastructure, and the site is close to public transit stops.

### Environmental Impact

The Municipal Environmental Evaluation Checklist indicated that the potential adverse impacts, which were identified, are mitigable by current acceptable technology.

### Consultation

There were a number of comments in opposition to the proposed development, which identified traffic, density and housing type as concerns, which are discussed in Document 6.

### Disposition

Planning Branch to prepare Letter of Undertaking.

### List of Supporting Documentation

Document 1	Conditions of Site Plan Control Approval
Document 2	Location Plan
Document 3	Site Plan
Document 4	Landscape Plan
Document 5	Municipal Environmental Evaluation Checklist (on file with City Clerk)
Document 6	Compatibility with Public Participation Policy/Input from Other Departments and Other Government Agencies

## Part II - Supporting Documentation

Document 1

### CONDITIONS, ACTIONS AND INFORMATION FOR SITE PLAN CONTROL APPROVAL

#### PART I - CONDITIONS TO BE SATISFIED PRIOR TO THE EXECUTION OF THE REQUIRED LETTER OF UNDERTAKING

##### STANDARD CONDITIONS

##### **STC 1.2.1 - Landscape Elements Estimate by Landscape Architect**

The Owner(s) must provide a detailed itemized estimate prepared by a Landscape Architect, of the value of all required landscaping, in accordance with the Canadian Nurseries Association Standard, to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Patrick Legault, 244-5300, ext. 1-3857, Planning Branch)

##### **STC 1.3 - Posting of Financial Securities for Landscape Elements**

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

(Contact Patrick Legault, 244-5300, ext. 1-3857, Planning Branch)

##### **STC 1.5 - Submission of Financial Securities for Future Sidewalk Construction**

The Owner(s) must submit cash, certified cheque, or letter of credit with an automatic renewal clause (in the amount of \$6,384.00) to compensate for the future sidewalk construction along the Blohm Drive frontage in accordance with City policy. For the information of the Owner(s), if more favourable bids are received from the contractor to build the sidewalk, the Owner may do so upon approval by the Commissioner of Urban Planning and Public Works. A City Inspector must be present during the construction of the sidewalk and the Owner must submit financial securities to cover the cost of this inspection.

The City requests that the sidewalk be built with the development. (Contact Richard Villeneuve, 244-5300, ext.1-3832, Engineering Branch)

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

N/A.

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

**SPECIFIC CONDITIONS**

1. That prior to the issuance of a building permit, the Owner(s) must prepare a sediment and erosion control plan to the satisfaction of the Manager, Environmental Management Branch, appropriate to site conditions, prior to undertaking any site alterations (filling, grading, removal of vegetation, etc.) and during all phases of site preparation and construction in accordance with current Best Management Practices for Erosion and Sediment Control.

CONTACT: Deborah Irwin, 244-5300, ext.3000, Environmental Management Br.

**STANDARD CONDITIONS**

**STC 3.1.2 - Signing of Letter of Undertaking**

The Owner(s) must sign a Letter of Undertaking. When the Owner(s) fails to sign the required undertaking and complete the conditions required prior to the signing of the undertaking within six (6) months of Site Plan Control Approval, the approval shall lapse. (Contact: Patrick Legault, 244-5300, ext. 1-3857, Planning Branch)

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

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

- i) the methods that surface water will be self-contained and directed to catch basins, storm sewers, swales and or ditches, and then conveyed to the public storm, combined sewer system or City ditches unless otherwise directed by the Commissioner of Urban Planning and Public Works;
- ii) by calculation, that the stormwater runoff from this site will not exceed the design capacity of the City sewer system. The allowable runoff coefficient is 0.8, (storm and sanitary calculations sheets are required);
- iii) that all sanitary wastes shall be collected and conveyed to a public sanitary or combined sewer; and
- iv) that all private storm and sanitary sewers required to service the subject site are completely separated from each other and conveyed to the public storm, sanitary or combined sewer, except in the designated Combined Sewer Area;

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

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

**SPECIFIC CONDITIONS**

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

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

2. That the Owner(s) must implement and monitor the approved Erosion and Sediment Control Plan during all phases of site preparation and construction to the satisfaction of the Manager, Environmental Management Branch.

CONTACT: Deborah Irwin, 244-5300, ext.3000, Environmental Management Br.

3. Prior to the construction of any noise control measures, the Owner(s) shall provide certification to the Manager, Environmental Management Branch, through a Professional Engineer, that the design of the control features will implement the recommendations of the approved noise study.

CONTACT: Deborah Irwin, 244-5300, ext.3000, Environmental Management Br.

4. That the Owner(s) shall instal or implement specific noise control measures as recommended in the approved noise study and any other measures recommended by the Manager, Environmental Management Branch.

CONTACT: Deborah Irwin, 244-5300, ext.3000, Environmental Management Br.

5. Prior to final building inspection, the Owner(s) shall provide certification to the Manager, Environmental Management Branch, through a Professional Engineer, that the noise control measures have been implemented in accordance with the approved study.

CONTACT: Deborah Irwin, 244-5300, ext.3000, Environmental Management Br.

## STANDARD CONDITIONS

### **STC 4.3 - Approval of Work on Municipal Property or Easements**

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

### **STC 4.4 - Approval for Construction Related to Private Approaches**

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

### **STC 4.5 - Notification of Construction or Alteration of Private Approach**

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

### **STC 4.6 - Construction Materials on Public Road Allowances**

The Owner(s) must ensure that:

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

### **STC 4.8 - Pumping of Liquids Into Sewers During Construction**

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

**STC 4.9 - Inspection of Service Connections**

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

**STC 4.15 - Reinstatement of Redundant Accesses**

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

**STC 4.18 - Planting of Trees in Road Allowance**

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

- i) 0.6 metres from the property line, pursuant to the Standard Locations for Utility Plant (referred to as the CR-90), as approved by the City;
- ii) utility clearances are required prior to planting and/or staking;
- iii) wire baskets and burlap used to hold the root ball and rope that is tied around the root collar are to be removed at the time of the planting of the tree(s);
- iv) guying of the tree(s) is not acceptable;
- v) the tree(s) must meet the requirements set out by the Canadian Nursery Standards; and
- vi) tree stakes are to be removed prior to the release of the financial securities for the landscape elements. (Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch)

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

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

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

**STI 1 - Additional Requirements**

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

**STI 4 - Changes to the Site Plan Control Approval**

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

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This Site Plan Control Approval does not constitute approval of any sign. The Owner(s) must procure separate sign permits for all signs in accordance with the Signs By-law (By-law Number 311-90, as amended). Further, according to the Site Plan Control By-law, where proposed ground signs are not indicated on an approved plan(s), the Owner must seek Site Plan Control Approval to reflect the intended sign(s) prior to the issuance of the required sign permits. (Contact Jim Denyer, 244-5300, ext. 1-3499, Planning Branch)

**STI 7 - Maintenance of Municipal Boulevard**

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

**STI 8 - Prohibition of Storage of Snow on Road Allowance**

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

**STI 9 - Cash-in-Lieu of Stormwater Management**

Cash-in-lieu of stormwater management for water quality may be required as the site is located within the McEwen Creek Watershed Area. (Contact Jim Dempsey, 244-5300, ext. 1-3498, Engineering Branch)

**REGION OF OTTAWA-CARLETON****ROC Registered Agreement Required**

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

**ROC -Other Conditions and Information****TRANSPORTATION****Road Right-of-Way**

T1 The Region will allow the lifting of the 0.3 metre reserve from the northerly portion of Block 96 as shown on Registered Plan 4M-842 to 7.0 metres south which will allow access to the development from Blohm Drive. The owner, at his expense, shall prepare a Reference Plan for registration showing that part of the 0.3 metre reserve to be lifted. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will be submitted to the Region for review prior to its deposit in the Registry Office.

**General Transportation**

T23 The owner shall have a noise study prepared and certified by a professional engineer (expertise in the subject of acoustics related to land use planning). The study shall be to the satisfaction of the Region and shall comply with MOE LU-131, Noise Assessment Criteria in Land Use Planning and the Region of Ottawa-Carleton's Standards for Noise Barriers and Noise Control Guidelines.

T24 The owner shall implement the noise control measures recommended in the approved noise study and have its engineering consultant certify the design and construction of the required measures.

**ENVIRONMENT**

**Water**

W2 The details for water servicing and metering shall be in accordance with the Regional Regulatory Code. The owner shall pay all related costs, including the cost of connecting, inspection, disinfecting and the supply and installation of water meters by regional personnel.

W4 In accordance with the Regional Regulatory Code, all existing services that will not be utilized, shall be capped at the watermain by the Region. The owner shall be responsible for all applicable costs.

W5 In accordance with the Regional Regulatory Code, no driveway shall be located within 3.0 m of an existing fire hydrant. No objects, including vegetation, shall be placed or planted within a 3.0 m corridor between a fire hydrant and the curb nor a 1.5 m radius beside or behind a fire hydrant.

W9 The owner shall be required to co-ordinate the preparation of an overall utility distribution plan showing the location (shared or otherwise) and installation, timing and phasing of all required utilities (on-ground, below-ground) through liaison with the appropriate electrical, gas, water, sewer, telephone and cablevision authorities and including on-site drainage facilities and streetscaping - such location plan being to the satisfaction of all affected authorities.

W11 The owner shall register a Common Elements Agreement on Title, setting forth the obligations between the co-owners of the common elements for the operation and maintenance of the private watermain, private hydrants and private water services. The agreement shall be to the satisfaction of the Regional Solicitor.

W12 The Purchase and Sale Agreement shall include a clause to the satisfaction of the Regional Solicitor advising all prospective purchasers that the property is serviced by a private common water supply.

W13 The owner shall design and construct all private watermains within the subject lands

to the satisfaction of the Regional Municipality of Ottawa-Carleton. The registered owner shall pay all related costs, including the cost of connection, inspection and disinfection by Regional Personnel.

### **Stormwater Management**

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

SWM5 The owner agrees to contribute its share of the cost of both the McEwen Creek Erosion and Water Quality Control Study, and the implementation of the recommended solution, to the satisfaction of the Region, City of Ottawa and RVCA.

### **Solid Waste**

SW7 All prospective purchasers will be informed, through a clause in all agreements of Purchase and Sale that individual curbside waste collection and recycling collection for Buildings 3 & 4 will not be provided by the Region. The owner shall provide collection pads for Buildings 3 & 4 at the west end of the parking areas to the satisfaction for the of the Regional Environment and Transportation Commissioner. A collection pad will be required at the access to the development adjacent to Blohm Drive for winter waste and recycle collection. Clear and unobstructed access to these collection pads is required.

SW8 The owner shall provide an adequately design and constructed road access to the collection pads for Buildings 3 & 4, suitable for waste/recycle vehicles to the satisfaction of the Regional Environment and Transportation Commissioner.

### **Finance**

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

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

## **ENVIRONMENT**

### **Water**

W1 Fire flow records indicate a flow of 2000 IGPM at 20 PSI from the hydrant located on Forestglade Crescent. This test was performed in July 1998. This test reflects system conditions on the test date; however, there may be variations in flow and pressure depending on the time of day. The owner may be required to undertake an engineering analysis certified

by a professional engineer, to ensure that the water supply meets municipal/regional standards.

W3 The owner shall submit drawings for approval prior to tendering and make application to the Regional Environment and Transportation Department for the water permit prior to the commencement of construction.

W7 The owner shall satisfy the requirements of the Building Code with respect to hydrants(s).

W10 The owner shall note that the Ministry of Environment approval may be required for any on-site stormwater management facility to service this development. No construction of these works shall commence until the owner has secured Certificate of Approval from the Ministry of Environment.

### **Solid Waste**

S1 Curbside waste collection and recycling will be provided by the Region for Buildings 1, 2 & 5 in accordance with the Regional Waste collection Bylaw at Blohm Drive and Forestglade Crescent. The prospective purchasers should be aware that snow removal is required from the sidewalk.

### **ENBRIDGE-CONSUMERS GAS**

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

### **OTTAWA HYDRO**

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

### **BELL CANADA**

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

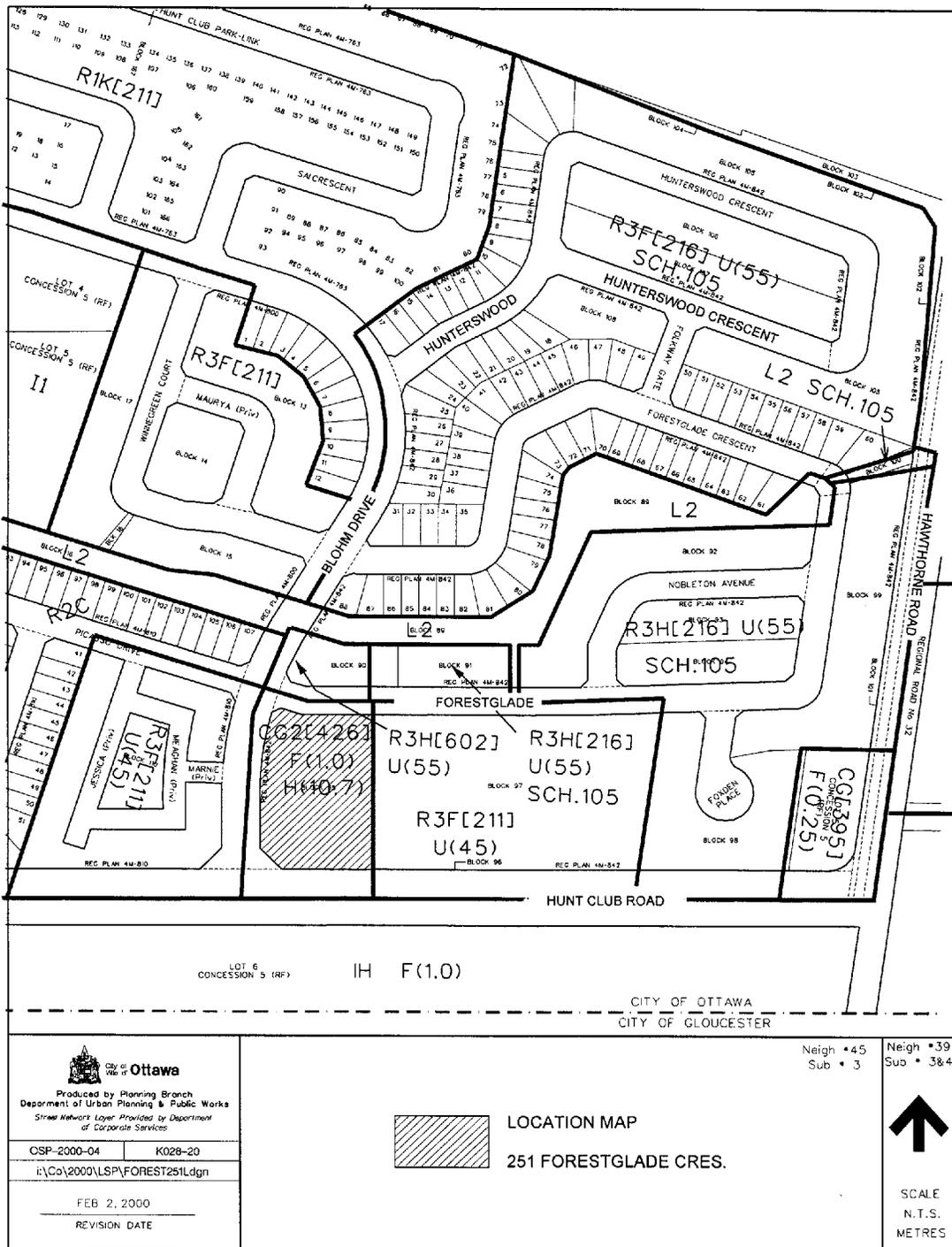
### **ROGERS OTTAWA**

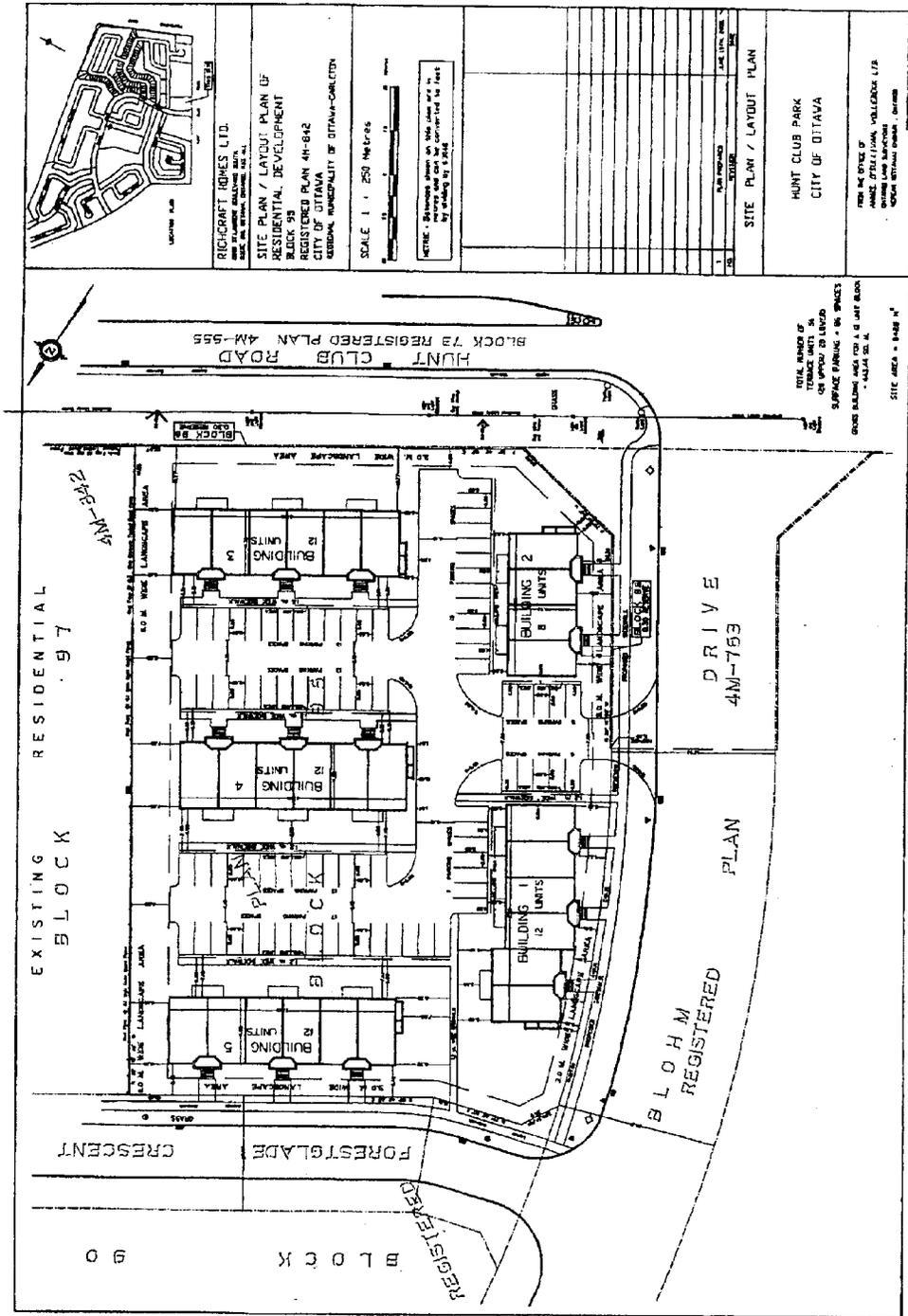
Rogers Ottawa Cablevision should be contacted in the planning stages to arrange facilities. (Contact Jeff Niles, 247-4519 - East side Bank Street)

**CANADA POST CORPORATION**

In the case of a private street, door-to-door postal service at this site location is not available and an owner supplied and installed lock box assembly panel will be required. (Contact Jacques Lachance, Delivery Planning Officer, 734-1497)

In the case of a municipal street, door-to-door postal service at this site location is not available and a community mailbox(es) will be installed. (Contact Jacques Lachance, Delivery Planning Officer, 734-1497)







NOTIFICATION AND CONSULTATION PROCESS

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

PUBLIC INPUT

There were 14 responses from the public notification identifying a number of concerns and a petition with approximately 150 names in opposition.

SUMMARY OF COMMENTS

1. Proposal would result in three distinct sets of low and lower income level householders, which would not in any way be positive to the more expensive homes in the neighbourhood.
2. There could potentially be more units than proposed.
3. There would be an immediate devaluation of existing homes.
4. The attracting of undesirable elements into the neighbourhood.
5. Air quality would be more polluted.
6. Creation of a blind corner at Blohm and Hunt Club.
7. An increase in vandalism and other crimes.
8. Indication by developer that site would be developed as a small plaza.
9. Use site as a mini-park, plaza, senior citizens home, church.
10. Desist from paving over every vacant parcel of land.
11. Increase of on-street parking on Forestgalde Crescent, and lack of on-site parking.
12. Increase in traffic/ traffic study.
13. Area already replete with townhomes.
14. Schools are currently at capacity.

15. Will library, community centre, rinks and parks be expanded as a result of development.
16. Residential use in a commercial zone.
17. Aesthetics of proposal to entrance of community.
18. Density of proposed development.
19. Consideration of other land uses, ie. green space, single family homes or townhomes.
20. Shadowing and height of proposal to backyards of adjacent development.
21. Construction occurring over a period of several years.

Response to Comments

1. Reviewing a site plan proposal is not conducted on the basis of income levels, but rather on the merits of factors such as by-law conformity, adequate transportation capacity, building height, pedestrian circulation etc.
2. The proposal which is the subject of the current approval is for 56 units. Any change to increase the number of units would require a new application and a new public notification process.
3. There is nothing which would suggest existing homes would be devalued as a result of the proposed development.
4. It is unclear what is meant or suggested by the comment undesirable elements.
5. The site is currently vacant and zoned for development. Of the uses permitted within the site, it is likely a residential use, as proposed, would be less detrimental to air quality than a commercial plaza.
6. The proposed development is not proposing any physical elements within the corner sight triangle at Blohm Drive and Hunt Club Road.
7. There is nothing to suggest this would occur.
8. The site is zoned CG2[426]F(1.0)H(10.7). A majority of residential uses are prohibited in this zone, however, some residential uses are permitted, which include stacked townhouse. The developer has indicated that they have marketed the site for commercial uses for a number of years, and without success.
9. Of the uses permitted within the zone, the developer has opted to proceed with a

stacked townhouse development.

10. The subject land has been zoned for development for almost 10 years. It is one of the last remaining vacant parcels in this area of Hunt Club Park community, and is located across the street from the National Capital Commission Greenbelt.
11. The developer is required to provide 60 parking spaces on-site, which includes 4 visitor spaces, under the zoning by-law. As a result of concerns expressed by the community, the developer has increased the number of on-site parking spaces to 86 spaces, 26 spaces over what the by-law requires.
12. The Department's Licensing, Transportation and Buildings Branch has indicated the adjacent roads can accommodate the anticipated traffic from the proposed development. Access to the site has been shifted from Forestglade Crescent to Blohm Drive to minimize vehicular traffic into the community.
13. The zoning permits the subject use, and it is not uncommon to have higher density uses adjacent to collector and arterial roadways such as Blohm Drive and Hunt Club Road.
14. Two of the school boards replied to the site plan circulation, and both indicated they did not object.
15. As part of the original subdivision approval, the developer was required to provide 5% of the land for parkland dedication. The developer will be subject to payment of development charges.
16. See 8 above.
17. The proposal will provide streetfront orientation to a number of the units providing a strong street presence. Landscaping in the form of trees and shrubs will be planted along the street and adjacent to the buildings.
18. The applicants have reduced the number of units from the original submission of 60 units to 56 units, which falls within the density provision of the zone.
19. The developer has considered other land uses, most of which would require a rezoning of the lands, and in consideration has opted to proceed with the subject proposal.
20. The proposal is within the height limit identified in the zoning. The units along the east side of the property have been reoriented in an east/west manner to minimize the potential of shadowing on the adjacent property, and allow more sunlight for the rear yards of these units.
21. The Department does not have control over the period of time the units are

constructed, the marketplace does.

APPLICATION PROCESS TIMELINE STATUS

This application which was received on January 25, 2000, was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart, which established critical milestones, was prepared and circulated as part of the technical and early notification process. This application took longer to process than the maximum 110 calendar day timeframe established for the processing of Site Plan Control Approval applications due to negotiations between the developer, the Ward Councillor and the community regarding the use and site layout.

**INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES**

COUNCILLOR'S COMMENTS

Councillor Diane Deans provided the following comment:

“Councillor Deans is aware of the revised site plan application for 251 Forestglade Crescent. Councillor Deans is currently involved in a community consultation to determine if the community's concerns from the previous site plan regarding issues such as density and parking have been addressed by the revised site plan. Councillor Deans will bring these concerns directly to the attention of members of committee and staff at the Planning and Economic Development Committee meeting on July 25, 2000.”

July 7, 2000

ACS2000-PW-PLN-0089  
(File: TSB2000/004)

Department of Urban Planning and Public Works

Ward/Quartier  
OT5 - Bruyère-Strathcona

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

Action/Exécution

## 8. Lane Closure 9 - 15 Robinson Avenue

### Fermeture de ruelle 9 - 15, avenue Robinson

#### Recommendations

1. That the application to close that portion of the public lane that abuts the northwest side of 9 to 15 Robinson Avenue east of Hurdman Road, measuring approximately 3.66 metres in width and 35.13 metres in length, as shown on Document 1, be **APPROVED**, subject to the following conditions and that the closing be undertaken by By-law:
  - a. That prior to enactment of the closing by-law, the applicant shall provide the following material to the satisfaction of the City Solicitor:
    - i. a plan of survey showing the public lane to be closed and the lands to be conveyed, as well as any utility easements;
    - ii. draft deed(s) of conveyance of all lands to be conveyed, ready for execution by the Mayor and City Clerk on behalf of the City;
    - iii. sufficient funds to cover the costs of registration of all documents.
  - b. That the closing by-law not be forwarded to Council unless and until the property owner eligible to acquire that portion of the street to be closed files a letter with the City Solicitor acknowledging that any zoning violation which may result from the closure will be the affected property owner's responsibility to remedy.
  - c. That the portion of the street to be closed be offered to the abutting property owner at a price to be established by Department of Corporate Services and approved by City Council.

- d. That the closing of the street be contingent upon acceptance by the abutting property owner of the price approved by City Council.
- 2. Should the conditions of this report not be fulfilled within one year of approval by City Council, the recommendations of this report shall become null and void.



July 10, 2000 (1:05p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



July 12, 2000 (8:50a)

Approved by  
John S. Burke  
Chief Administrative Officer

DAB:dab

Contact: Doug Bridgewater - 244-5300 ext. 1-3387

### Financial Comment

Subject to City Council approval, costs for legal, survey, and registration will be charged to the applicants (the abutting owners). Any revenue from the sale to the abutting owners will be credited to the General Capital Reserve.



July 10, 2000 (11:41a)

for Mona Monkman  
City Treasurer

BH:cds

### Executive Report

#### Reasons Behind Recommendations

The subject area of lane is undeveloped and not maintained by the City. A City park abuts the north side of the lane, but the City has no interest in the lane as an expansion to the parkland area. There is no need for the lane for access purposes. A section of the lane adjacent to the east, to the rear of 17 to 23 Robinson Avenue, was closed previously.

The closing of the lane will help facilitate economical expansion of a recently approved townhouse development on the abutting site at 9 to 15 Robinson Avenue, and thus will help fulfil the Official Plan policies for efficient residential development in the inner city. The south half of the lane is zoned R5D[181], while the north half is zoned L3-tp5 and would require a Zoning By-law Amendment to allow for expansion of the townhouse development.

The Corporate Services Department will be forwarding a separate report to the Policy, Priorities and Budgeting Committee and City Council recommending the disposal price in accordance with City Council-approved policy for the Disposal of Closed Streets and Lanes.

## Consultation

### Other Agencies and Departments

All appropriate agencies and departments have been consulted and their comments have been considered in the preparation of this report.

### Public Input

Local community associations, and all owners and tenants abutting the subject lane were notified in accordance with the Early Notification Policy. There were three responses to the public notification. All the respondents indicated agreement with the proposal and some conditions of agreement were also cited, which are discussed in Document 2 of Part II of this report.

## Disposition

### Department of Corporate Services

1. Statutory Services Branch to:
  - i) Notify the Department of Urban Planning and Public Works, Engineering Branch (Attention: D. Hope) and the Region of Ottawa-Carleton, Plans Administration Division, of City Council's decision.
  - ii) Advertise the lane closure in accordance with the provisions of the Municipal Act.
2. Office of the City Solicitor to prepare and forward the closing by-law to City Council as set out in the recommendations of this report.
3. Property Services Branch to prepare and forward a report to the Policy, Priorities and Budgeting Committee and City Council recommending the disposal price of the lands associated with the lane closure.

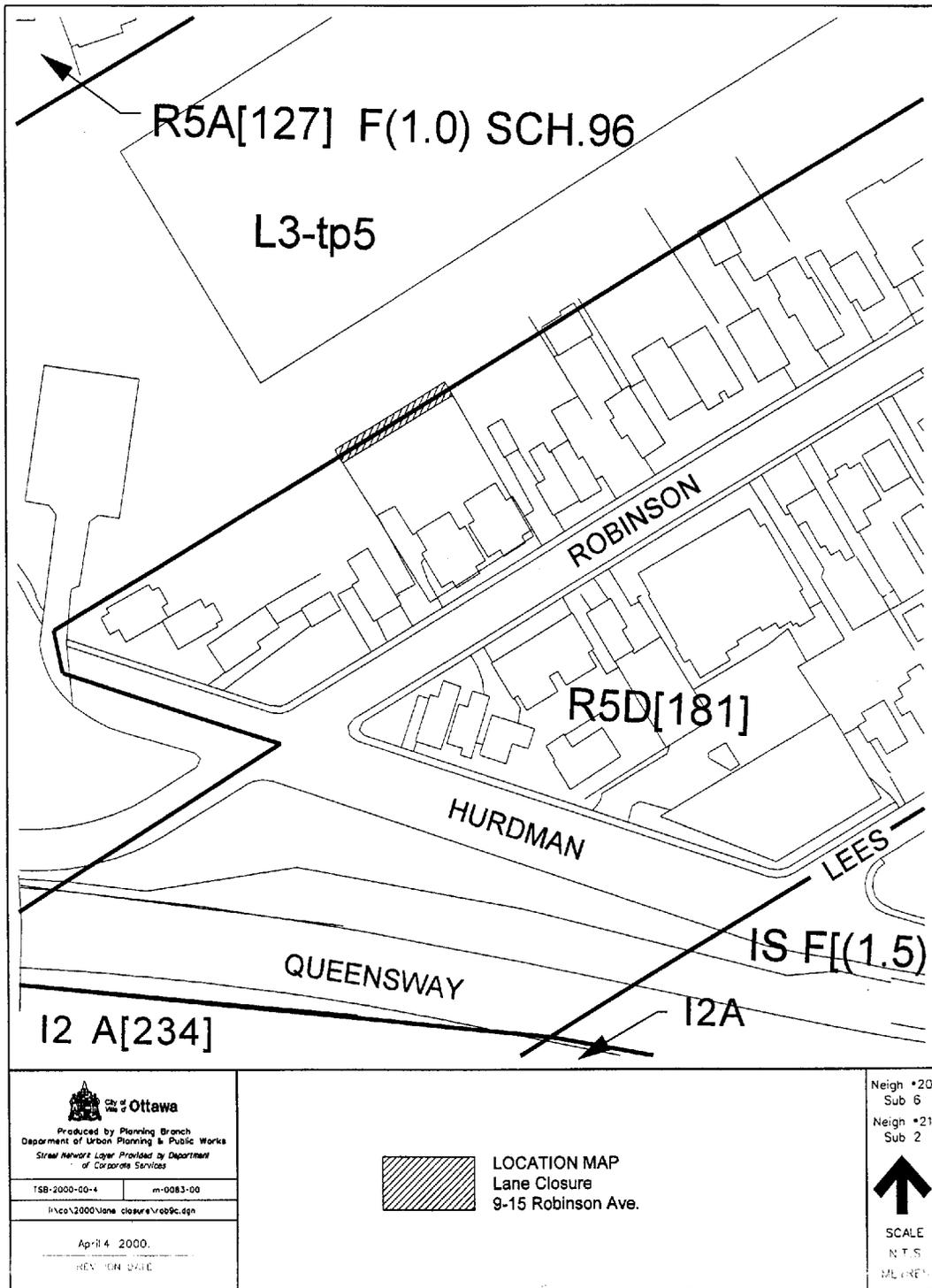
## List of Supporting Documentation

Document 1	Location Map
Document 2	Consultation Details

Part II - Supporting Documentation

Location Map

Document 1



## COMPATIBILITY WITH PUBLIC PARTICIPATION POLICY

Document 2

Procedure Number P&D/PPP/N&C #4 (In accordance with the On-Site Information Sign Policy and General Guideline approved by City Council on March 6, 1991).

## Comments

There were three responses to the public notification, all of which were in agreement with the proposal. However the respondents did provide comments or place “conditions” on their agreement, which are summarized as follows along with the staff responses:

1. *Comment:* The City should offer all residents the opportunity to purchase or lease the lane at the rear of their property.  
*Response:* All property owners have the right to submit an Application for Lane Closure for the lanes abutting their property. As well, City representatives held a meeting on April 27, 2000, to discuss the possibility of closing the remaining open sections of the lane, but no abutting property owners have pursued closure of the lane since the meeting.
  
2. *Comment:* Why is it not possible to purchase just half the rear lane?  
*Response:* If the closure and sale of only half of a lane would leave the remaining unsold half inaccessible, the lane would not be closed. However, in most cases half of a lane can be purchased when a lane is closed.
  
3. *Comment:* The builder should be required to plant trees by the houses that will be perpendicular to the park and build a wood fence along the property.  
*Response:* Landscaping, including trees and fencing, will be addressed through the Site Plan Control process, and trees and fencing will be required.

APPLICATION PROCESS TIMELINE STATUS

This application, which was received on March 15, 2000 was not processed within the 90 day project management timeline as recommended by the “A Better Way Task Force Report”.

**INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES**COUNCILLOR’S COMMENTS

Councillor Stéphane Emard-Chabot indicated he has no objection to the application.

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July 7, 2000

ACS2000-PW-PLN-0090  
(File: JPD1000/0200)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

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

Action/Exécution

## 9. Proposed Amendments to Signs By-law 36-2000

### Modifications proposées à l'Arrêté municipal sur le signage 36-2000

#### Recommendations

1. That the Signs By-law 36-2000 be amended to correct technical anomalies as detailed in Document 1.
2. That the Signs By-law 36-2000 be amended to make necessary substantive adjustments in order to be consistent with the general purpose and intent of the Council-approved reports, as detailed in Document 2.



July 10, 2000 (10:37a)

Edward Robinson  
Commissioner of Urban Planning & Public  
Works

PB:pb

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



July 12, 2000 (8:57a)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

These amendments are technical in nature and there are no financial implications.

  
July 10, 2000 (10:17a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

#### Background

On September 3, 1997, City Council approved the Departmental Signs By-law Study that defined the parameters under which a replacement Signs By-law would be drafted for approval by City Council. A further report was approved in 1999 as a supplementary submission.

The purpose for the study was to review and update the existing Signs By-law, accommodate the current needs of the sign industry, business and community sectors and address any identified technical problems, while continuing to respect Municipal legislation and Official Plan design objectives.

The policy report focussed on four main themes; By-law Structure, Regulations, Enforcement and Administration. The substantive conclusions and recommendations approved by City Council, for the most part, have been accommodated within By-law 36-2000 which was enacted on March 1, 2000.

#### Recommendation 1

The Council-approved Reports authorizing the new signs by-law mandated a “cooling-off” period from the enactment of the by-law to its coming into force to allow time to assess the impact of the new by-law and then to make any required adjustments and refinements to the by-law.

Since enactment of the by-law on March 1<sup>st</sup> of this year, staff in the Signs Section have been working with the old by-law and the new by-law and have suggested several amendments that will improve the administration and effectiveness of the by-law. The new by-law came into effect on May 16, 2000. In this regard, the purpose of this report is to fine tune and

correct any outstanding issues and anomalies found in the new by-law. Most of the changes suggested are technical in nature including correcting typos in the text and numbering inconsistencies.

### Recommendation 2

In addition, a number of necessary substantive changes are recommended to ensure consistency between certain provisions in the old signs by-law when compared to the new by-law. For instance, one of these issues is related to canopy signage in District 3 CN zoning. The former by-law allowed for signage similar to the wall signage limitations at 20% of the wall coverage. However, in District 3, areas zoned as CN in the new *Zoning By-law, 1998*, now have a limit of only 2 square metres of permitted sign area. Businesses on streets such as Rideau, Wellington and Bank may need minor variances to the by-law in order to maintain similar signage to what was permitted under the old by-law. It is recommended to return to the former limitations for canopy signage to be more consistent with the former coverage permitted as a level 3 use zone in the old signs by-law. In addition, it is recommended to add internal illumination for canopy signs in a District 3 for other uses based on the same above-noted reasons.

Another example of a necessary change is the definition of primary wall. When dealing with the by-law, staff have discovered that many buildings now only have one wall being the primary wall which is far more restrictive than the old signs by-law. The definition will be modified to allow a building to have more than one primary wall.

Other changes include adding new definitions for “multi-sided sign” and “reversed illumination” which are deemed necessary to assist in the administration of the by-law. Other general changes are recommended for overall enhancements and to be more consistent with the old signs by-law with respect to regulation of signs.

### Consultation

Since this report contains mostly housekeeping issues, general notice to the signs industry was not deemed necessary. However, notice of this by-law amendment report was advertised in local newspapers prior to this submission proceeding to Committee.

### Disposition

1. Office of the City Solicitor to place the implementing by-law on the Orders of the Day.
2. Department of Urban Planning and Public Works to write the amending by-law.

### List of Supporting Documentation

Document 1	Details of Signs By-law Amendments - Technical
Document 2	Details of Signs By-law Amendments - Substantive

## **Part II - Supporting Documentation**

Document 1

### **Details of Signs By-law Amendments - Technical**

#### **PART I — INTERPRETATION**

1. Amend subsection 1.(9) by striking out the number “239” after the word “Table” in line one and substituting “297.”
2. Define “multi-sided sign” as one that has three or more sign faces.
3. Insert a definition of “reversed illumination” which defines it as illumination only through the lettering or graphics of an opaque sign face.

#### **PART II — ADMINISTRATION**

1. Amend subsection 8.(1) by inserting “mural sign” in alphabetical order to the list of types of temporary signs.
2. Amend subsection 8.(2) by inserting the word “further” between the word “is” and the word “divided” in line one.
3. Amend paragraph 9.(a) by inserting the word “section” between the word “in” and the number “8” in line two.

#### **PART III — PERMITS**

Add “mural sign” in alphabetical order to the list of temporary signs in section 20 and renumber the section accordingly.

#### **PART IV — GENERAL PROVISIONS**

1. Amend subsection 41.(2) by striking out the word “or” in the second last line and substituting “and the.”
2. Amend section 43 to add “mural sign” in alphabetical order to the list of signs that do not require a permit.
3. Correct the reference to gasoline pump sign in subsection 44.(2) to read paragraph “43.(1).(g).”
4. Amend the by-law to make subsection 53.(2) applicable only to a ground sign.

5. Move subsections 53.(2) and 53.(3) under the heading “Rules applicable to all ground signs.”
6. Repeal the current wording of section 59 and replace it with wording that prohibits a projecting sign from encroaching more than one metre on or over a public street.
7. Amend subsection 61.(1) so that it prohibits any part of a sign or sign structure within eight metres of a traffic light.
8. Re-write section 74 to clarify that while sections 70, 71 and 72 permit an illuminated sign, that sign is, nevertheless, still subject to all other regulations of the district in which the sign is located.
9. Add “or external” to paragraph 72.(c), between “internal” and “only.”
10. Delete “, Sign Types in district1)” in the first line of section 75.
11. Delete “(Sign Types in district 2)” in the first and second lines of section 75.
12. Correct the paragraph numbering in section 76.
13. Add a provision under the heading “Wall Signs” in Part IV that prohibits a wall sign, other than a logo sign, in a storey above the second storey of a building.
14. Add a provision under the heading “Wall Signs” in Part IV that prohibits a wall sign that projects above the roof-line of the building it is on.

#### **PART V — DISTRICT 1 REGULATIONS**

Add a provision to section 115 that requires a canopy sign in District 1 be on a primary wall.

#### **PART VI — DISTRICT 2 REGULATIONS**

1. Amend subsection 127.(1) by striking out “of townhouses” in line three; and by inserting “the provisions set out in Column III” between the word “with” and the word “Table” in line four.
2. Delete Row ii of Table 132.
3. Add a regulation that limits the size of a projecting sign in the R7 zone in District 2 to 0.5 square metres.
4. Correct the numbering of and any references to the sections and tables under the sub-heading “Temporary real estate signs” in District 2.

**PART VII — DISTRICT 3 REGULATIONS**

1. Repeal the text in Row iii of Columns II to IV of *Table 147* and replace it in Column II with “not permitted”, in Column III with “internal or external” and in Column IV with “internal or external.”
2. Delete Row ii of *Table 164*.
3. Delete sections 172 to 174.

**PART VIII — DISTRICT 4 REGULATIONS**

1. Amend *Table 176* by inserting a Row with the words “message centre” in Column I and the word “yes” in Columns II, III and IV.
2. Amend *Table 176* by inserting a Row with the words “mural sign” in Column I and the word “yes” in Columns II, III and IV.
3. Amend Row ii, Column II of *Table 178* by replacing eight metres with four metres.
4. Amend Row ii, Column III of *Table 178* by replacing eight metres with six metres.
5. Repeal the text in Row iii of Columns II to IV of *Table 181* and replace it with “internal or external” in each case.
6. Delete “181” at the end of subsection 182.(1) and replace it with “178.”
7. Delete “181” in line one of section 183 and replace it with “178.”
8. Add a provision under the heading “Logo Signs” in Part IV that restricts a logo sign to a building of three stories or more.
9. Amend section 183 by striking out “message centre” in line one and substituting “ground”.
10. Delete “external and internal” in Row i, Column IV of *Table 211* and replace it with “not regulated.”
11. Amend section 236 by deleting paragraph (b) of the definition of grade and replacing it with “(b) the crown of the street at the crown’s nearest point to the sign.”
12. Add a provision after *Table 191* that for the purposes of that table, defines “secondary wall” in the same terms as it is defined in section 186.

**PART IX — REVISIONS, VARIANCES AND BY-LAW AMENDMENTS**

No amendments.

**PART X — ENCROACHMENT PERMITS**

No amendments.

**PART XI — FEES AND REFUNDS**

1. Amend *Table 283* to add the fees for a banner sign that is 5m<sup>2</sup> or over, which are the same as the fees for an inflatable sign.
2. Clarify section 285 to say that the total fee for the full term of the permit is payable in a lump sum, at the time of the issuance of the permit.
3. Add the word “application” after the word “lapsed” in Row ii, Column I, *Table 287*.
4. Add “ \$50 in each year or part year thereafter” after the word “year,” in Row iii, Column II, *Table 287*.

**PART XII - EXCEPTIONS**

No amendments.

**PART XIII — ENFORCEMENT**

No amendments.

**PART XIV — GENERAL**

All amendments consequential or collateral to the above changes, including changes to grammar, syntax, numbering, punctuation, headings, marginal notes, structure, layout, & *etc.*

**Details of Signs By-law Amendments - Substantive****PART I — INTERPRETATION**

Amend the definition of primary wall to change the word “and” at the end of paragraph (b) to “or” so that it reads as follows:

“*primary wall*” means a wall that,

- (a) contains a main entrance to a building; or
- (b) functions as the central, pivotal or focal wall for the placement of a sign;

**PART II — ADMINISTRATION**

No amendments.

**PART IV — GENERAL PROVISIONS**

1. Add a provision to section 45 that says a mural sign may be either an on-premises sign or an off-premises sign.
2. Amend the by-law to make subsection 53.(2) applicable only to a ground sign.
3. Under the heading “Location and positioning restrictions” in Part IV, add a provision that requires a sign that is on a building canopy to be on the side of the canopy, not the top or roof; but allow the sign to extend up to 300 mm above the top or roof of the canopy itself.
4. Amend the by-law to clarify that paragraph 55.(b) prohibits an illuminated sign only if it is visible from a residential use in a residential zone.

**PART VI — DISTRICT 2 REGULATIONS**

1. Add a provision under the heading “Canopy Signs” in District 2 that requires a canopy sign to be on a primary wall.
2. Repeal the text of Row i of Column III and Column IV of *Table 129* and replace it with “10% of the primary wall, to a maximum of 20m<sup>2</sup>.”
3. Add a provision that despite *Table 121* a projecting sign is permitted in District 2 for other uses only if it is in the R7 zone .
4. Add a regulation that limits the illumination of a projecting sign in the R7 zone in District 2 to external illumination.

**PART VII — DISTRICT 3 REGULATIONS**

1. Add a requirement under the heading “Canopy Sign” in District 3 that a canopy sign be on a primary wall.
2. Amend Table 153 by repealing the 2 metre maximum found in row i, Column IV other uses and substitute “20% of the primary wall”.
3. Amend Table 153 by repealing “reversed” found in row iii, Column IV other uses and substitute “internal”.

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July 6, 2000

ACS2000-PW-PLN-0092  
(File: JPD4840/BANS 1515)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT10 - Alta Vista-Canterbury

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

Action/Exécution

### 10. Signs By-law Minor Variance - 1515 Bank Street

#### **Demande de dérogation mineure au Règlement municipal sur les enseignes - 1515, rue Bank**

#### **Recommendations**

1. That the application to vary the Signs By-law 36-2000, to permit an oversized ground sign, with a message centre, with an area of 14.8 square metres instead of the maximum permitted area of 7.8 square metres, as detailed in Document 1, be REFUSED.
2. That the recommended variance to the Signs By-law 36-2000, to permit an oversized ground sign, with a message centre, with an area of 10 square metres instead of the maximum permitted area of 7.8 square metres, as detailed in Document 1, be APPROVED, subject to the following special conditions;

That the signage be set back from the street a distance of 2 metres and be located in the northerly section of the traffic island where it is proposed to be located.



July 10, 2000 (11:46a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



July 13, 2000 (8:45a)

Approved by  
John S. Burke  
Chief Administrative Officer

PB:pb

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

## Financial Comment

N/A.

  
July 10, 2000 (11:34a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

The applicant is requesting relief from the area limitations of the by-law to permit an oversized illuminated ground sign with message centre that would double the limitations of the by-law. The proposed sign for the new retail business would have an area of 14.8 square metres. The intent of this provision is to limit signage so that it would not negatively impact on adjacent uses as well as limiting signage areas for design reasons.

The property is located on a commercial district on Bank Street across from the existing Blue Heron Mall. Adjacent area land uses are primarily commercial development. Residential development is separated by a substantial distance. This is designated as a District 4 Commercial Use Zone under the Signs By-law. Illumination is permitted for this signage.

#### Recommendation 1

With regard to location of the proposed new sign and its scale, the proposed sign will be excessive compared to other approved signage in this area. The scale of the requested sign may also have an adverse effect on the adjacent uses and may set a precedent for large signs in this portion of Bank Street.

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

#### Recommendation 2

The Department is of the opinion that a smaller scaled sign would be acceptable in this case. This would also take into account the concerns of an adjacent land owner who felt the requested variance may block visibility to other businesses on Bank Street. With the location conditions of Recommendation 2, this reduced signage should mitigate the community's concerns. This recommended variance is conditional upon location restrictions that it be set back 2 metres and be located on the northerly portion of the lot. As a result of

the above, the Department supports a smaller sign subject to conditions which will reduce the impact on the community.

## Consultation

In response to the standard early notification to area residents, community and business groups, and the Ward Councillor, three responses were received, two with no objection and one who was opposed. Concerns are reflected on Document 1. The area ward Councillor is aware of this application.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the agent, Stone, Kohn, McQuire, Vogt Architects, 1200-119 Spadina Ave., Toronto, Ontario. M4P 2V8; and the owner, Canadian Tire Real Estate Ltd., 15<sup>th</sup> Floor, 2180 Yonge Street, Toronto, Ontario, M4P 2V8, of City Council's decision.

## List of Supporting Documentation

Document 1	Details of Requested Variance/Recommended Variance and Consultation
Document 2	Location Map
Document 3	Photo
Document 4	Site Plan
Document 5	Elevation

## Part II - Supporting Documentation

Document 1

### Details of Requested Variance

Relief from sections 178 and 183 of By-law Number 36-2000 to permit an oversized ground-mounted sign with a total combined area of 14.8 square metres, with 9.2 square metres identification area and 5.6 square metres message centre area, whereas the by-law only allows an area of 6 square metres for the identification area with an additional message centre area of 1.8 square metres.

### Details of Recommended Variance

Relief from sections 178 and 183 of By-law Number 36-2000 to permit an oversized ground-mounted sign with a total combined area of 10.0 square metres, with 7.0 square metres identification area and 3.0 square metres message centre area, whereas the by-law only allows an area of 6 square metres for the identification area with an additional message centre area of 1.8 square metres.

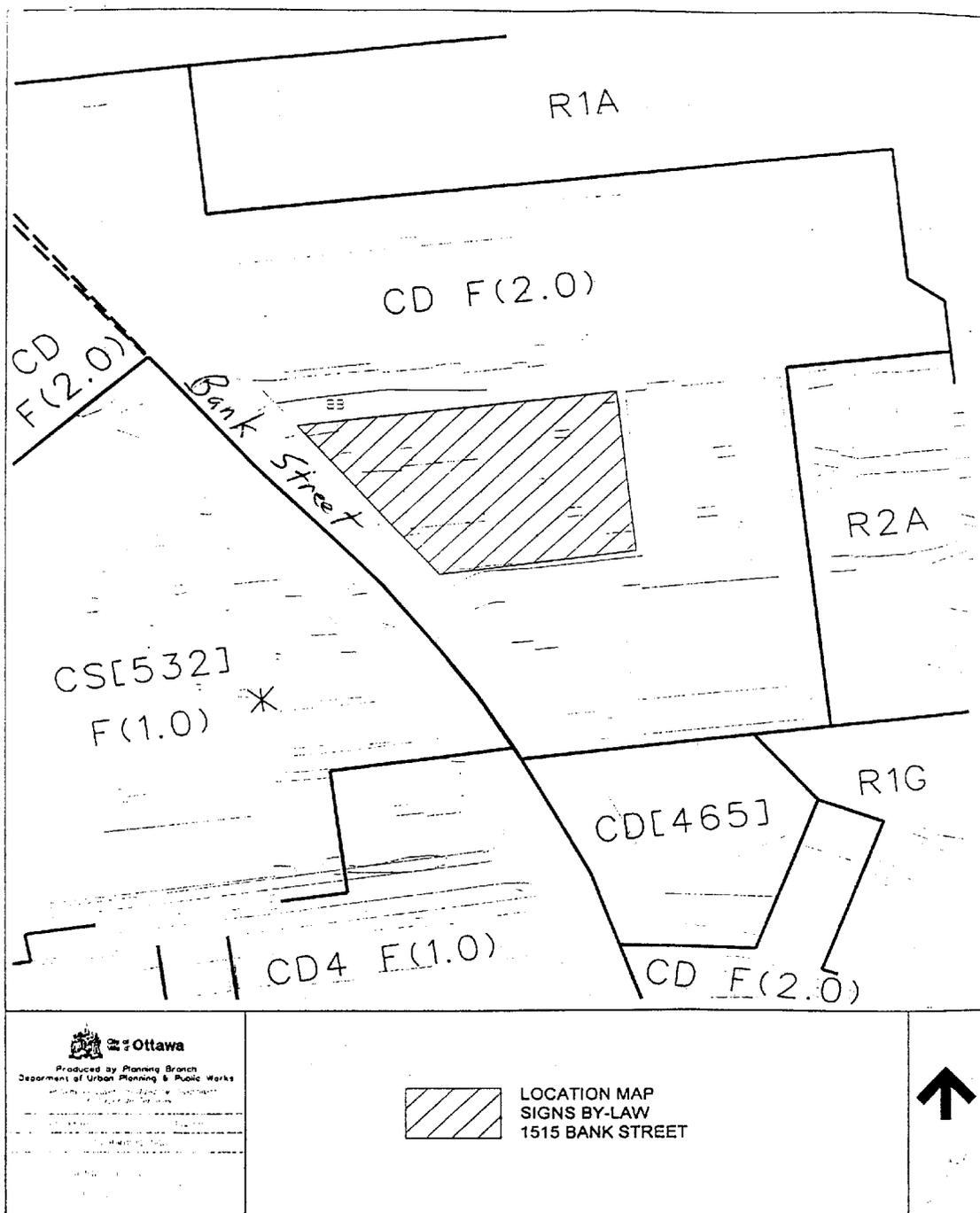
### Consultation from the Community

One respondent noted:

“On the assumption that the sign will be at the northwest corner of the lands, this size of sign and the elevation will block the vista (view) of buildings of businesses south of 1515 Bank Street. Should the sign be placed at the southwest corner of the lands, the problem becomes more acute. Compromise suggestion would be to allow the height of the sign to be higher leaving plenty of see through space from ground level to the bottom of the signs.”

### Response

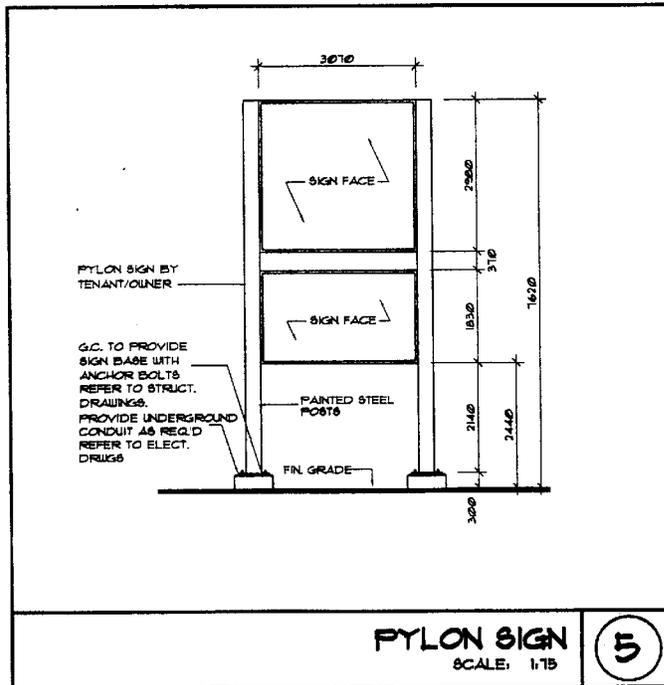
The Department shares the concern over scale of the requested variance. As such, staff have suggested a smaller sign with conditions as noted in Recommendation 2. A higher sign as suggested above is not deemed as being necessary and may cause other impacts. Given the location conditions suggested, maintaining the visibility of other signage should not be an issue.







<b>PARKING</b>			
FORMULA	3 SPACES/ 100 S.M. OF G.F.A.		
REQUIRED	20 SPACES (2.60X 5.20M)		
PROVIDED	41 SPACES		
HANDICAPPED	1 SPACE INCL. IN TOTAL		
<b>LOADING SPACES</b>	<b>REQUIRED</b>	<b>PROVIDED</b>	
COMMERCIAL	1 SPACE (- M X - M)	1 SPACE	
<b>LANDSCAPED AREA</b>	1429.00	sq. m	15382.13
			sq. f.
<b>PAVED AREA</b>	1485.50	sq. m	16098.00
			sq. f.



**Stone Kohr**

119 Spadina Avenue  
Suite 1200  
Toronto, Ontario  
M5V 2L1

416/506/1600 phone  
416/506/0956 fax

PROJECT:

**PROPOSED**

1515 Bank Street  
Ottawa

DRAWING:

**Site  
Plan**

drawn by

AMP

checked by

RMB

plot date

Mar. 27/00 9:5