

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

**Agenda 1**  
**Ordre du jour 1**

**Tuesday, December 7, 1999 - 9:15 a.m.**  
**Le mardi 7 décembre 1999 - 9 h 15**

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

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





13. **9:30 a.m. / 9 h 30** 121  
**1053 Carling Avenue and 40 Ruskin Street - Site Plan Control Approval**  
**1053, avenue Carling et 40, rue Ruskin - Approbation au titre de la réglementation du plan d'emplacement.**  
Ref.: ACS1999-PW-PLN-0165 OT7 - Kitchissippi
14. **10:00 a.m. / 10 h** 149  
**Proposed Amendments to the Zoning By-law, 1998**  
**Modifications proposées à l'Arrêté municipal sur le zonage de 1998**  
Ref.: ACS1999-PW-PLN-0163 City Wide
15. **10:30 a.m. / 10 h 30** 165  
**Amendment No.19 to the City of Ottawa Official Plan**  
**Modification no 19 au Plan directeur de la Ville d'Ottawa**  
Ref.: ACS1999-PW-PLN-0156 City Wide
16. **11:00 a.m. / 11 h** 171  
**Ontario Municipal Board Parking Appeals/Issues of the Zoning By-law, 1998**  
**Appels à la Commission des affaires municipales de l'Ontario de l'Arrêté municipal sur le zonage de 1998 concernant le stationnement**  
Ref.: ACS1999-PW-PLN-0093 City Wide
17. **11:30 a.m. / 11 h 30** 189  
**Rooming House Response Team and Rooming House Landlords Association Evaluation**  
**Évaluation - Équipe d'intervention auprès des maisons de chambres et Association des propriétaires de maisons de chambres**  
Ref.: ACS1999-PW-PLN-0160 City Wide

**Members' Reports - Enquiries**  
**Rapports des membres - demandes de renseignements**

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

November 23, 1999

ACS1999-PW-PLN-0167  
(File: OZS1997/004)

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

Information

## **1. Status Report on Fairlea Heatherington Land Use Issue Identification Study**

### **Rapport d'étape sur l'Étude des enjeux en matière d'utilisation du sol dans le secteur Fairlea Heatherington**

#### **Information**

On March 3, 1999, City Council carried the Departmental submission on the Fairlea Heatherington Land Use Identification Study. Council also directed that the Department of Urban Planning and Public Works prepare an information submission on the various studies and actions being undertaken on the issues listed in the Fairlea Heatherington Land Use Issue Identification Study, for the Planning and Economic Development Committee meeting of December 7, 1999.

Document 1, attached herein, includes the list of pertinent studies and actions that were undertaken this year. The first column in the table lists the issues identified by the community. The second column includes the actions undertaken on the issues as of February, 1999. The third column provides an update to November, 1999 on the progress made on the various issues.



November 24, 1999 (2:13p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

CB:cb

Contact: Cheryl Brouillard - 244-5300 ext. 1-3392

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## **Financial Comment**

N/A



November 24, 1999 (2:08p)

for Mona Monkman  
City Treasurer

CP:cds

## **List of Supporting Documentation**

Document 1    Update on Departmental Assessment of Community Issues

## Part II - Supporting Documentation

Document 1

### UPDATE ON DEPARTMENTAL ASSESSMENT OF COMMUNITY'S CONCERNS

Legend:	BBBF	-	Better Beginnings Better Futures
	CC	-	City Council
	CMS -		Department of Community Services
	CSOC	-	Community Services and Operations Committee
	MOE	-	Ministry of Environment
	MOET	-	Ministry of Education and Training
	NCC	-	National Capital Commission
	NOSS	-	Natural and Open Spaces Study
	OCCSB	-	Ottawa Carleton Catholic School Board
	OCDSB	-	Ottawa Carleton District School Board
	OCH-		Ottawa Carleton Housing
	PEDC	-	Planning and Economic Development Committee
	RMOC	-	Regional Municipality of Ottawa-Carleton
	UPPW	-	Department of Urban Planning and Public Works
	CS	-	Department of Corporate Services

COMMUNITY ISSUE	DEPARTMENTAL RESPONSE - ACTION TAKEN / PROPOSED (as of February 1999)	STATUS OF ACTION TAKEN / PROPOSED (as of November 1999)
<b>I. LAND USE PLANNING ISSUES</b>		
<b>LAND DEVELOPMENT ISSUES</b>		
<p>1.0 The development of vacant zoned lands within the study area is of concern regarding the density and type of development which could occur.</p>	<p>A rezoning report dealing with 1512 Walkley Road (the former Ottawa Carleton District School Board site) was considered at PEDC on May 11, 1993, at which time area residents indicated no major problems with the proposal. The zoning permits apartments and row housing, with height limits of four storeys for the northern half of the site and ten storeys for the southern half of the site. An anomaly currently exists in <i>Zoning By-law, 1998</i>, where a "high-rise apartment" was inadvertently omitted. This will be corrected in the Department's next report to PEDC on technical amendments to <i>Zoning By-law, 1998</i>.</p>	<p>The zoning to reinstate high-rise apartment building for a portion of the site will be included in the recommendations in the next anomaly report which is scheduled for PEDC on December 7, 1999.</p>
<p>2.0 That the existing city yard be removed because of noxious fumes, the danger it poses to children, and its incompatibility with residential use, and that the land be retained as green space.</p>	<p>UPPW, in conjunction with CS, is currently reviewing the feasibility of relocating this use to another site. At this point in time, the operating costs would increase if the yard were to be moved and integrated with the Hawthorne city yard. Relocation of the city yard would only be feasible if the relocation cost could be off-set by the disposal of the yard. If the site were to be retained as green space, there would be no revenue. In the event the yard was identified as surplus to the requirements of UPPW, it would first be considered for other Corporate uses and then, if no other use is identified, and upon the property being declared surplus by City Council, it would be offered to other public agencies, and then to the public. If a zoning amendment is required, notification to the public would be part of the zoning process.</p> <p>At the January 7, 1999, meeting with stakeholders, UPPW was requested to consider, as a minimum, the placement of landscaping</p>	<p>UPPW, in conjunction with CS, has reviewed the feasibility of relocating the Heatherington Ward yard to an alternate site, and has determined that relocation would only be feasible if the relocation costs could be offset by the sale of the existing site for development. With the pending issues associated with Governance and the potential consolidation of duplicate yard facilities, this initiative, along with the proposal to create a landscape buffer zone along the Heatherington Road footage, are currently on hold. In the event the yard is declared surplus by City Council, it would be offered to</p>

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	<p>along the Heatherington Road frontage. Staff have considered this request, and given the lack of available capital funding, is unable to support landscaping at this time.</p>	<p>other public agencies and then to the public.</p>
<p>3.0 (previously issue 5.0) Loss of school board lands will continue to decrease the remaining green space.</p>	<p>Both school board undertook studies to determine which schools would close.</p> <p>CMS has been discussing the potential for school closures and the foreseen impacts on the City's leisure operations, with the OCDSB within the context of the review of reciprocal use of facilities with the Board.</p> <p>The City of Ottawa, in conjunction with other area municipalities, is involved in a task force process with the OCDSB, reviewing the terms under which municipalities and community groups use school facilities, and the terms under which schools use municipal leisure facilities. Two submissions from CMS, "Impact of Potential School closures on City of Ottawa Leisure Facilities and Programmes" and "Impact of Potential School Closures" were forwarded to City Council on October 7, 1998, and December 16, 1998, respectively.</p> <p>The remaining public green space located within the study area is zoned L3, Community Leisure, which permits a community centre park, recreational and athletic facility, sports arena, and utility installation.</p>	<p>The school located within the study area was not closed.</p> <p>The joint municipal / school board task force reached an agreement on the use of each other's facilities last spring and each municipality recommended the agreement to its Council. Ottawa City Council approved the agreement on May 5, 1999.</p> <p>The agreement calls for all municipalities and community groups to pay a \$7 per hour fee to access schools. As well, the School Board will now pay the City \$7 per hour to access our recreation facilities. The agreement maintains our high priority for booking school space.</p> <p>The municipal / school board task force will continue to monitor the impact of the new agreement on use patterns and on finances. As well, it will soon begin a review of the agreements the City has with respect to the use and maintenance of sports fields.</p>

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<p>4.0 (previously issue 6.0) What happens when the last green/vacant lands are to be developed? There should be a process for zoning to preserve what is left, given that there is a need for green space for residents in the study area.</p>	<p>Vacant lands located in proximity to the study area, such as the Heron-Walkley lands, were subject to a zoning amendment where portions of the land were rezoned to residential, while other portions were rezoned to Leisure Linkage, thereby retaining linkage and open space.</p> <p>The east-west Ontario Hydro corridor parallels the southern boundary of the study area, and is identified as within the City of Ottawa's Greenway System as the Southern Hydro Corridor (NOSS ID# 5012). This corridor is zoned L2B-tp11, a Temporary Leisure Linkage Subzone, which extends to May 19, 2001. This Hydro Corridor is located within the "Greenboro Marshalling Special Study Area" which is included within the Departments' draft Work Programme which will be submitted to PEDC and CC for approval following the 1999 Budget Approval.</p> <p>The Conroy Woods (NOSS ID#3403), located south of the Ontario Hydro Corridor and north of the CN tracks, ranked moderate for woodland values and is recommended as a Protection Area through the NOSS. Conroy Woods (which represents a portion of the property known municipally as 3100 Conroy Road) is also part of the above noted Special Study Area, and as such, implementation of the NOSS recommendations for this site may commence this year. See also the response provided for issue number 3.0</p>	<p>Conroy Woods was included in the Regional report "Zone 2C Elevated Water Storage Tank Environmental Assessment". Regional staff recommended that: the remainder of the site not used for the water tank be retained by the Region as a natural environment area for use by the community as a passive recreational area; Regional staff enter into discussions with the community for the long-term management of the property; and, the Region initiate a re-zoning application at the City of Ottawa to ensure the intent of public green space on this property.</p> <p>The Official Plan and Zoning Amendment to implement the protection areas identified through the NOSS is scheduled for early in 2000 and will include a recommendation to rezone the portion of the woods owned by the RMOC to ES, Environmentally Sensitive Area.</p>
<b>ENVIRONMENTAL ISSUES</b>		
<p>5.0 (previously issue 8.0) The water drainage area is polluted with old bikes, tires and</p>	<p>A site check was conducted to verify the exact location of the dumping of materials. Shopping carts and other debris were found in the large ditch in Conroy Woods, while tires were found in a</p>	<p>A site check was carried out by Property Standards on October 19, 1999. No large amounts of waste,</p>

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garbage.	small ditch located in the Ontario Hydro Corridor. This issue has been referred to Property Standards of UPPW, which will investigate and take the appropriate action. Both of these areas fall within the "Greenboro Marshalling Yard Special Study Area" which is included in the Department's draft 1999 Work Programme. This issue will be noted for that Study when it commences.	except for an old tire and one appliance were found.
6.0 (previously issue 11) There is dumping of oil and storage of oil cans in the treed area on Ontario Hydro lands.	Planning staff attempted to locate the area in question by using the access road located to the north of the CN rail lines, but did not find this dumping area. This issue has been referred to Property Standards of UPPW, who will undertake further investigation to locate the area and take the appropriate action to have the area cleaned up. This issue will be flagged when the "Greenboro Marshalling Yard Special Study Area" is undertaken.	The Property Standards site check on October 19, 1999, and revealed no evidence of oil dumping .
7.0 (previously issue 12) There is a need to relocate the Hydro works yard as it is an incompatible use with residential lands. The works yard is located directly south of an R3A U(40) zone comprised of row dwellings, and the fumes from the pole yard carry for approximately 125 feet.	<p>The Ottawa Hydro facility and yards and the marshalling yards to the south are designated Special Study Area in the Official Plan. The "Greenboro Marshalling Yard Special Study Area" will be included in the draft UPPW 1999 Work Programme, as stated in the response to issue 4.0; when that study is undertaken, the zoning for these sites will be reviewed. The Ottawa Hydro works yard is a permitted non-conforming use under <i>Zoning By-law, 1998</i>.</p> <p>The issue of fumes from the pole yard was discussed with MOE staff, who stated that they had not received any complaints from area residents concerning the Ottawa Hydro yard. At the January 7, 1999, meeting, this fact was stated, and the community is now aware that a complaint regarding the issue of fumes should be relayed to MOE. MOE staff stated that they treat each occurrence on its own merits and will undertake to investigate all occurrences</p>	The "Greenboro Marshalling Yard Special Study Area" has been deferred because of other departmental priorities.

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	pertaining to off-site environmental impacts on humans.	
<b>TRAFFIC SAFETY ISSUES</b>		
8.0 (previously issue 13) There is a concern regarding the safety of the residents resulting from Hydro trucks travelling along Albion Road.	UPPW has informed Ottawa Hydro of the community's concerns in the past. UPPW will be undertaking a review of the intersection of Albion and Heatherington which will include speed analysis of traffic (with separation of heavy trucks). If speeds are found to be in excess, UPPW will refer the matter to the Regional Police for enforcement. See also the response for issue 10.	A speed analysis has been undertaken (with separation of heavy trucks) and no excessive speeds have been recorded. In addition, the installation of warranted all-way stop control at the Albion Road/ Heatherington Road intersection in August 1999, helps control speeds along Albion Road. Consequently no further actions are required.
9.0 (previously issue 15) Traffic calming measures are required along Heatherington Road.	UPPW undertook speed surveys of the traffic on Heatherington Road in December 1998. The surveys reflect average and eighty-fifth percentile speeds between 50 km/h and 59 km/h, with a significant number of vehicles recorded travelling at excessive speeds, up to 82 km/h. As such, the matter was referred to the Ottawa-Carleton Regional Police Service on December 18, 1998, for appropriate action.  UPPW is currently reviewing the viability of signing reduced speed limits on City roads. The minimum limit that can be established is 40 km/h in accordance with the Ontario Highway Traffic Act. A pilot project is currently underway where 40 km/h signs have been posted at selected locations to determine effectiveness and impact. Signing additional locations with the reduced speed limit will not be undertaken until the pilot locations have been adequately evaluated.	The City in conjunction with the Region and several area municipalities has implemented several Community Safety Zones as pilot projects where fines are increased for violations of traffic laws and where the Ottawa-Carleton Police have committed to increased enforcement of traffic. One of the pilot projects has been implemented along Heatherington.  The Community Safety Zones established as pilot projects are currently being evaluated. A determination on maintaining and implementing additional Community

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	<p>The use of speed humps on City roadways is currently in the experimental testing stages. An evaluation report will be submitted to City Council which assesses the effectiveness of the speed humps. Until such time as this evaluation is complete, UPPW does not support the installation of additional speed humps on city of Ottawa roadways. If, as a result of the evaluation, such devices are approved for use they would be established as funds permit and on a priority basis. Given the current fiscal realities, such projects are only likely to proceed in conjunction with other reconstruction on streets identified for action.</p>	<p>Safety Zones will be made following this evaluation. It is expected that a report on the evaluation will be prepared for consideration by Council in the summer of 2000.</p> <p>The City is not proceeding with further implementation of speed humps until an evaluation of this traffic calming measure has been completed. Staff are currently undertaking this evaluation with the assistance of a consultant, and pursuant to a Council directive, will be reporting back to Council with a traffic calming policy in the spring of 2000. It is expected that this policy will provide direction for future implementation of speed humps and other traffic calming measures.</p>
<p>10 (previously issue 16) There is a need to increase safe pedestrian links to the intersection of Albion and Heatherington Road.</p>	<p>UPPW will be reviewing this intersection to determine if all way stop controls warranted. Due to the nature of the data required, this location will be included in the 1999 Traffic Count Programme.</p>	<p>All-way stop control was installed at this intersection in August 1999.</p>
<p>11 (previously issue 18) Residents would like a one car-length, no parking area to be established on the south side of Fairlea Crescent between Gore</p>	<p>UPPW previously reviewed this issue in 1997. As a result of the public consultation that occurred through the January 7, 1999, meeting with the community, parking along the south side of Fairlea Crescent between Heatherington Road and the entrance to Fairlea Park Housing Co-op (3019 Fairlea Crescent) was further reviewed.</p>	<p>“No Parking” restrictions have been put in place along the south side of Fairlea Crescent for 9 metres on either side of Gore Private and either side of the entrance to 3019 Fairlea Crescent.</p>

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<p>Private and the entrance to 3019 Fairlea Crescent, and a stop sign at the corner of Fairlea Crescent and Gore Private as children exit from the school bus at this location.</p>	<p>This review was conducted in the context of additional information presented by the public. It was concluded that “No Parking” restrictions for nine (9 m) metres on either side of Gore Private and either side of the entrance to 3019 Fairlea Crescent would be appropriate, due to the alignments of the driveways and the curves on Fairlea Crescent. A work order to establish these regulations is pending.</p> <p>With respect to the installation of stop signage, Gore Private is a private entrance and, under the Ontario Highway Traffic Act., all drivers entering a highway from a private road must yield right of way to all traffic on the highway. This often requires the vehicles to stop before entering the public street. The City of Ottawa does not sign control at private accesses. Residents of City Living (for the Gore Private location) and residents of the Fairlea Park Housing Co-op (for the 3019 Fairlea Crescent location) can opt to hire a company to install a stop sign on their property as a means to encourage residents to make a stop before exiting the site.</p>	<p>This work was undertaken in March 1999. No further action related to installing stop control along the private driveways for the City Living and Fairlea Housing Co-Op as they enter Fairlea Crescent will be undertaken by the City (the requested stop controls are the responsibility of the property owners.)</p>
<b>RECREATIONAL ISSUES</b>		
<p>12 (previously issue 19) Need a place for a community centre for youth, children and teenagers.</p>	<p>CMS submitted its “Leisure, Arts and Heritage Programs and Facilities Study - Phase I: Inventory” to CSOC on June 24, 1998. CMS has completed “Phase II: the Analysis Phase”, which will establish Vision and Mission Statements and Principles and Objectives to serve as a basis for Phase III. Phase II was sent to Community Services and Operations Committee (CSOC) on January 27, 1999. As such, CMS has stated that it is premature at this point in time to consider a recreational facility in this community. The concerns of the community have been referred to CMS for review following completion of its “Leisure, Arts and</p>	<p>CMS is in the process of preparing Phase III, Stage 1 “Issues to be Addressed” of the “Leisure, Arts and Heritage Programs and Facilities Study”. It has been confirmed by stakeholders and will be the subject of a Council report in January 2000. This issue is included in the report and will likely proceed to Stage II of the final Phase III, which will detail potential</p>

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	Heritage Programs and Facilities Study”, June 1999.	resolutions. Anticipated completion: Fall 2000.
13 (previously issue 21) The existing facilities are inadequate to address the needs of the increasing number of children, which leads to problems such as vandalism and loitering.	CMS has stated that there is space available at the Heron Road Multi-Service Centre, at the Jim Durrell Recreation Complex, and Clifford Bowey Pool. CMS will follow-up on this issue upon the completion of its “Leisure, Arts and Heritage Programs and Facilities Study”, June 1999.	See response provided for issue 12. This issue (13) is included in the CMS study.
14 (previously issue 22) More residential development in the area is unacceptable given the existing limited facilities, currently operating at capacity, for the existing population. More facilities, including active open space areas with programmed recreational sports, are needed.	CMS has stated that there is sufficient space available within the existing recreation resources located in the area to accommodate the increased demand from more residential development. Should a short-fall be identified in the “Leisure, Arts and Heritage Programs and Facilities Study”, this issue will be reviewed upon its completion, in June 1999.	See response provided for issue 12. This issue (14) is included in the CMS study.
15 (previously issue 24) Improve amenities to compensate for the loss of green space.	This issue has been referred to CMS for review upon completion of its “Leisure, Arts and Heritage Programs and Facilities Study” in June 1999.  Prince of Peace School contacted CMS to obtain information on the “Self Help Program” as a means to improve its play facility located on the school property. CMS received the application, and has tentatively approved the funding subject to other required information and approvals being received.	See response provided for issue 12. This issue (15) is included in the CMS study.  Prince of Peace School, under the City’s Self-Help Program, completed an upgrade to their play equipment.
16 (previously issue 25) Perception is that “new	CMS has included an inventory of basic programs, and parks and facilities required to deliver basic services to the community in	See response provided for issue 12. This issue (16) is included in the CMS

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communities” are getting facilities.	Phase II: The Analysis Phase”. The purpose is to address the issue “Where we should be going and why?” See also response for issue 12.	study.
<b>II. NON-LAND USE PLANNING ISSUES</b>		
<b>EDUCATIONAL ISSUES</b>		
<p>17 (previously issue 26) Children are going too far to access facilities, such as the school, and the pool.</p>	<p>The OCDSB is undertaking an “Attendance Boundary / Area Review / School Closures Study” in response to the impact of the new education funding model introduced by the MOET. Presently the criteria is not being met with “Planning Area 4”, which includes the study area, to warrant a new school.</p> <p>The Clifford Bowey Pool is owned by the School Board, and through an agreement, is operated by the City on evenings, weekends and during the summer months. The pool may be impacted by the above mentioned study, although to-date, this school has not been identified for closure. A legal agreement is in place which would allow the City first right of refusal should the Board decide to dispose of the facility. Loss of the facility would have a significant negative impact on the City’s ability to deliver aquatic programmes in the south end of the City as there is not an alternate pool nearby.</p> <p>Prince of Peace School (of the OCCSB) is located within the study area with enrollment for Kindergarten to Grade 6. The OCCSB’s :School Re-organization and School Area Review” is to be completed this year which will identify possible school closures. Currently, OCCSB staff are of the opinion that this area of the City is well served, and the Board is not considering any closures at this</p>	<p>The OCDSB’s Phase II of the “ School Closures Study” is underway. The study area is located within Quadrant D of the Region. Phase II review of Quadrant D is scheduled to commence early in the new year, with a tentative completion date of June 2000, and implementation for September 2001.</p> <p>Clifford Bowey Pool is not slated for closure. Requirement for an additional pool in the south end is included in the CMS study.</p> <p>The OCCSB is entering Phase II of its study of school closures. This area is not under active review at the present time, as the Board is concentrating on other areas of the City.</p>

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	time.	
<b>INTEGRATED APPROACH ISSUES</b>		
18 (previously issue 28) The land uses issues derived from this study be integrated into future studies for abutting communities.	The information will be made available for any future studies of abutting areas including the "Greenboro Marshalling Yard Special Study Area".	This study has been deferred because of other Departmental priorities.
<b>SOCIAL ISSUES</b>		
19 (previously issue 34) The area behind the bush leads to drug use, loitering and fire hazard.	A Safety Audit organized by the Heatherington Youth Council (and facilitated with the South East Ottawa Centre for a Healthy Community) was undertaken in December 1997. A number of recommendations were made, resulting in improvements to build-up and painting of speed bumps; relocation and improved use of recycle bins; installation of additional light fixtures in four locations; and additional unit numbering at the rear of the units. OCH intends to undertake its own regular comprehensive safety audits, on an as-needed basis, in response to addressing the remaining Safety Audit recommendations that fall under its responsibility.	OCH has confirmed that safety audits are being undertaken on their sites.  There have been further improvements to the lighting in the area, including two additional lights in front of the brush area and building at 1455 Heatherington Road, and one additional light at the rear of the building by the parking lot.
20 (previously issue 36) There is a need to recognize the social needs of the mentally challenged, new immigrants and seniors living within the study area.	A task group of key agencies was formed to address the needs of tenants with mental illness and other special needs living in socially-assisted housing. There are more needs than existing services can address at present, according to OCH.	OCH is taking the problem of housing persons with mental housing very seriously. Various solutions are on the table requiring a change in policy. This is a long term problem which will require some time to rectify. In the meantime, Heatherington is one of the areas being monitored.

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<p>21 (previously issue 37) The needs of various demographic groups including families, singles and seniors and their influence on land use need to be addressed.</p>	<p>The SEOC for a Healthy Community offers programs and information targeted for the various demographic groups. BBBF, sponsored by the SEOC is a primary longitudinal research project funded by the Ministries of Community and Social Services, and Health and Education and Training. The BBBF project in Heatherington is focussed on primary prevention programs for children in the 0-4 age group.</p>	<p>The release of the first of the information resulting from this research project has been tentatively scheduled for mid-year 2000.</p>
<b>OTHER ISSUES</b>		
<p>22 (previously issue 39) Has Ottawa Hydro land been tested for pollutants / seepage into the ground? This is an issue given the site's location across the street from a school, and children playing nearby.</p>	<p>Staff presented this issue to Ottawa Hydro staff in a meeting last fall. At that time, Ottawa Hydro has also received a letter on this issue from the Fairlea Community Association. Ottawa Hydro then retained an independent consultant to undertake an environmental audit of its facility to address the concerns of the community. Ottawa Hydro has received the final report from the consultant and is following up on a number of recommendations.</p> <p>The MOE has not received any complaints regarding this site from area residents. All MOE records to-date for this site have originated from Ottawa Hydro reporting its own occurrences.</p>	<p>The consultant's recommendations have been implemented by Ottawa Hydro.</p>
<p>23 (previously issue 40) There is a lack of adequate public transportation into the study area.</p>	<p>Planning staff contacted OC Transpo staff who offered the following comments. Currently, there are three bus routes that service the study area, all using Heatherington Road. Two of the routes operate seven days per week, at 17 to 18 hours per day. The third route is for peak service and runs every 12 to 15 minutes. More bus service is provided during the hours children are going and coming from school. OC Transpo recognizes the high density in this area, and as such, provides more service on this collector than on other collectors, but the overall rider ship of the entire route</p>	<p>Staff forwarded a request for follow-up information on this issue to OC Transpo and were advised as follows:</p> <p>While routes 8 and 82 remain, local route 112 has been replaced with route 141. This community circulator route is considered to be an improvement in serving the transportation needs of the</p>

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	<p>must be factored in when making changes to service. OC Transpo completed its yearly evaluation of these routes, and all of the routes are within the established guidelines for ridership, which means that the service will not be increased or decreased.</p> <p>At the January 7, 1999 meeting with stakeholders, a suggestion was made for further action to be undertaken to review the routing of public transit in the study area. As a result, this issue and the written comments received by UPPW in response to its draft submission, will be forwarded to OC Transpo for its information and consideration of appropriate action.</p>	<p>community. This service improvement is a direct result of the public consultation undertaken as part of Transplan and the recent review of the annual service route improvements.</p>

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November 17, 1999

ACS1999-PW-PLN-0118  
(File: OZP99-16)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT9 - Capital

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

Action/Exécution

## 2. Zoning - 1235 Bank Street

### Modification de Zonage - 1235 rue Bank

#### Recommendations

1. That the application to amend Zoning By-law, 1998 from R3J to CN4-x F(1.5) H(13.8), for 36 Cameron Avenue, to permit a car wash be **REFUSED**.
2. That the application to amend Zoning By-law, 1998 from CN4 F(1.5) H(13.8) to CN4-x F(1.5) H(13.8), for 1235 Bank Street, to permit a car wash be **REFUSED**.



November 19, 1999 (1:11p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



November 22, 1999 (12:58p)

Approved by  
John S. Burke  
Chief Administrative Officer

CL:cl

Contact: Charles Lanktree 244-5300 ext. 3859

## Financial Comment

N/A



November 19, 1999 (12:47p)

for Mona Monkman  
City Treasurer

CP:ari

## Executive Report

### Reasons Behind Recommendations

The properties are located at the southeast corner of Bank Street and Cameron Avenue. A detached house is located at 36 Cameron which would require demolition to accommodate the queuing space for cars entering the proposed car wash. A dry cleaning plant is located at 1235 Bank Street which would remain with the proposed car wash building constructed on the south side of the property fronting on Bank Street.

The property at 1235 Bank Street is located within the Neighbourhood Linear Commercial Area along Bank Street. The pertinent objectives of this land use designation as shown on Schedule "A" to the Official Plan are to provide for retail, office, service and community related uses; to control expansion of this commercial area; and to reduce negative impacts on adjacent residential areas. The policies with respect to Neighbourhood Commercial Areas direct that the form of development be store-front-type which is pedestrian oriented. These areas are intended to grow by infill and consolidation prior to expansion into other areas. Development guidelines for Neighbourhood Commercial Areas further direct that uses which generate impacts of light, noise and traffic on adjacent residential areas be discouraged, and that a continuity of street-oriented retail be established. Given this policy direction and the availability of a District Linear Commercial Area immediately to the south of this area (ie. south of the Rideau River) which provides for auto-oriented uses such as the proposed car wash, the addition of this use in a Neighbourhood Linear Commercial Area is not advisable.

The property at 36 Cameron Avenue is within a Residential land use designation abutting the Neighbourhood Linear Area along Bank Street. The new Zoning By-law, 1998 has maintained the residential zoning on this property and confirmed the residential designation. The proposed car wash is not considered compatible with the adjacent residential community and especially with the individually designated heritage building at 32 Cameron Avenue which would be immediately abutting the car wash. It would create a negative intrusion into

this area with the attendant impacts of light, noise and traffic. A car wash in this location is not considered to be neighbourhood-serving or an acceptable non-residential use as it would draw commuter traffic from Bank Street onto Cameron Avenue which is a local street. The use of this lot for queueing cars would necessitate the demolition of the existing detached house which would be subject to Demolition Control as a separate application. Such a demolition and the loss of a residential unit would not be supportable as no benefit can be attributed from it to the community.

Given the property dimensions it does not appear that the 10 queuing spaces required by the zoning by-law for each wash bay of an automatic car wash can be provided on-site in a manner that will provide for a functional queuing arrangement. Consequently, there exists potential that Cameron Street between Bank Street and the site access would be used for queuing. Such an arrangement would effectively reduce the street width to functionally accommodate one lane of traffic. This would be problematic considering that Cameron serves as a key access/egress for the community due to the signalized intersection at Bank Street. Also, the location of the car wash on the south side of the dry cleaning shop would eliminate the parking now being utilized for this land use. As no provision has been made to replace this parking, a deficiency of parking spaces would be created that would further compound the on-street parking problem.

For the above noted reasons the proposed car wash is not an acceptable use in this location.

### Economic Impact Statement

The addition of a car wash use at this location would create no appreciable economic impact on the City.

### Consultation

There was considerable public response to this proposal which was all in opposition. The Old Ottawa South Community Association provided comments in opposition to the proposal. Eleven letters were received from individuals. Eighteen telephone messages were received. A petition was submitted with 173 signatures from residents of the neighbourhood. The Local Architectural Conservation Advisory Committee also provided an opposing comment.

## Disposition

### Department of Corporate Services

1. Department of Corporate Services, Statutory Services Branch to notify the applicant (Fraser Hillary's Limited, 1235 Bank Street, Ottawa, Ontario K1S 3Y2), the property owner (same), and the Regional Municipality of Ottawa-Carleton, Plans Administration Division, of City Council's decision.

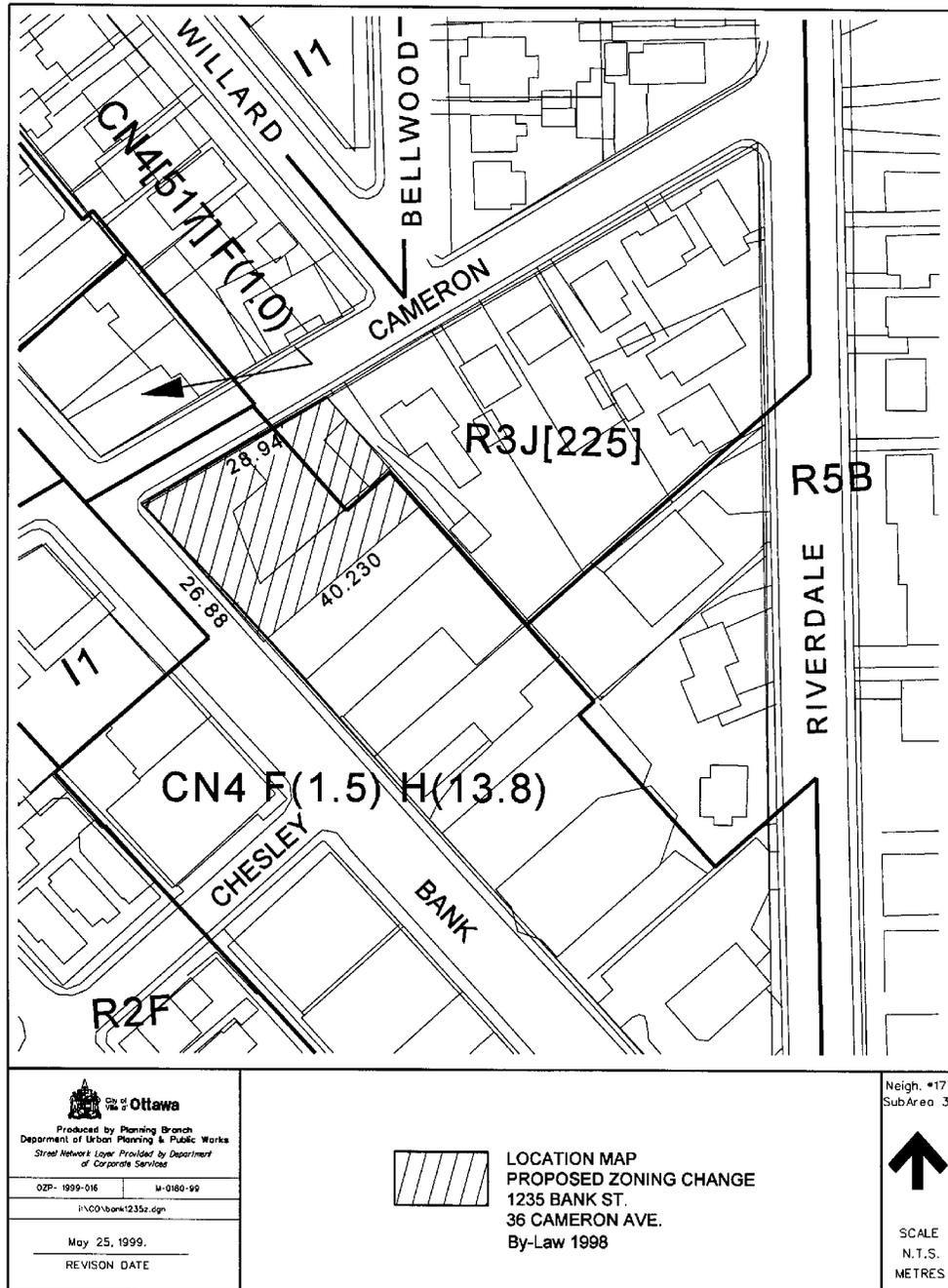
### **List of Supporting Documentation**

- |            |  |
|------------|--|
| Document 1 | Location Map   |
| Document 2 | Municipal Environmental Evaluation Process Checklist (on-file with the City Clerk) |
| Document 3 | Consultation Details   |

Part II - Supporting Documentation

LOCATION MAP

Document 1



**CONSULTATION DETAILS**

Document 3

Notification and consultation procedures carried out in accordance with the early notification procedure P&DPPP/N&C#1 approved by City Council for Zoning Amendments.

Supplemental Notification and Consultation

This application was circulated to the Local Architectural Advisory Committee who provided the following comment:

“That LACAC strongly opposes the requested rezoning change from (R3J) to (CN4). The zoning change would jeopardize the heritage quality of the neighbouring designated house and the heritage streetscape.”

Comments from City Departments and other government agencies have been incorporated within this report.

Public Comments

Clive Doucet, the Regional Councillor for the area, expressed concern that a car wash is not an appropriate commercial use in such a small-scale neighbourhood area.

The following is a summary of the key comments in opposition to the proposal which were submitted by residents of the surrounding neighbourhood:

- This is a commercial encroachment into the residential neighbourhood which will lead to extensive traffic congestion on a main arterial road and what has been a quiet residential street in an area of two schools and day cares.
- There are environmental dangers arising from waste water containing salt, grime and detergents from the car wash.
- The proposed rezoning would devalue surrounding residential properties on all of Cameron, as well as near by properties on Willard and Bellwood Streets.
- Cars lined up to enter the car wash would block access to Willard and Bellwood Streets from Cameron Street.
- Cameron Street is only 22 feet wide with parking permitted on both sides. This is very narrow to provide the main access to the neighbourhood. The addition of cars queuing to the car wash would cause a further constriction that could block the street.
- Pedestrian traffic on Cameron would be hampered by the cars queuing to the car wash.

- Thirty-six Cameron is the only remaining buffer between the Bank Street businesses and my home (36 Cameron Street - Robertson House). The proposed zoning change will cause considerable negative impact to this heritage site. As it is now, noise, garbage, vagrants, snow removal damage, noxious fumes, soil contamination and weed overgrowth are just a few of the problems caused by having most of my property line exposed to Bank Street.
- “I feel I am only the custodian of 32 Cameron “Robertson House”. The residential protection I sought and received before the city declared it a Heritage Home must be maintained as such to enrich the quality of life of the residential and business community of Old Ottawa South.”
- The Official Plan for Ottawa South is supposed to prohibit car dealerships and body shops because of the traffic they generate.
- “I have just purchased a home in Old Ottawa South because of the nature of the neighbourhood; I enjoy the existing residential, institutional, and commercial mix, but the commercial must stay on Bank Street. I fear that once an amendment is made in this case, it will just open the door for further negative applications. We have to safeguard the residential nature of the neighbourhood in order to maintain a vibrant and safe community.”
- “I have two boys who like to skateboard. I dread having extra cars in the vicinity. The corner of Bellwood, Cameron and Willard, with its unusual shape is already dangerous.”
- It would result in a commercial use being placed on a residential street.
- It would place a commercial use next to an important heritage residence.
- It would remove a residential unit that is at 36 Cameron Avenue.
- It would result in a commercial use which is incompatible with the commercial zone on Bank Street.
- The Old Ottawa South Community Association expressed its opposition to the car wash because it conflicts with the objectives of the Official Plan and the new Zoning By-law, 1998. It would result in permitting a use that has long been prohibited and is incompatible and contrary to the pedestrian oriented commercial establishments that are envisioned for the neighbourhood under the previous and current zoning by-laws. Furthermore, it would remove an existing residential unit and allow the commercial zone to move into the residential community.

### Application Process Timeline Status

This application, which was submitted on May 17, 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 undertaken by staff with interested community associations since the proponent did not undertake Pre-consultation. This application was not processed within the fourteen to twenty week timeframe established for the processing of Zoning Amendment applications.

### Councillor’s Comments

Councillor Inez Berg provided the following comment with respect to this zoning proposal:

“I concur with and respect the community's complete opposition to the rezoning application to allow a car wash in a residential zone - such a change would have a very negative impact on the surrounding residential neighbourhood. Ottawa's Official Plan and our zoning by-laws have been developed to protect the residential character of this part of the City while allowing a commercial strip along Bank Street - to permit such an intrusive exception would confound all our hard won efforts to preserve this part of Old Ottawa South.”

November 23, 1999

ACS1999-PW-PLN-0169  
(File: OZP1996/024)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT6 - Somerset

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

Action/Exécution

### 3. Zoning - 172-182 Sparks Street Zonage - 172-182, rue Sparks

#### Recommendations

1. That By-law Number 297-97 be **REPEALED**.
2. That the proposed new zoning by-law for the Central Area be amended accordingly.



November 24, 1999 (11:39a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

PB:pb

Contact: John Moser - 244-5300 ext. 1-3860



November 24, 1999 (1:19p)

Approved by  
John S. Burke  
Chief Administrative Officer

#### Financial Comment

N/A.



November 24, 1999 (11:23a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

On October 15, 1997, City Council approved a zoning amendment, report reference ACS1997/1301-120, to permit an outdoor surface public parking area at 172-182 Sparks Street for a temporary period not exceeding three years. Approval was conditional upon Site Plan Control Approval being obtained and the required agreement being entered into prior to the implementing by-law being enacted. This condition was completed and, on November 5, 1997, City Council enacted implementing Zoning By-law Number 297-97. The temporary period will expire on November 4, 2000.

A compliant was received by the Department's enforcement section in the spring of 1998. Enforcement was delayed as a result of potential new development for this site. An inspection in April of this year revealed violations of Zoning By-law Number Z-2K, including the parking provisions of aisle space and parking space size. The tenant, Ideal Parking, applied for minor variances to the Committee of Adjustment, and the hearing was adjourned in September pending the outcome of a downtown parking study. Another inspection in November revealed violations, including the non-compliance of landscaped separation provisions in the subject exception zone. Notices of violation have been issued by Departmental enforcement staff. To date, the zoning violations continue with no changes to the parking layout.

Although the required site plan control approval for the temporary parking lot was obtained and the site plan agreement was entered into and signed by the applicant, the condition in the site plan agreement that a 100% security deposit to cover the costs of the required landscaping be posted by the applicant within three months of the site plan approval was not accomplished. The security was not posted, and under the terms of the agreement the site plan approval lapsed. In addition, the approved landscaping for this site was not completed. As a result, enforcement staff have issued a notice of violation under the Site Plan Control By-law.

The Department recommends the repeal of the by-law which permitted temporary use parking for this site because of the continued zoning violations of the parking layout and required landscaped areas. In addition, the owner has not met certain obligations to be subject to Site Plan Control while operating a commercial parking lot.

Since City Council has approved temporary parking at this site under the proposed new zoning for the Central Area, it is also recommended that the new zoning by-law for the Central Area be amended to delete the use of a temporary parking lot for this property.

If illegal parking continues after the repeal of this by-law, the Department will vigorously pursue further enforcement options.

## Economic Impact Statement

Due to the nature of this submission an Economic Impact Statement is not warranted.

## Environmental Impact

An Environmental Impact checklist was not required for this Departmentally initiated submission.

## Consultation

This report was not subject to the Early Notification process. Notice of this report was, however, advertised in the local newspapers prior to the Planning and Economic Development Committee meeting. In addition, the owner and tenant were notified that this report would be proceeding to the December 7, 1999, Planning and Economic Development Committee meeting.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner (1259087 Ontario Inc., c/o Canril Corporation, Attention: Terrence Guilbault, 200-81 Metcalfe Street, Ottawa, Ontario. K1P 6K7) and the tenant (Ideal Parking, Attention: Marc Proulx, 41 George Street, Ottawa, Ontario, K1N 8W5) of City Council's decision.

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

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

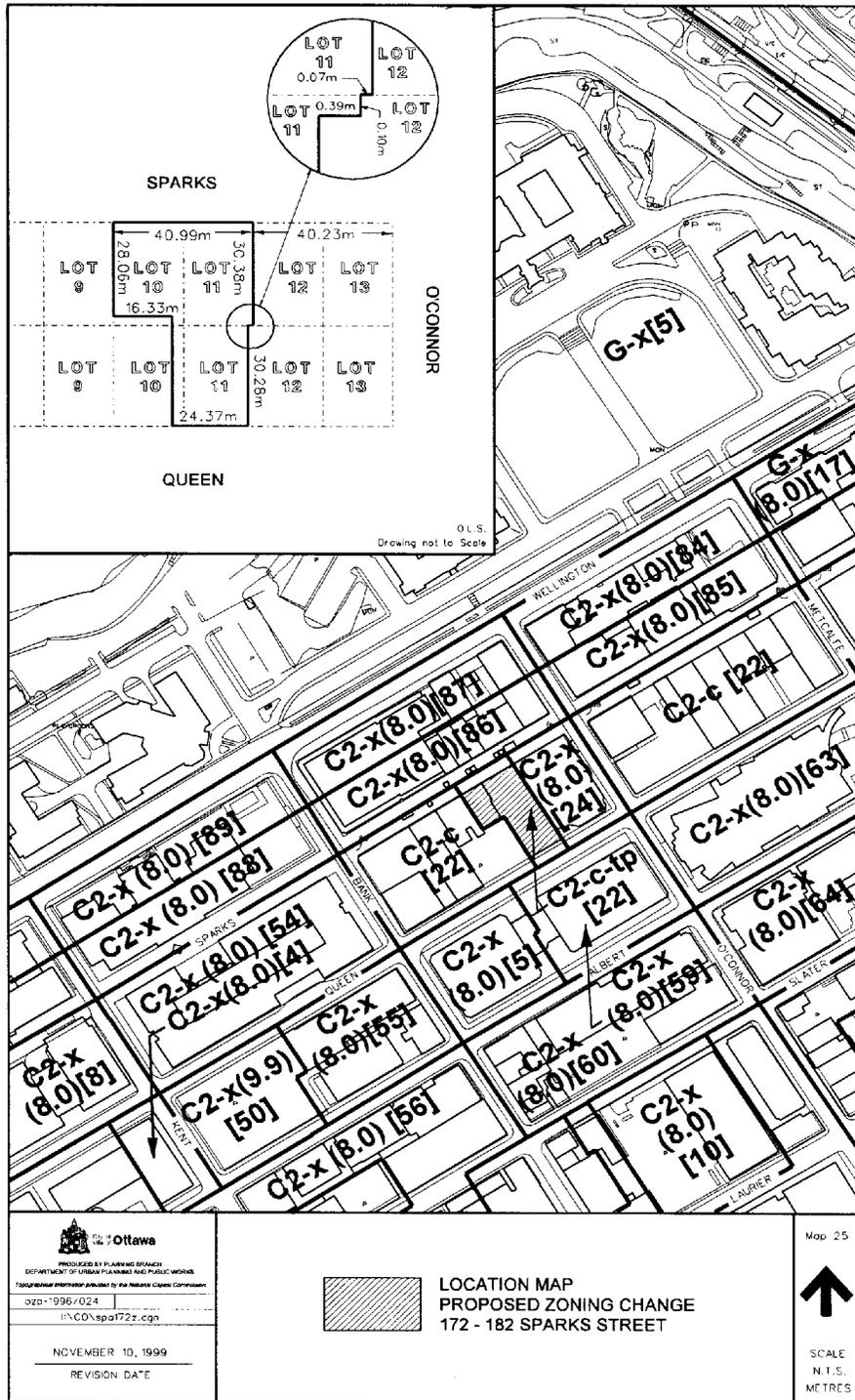
## List of Supporting Documentation

Document 1    Location Map

Part II - Supporting Documentation

Location Map

Document 1



November 18, 1999

ACS1999-PW-PLN-0170  
(File: OZP1998/028)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT8 - Mooney's Bay

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

Action/Exécution

#### **4. Zoning - 1330 Carling Avenue** **Zonage - 1330, avenue Carling**

### **Recommendation**

That the proposed amendment to the Zoning By-law, 1998, as it applies to 1330 Carling Avenue, be APPROVED from CDF(2.0) to a CDF(2.0) exception zone, as detailed in Document 2.



November 19, 1999 (2:31p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DJ:dj

Contact: Douglas James 244-5300 ext. 3856



November 22, 1999 (1:12p)

Approved by  
John S. Burke  
Chief Administrative Officer

### **Financial Comment**

N/A



November 19, 1999 (12:07p)

for Mona Monkman  
City Treasurer

CP:ari

## **Executive Report**

### **Reasons Behind Recommendation**

On April 21, 1999, City Council approved the rezoning of the property at 815 Archibald Street from residential to commercial CDF(2.0), in order to allow the expansion of the automobile dealership on the property adjacent to the north (1330 Carling Avenue). This recommendation of approval resulted from a motion presented at Planning and Economic Development Committee, and was necessary as staff had recommended refusal of the rezoning.

The applicant now has submitted a Site Plan Control application and through this process, it has been determined that the applicant requires amendments to certain performance standards of the Zoning By-law. These include a minimum rear yard as well as the separation distance and landscape requirements between a commercial use and a residential use and between a commercial use and the street. Staff have initiated this rezoning application in order to facilitate the proposed development.

As these amendments to the performance standards will allow development of the site, in accordance with Council's April 21, 1999 decision, the Department is recommending that they be approved.

It is the Department's opinion that compatibility with the residential property immediately to the south, as well as the proposed development's relationship with the street, can be accommodated through the Site Plan Control approval process.

### **Economic Impact Statement**

There is no anticipated economic impact from this proposed rezoning.

## **Disposition**

Department of Corporate Services, Statutory Services Branch to notify the owner ( Kevin Mulligan, Second Chance Auto Sales, 1330 Carling Avenue, K1Z 7K8), the Corporate Finance Branch, Review Section, Assessment Control Supervisor and the Regional Municipality of Ottawa-Carleton, Plans Administration of City Council's decision.

Office of the City Solicitor to forward the implementing By-law to City Council

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

## List of Supporting Documentation

Document 1	Explanatory Note
Document 2	Details of Proposed Zoning
Document 3	Location Map
Document 4	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 NUMBER -99

By-law Number -99 amends the *Zoning By-law, 1998*, the City's Comprehensive Zoning By-law.

On April 21, 1999, City Council approved the rezoning of 815 Archibald Street from residential to commercial, to permit the expansion of the automobile dealership located on the adjacent property at 1330 Carling Avenue. The owners of the automobile dealership have now submitted a Site Plan Control application to the City and it has been discovered that additional amendments to the commercial zoning performance standards are required in order to allow the expansion of that use.

### Current Zoning

The current zoning of the subject property is CDF(2.0). This is a district linear commercial zone allowing a wide range of commercial uses, such as an automobile dealership, a retail business and all types of restaurants. The F(2.0) represents the floor space index for the property, which in this instance, indicates that the total floor area of building(s) on the property may equal two times the area of the lot.

This zoning requires various performance standards, such as;

- (i) a minimum rear yard of 7.5 metres where a property abuts a residential zone,
- (ii) a minimum width of landscaped area of 0.6 metres with a 1.4 metre high fence where a yard is required,
- (iii) a minimum separation distance of a parking lot from a residential zone of 3.0 metres, which must be landscaped open space and,
- (iv) a minimum separation distance of three metres from a public street, which must be landscaped open space.

### Recommended Zoning

The recommended zoning is a CDF(2.0) exception zone. This zone is identical to the present zoning, except that the performance standards mentioned above will be modified as follows:

- (i) the minimum rear yard abutting a residential zone shall be 3.7 metres,
- (ii) the minimum width of landscaped area where a yard is required shall not apply for a side yard abutting a street.
- (iii) a minimum separation distance of a parking lot from a residential zone of 3.0 metres, which must be landscaped open space, shall not apply and,
- (iv) a minimum separation distance of three metres from a public street, which must be landscaped open space, shall not apply.

That the subject property as shown on Document 3 be rezoned from CD F(2.0) to a CD F (2.0) exception zone as follows:

- required minimum rear yard where that yard abuts a residential zone is 3.7 metres;
- requirement to provide a minimum width of landscaped area where a side yard abuts a street does not apply;
- requirement to provide a minimum landscaped separation distance between a parking lot in a commercial zone and a residential zone boundary does not apply; and
- requirement to provide a minimum landscaped separation distance between a parking lot and a public street does not apply.



NOTIFICATION AND CONSULTATION PROCESS

A copy of this report was sent to the local Community Associations as well as those who appeared before Planning and Economic Development Committee at the March 30, 1999 meeting.

APPLICATION PROCESS TIMELINE PROCESS

This rezoning is not subject to a project management timeline or Mandatory Information Exchange.

Councillor's Comments

Councillor Bickford is aware of this application.

November 17, 1999

ACS1999-PW-PLN-0161  
(File: OCM3100/1999-005  
OZP1999/022)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT8 - Mooney's Bay

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

**5. Official Plan Amendment / Zoning - 1530 Fisher Avenue  
Modification du Plan directeur / Zonage - 1530, avenue Fisher**

**Recommendations**

1. That the application to amend the Carleton Heights Secondary Policy Plan of the City of Ottawa Official Plan, as it applies to 1530 Fisher Avenue, from Residential Area - Medium Density to Shopping Area - Minor to permit a commercial plaza be APPROVED, in accordance with the details in Document 2.
2. That the application to amend the *Zoning By-law, 1998*, as it applies to 1530 Fisher Avenue, from a R3A-p Converted House/Townhouse Zone to a CG General Commercial Zone be REFUSED.
3. That an amendment to the *Zoning By-law, 1998* as it applies to 1530 Fisher Avenue, from a R3A-p Converted House/Townhouse Zone to a CL1 Local Commercial Sub Zone be APPROVED in accordance with the details in Document 4.



November 19, 1999 (1:41p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

REK:rek

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



November 22, 1999 (1:06p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

N/A



November 19, 1999 (12:33p)

for Mona Monkman  
City Treasurer

CP:ari

## Executive Report

### Reasons Behind Recommendations

#### Background

The subject property forms part of a larger residential property located in the City of Nepean. The lands located in Nepean are developed with a seven-storey apartment building. A one-storey building approximately 675 sq. metres in area is attached to the east side of the apartment building and is occupied by a number of commercial uses (video rental, food retail, dry cleaners, restaurant, full service). The portion of the property located in the City of Ottawa is used as parking for the commercial uses. The R3A-p Converted House/Townhouse Zone permits the current use (i.e. transitional parking) of the subject lands.

The applicant proposes to demolish the existing commercial building in Nepean and construct two commercial buildings with a total gross floor area of approximately 900 sq. m. that will straddle the municipal boundary. The proposed use of the buildings includes retail, convenience store and personal service business as well as restaurant, full service, restaurant, take-out and restaurant, fast-food. Drive-through service is being considered for both retail and restaurant uses.

As indicated, the proposed development straddles the municipal boundary of the City of Nepean and Ottawa. The Zoning By-law of the City of Ottawa is not able to recognize lands in the City of Nepean as a means of the satisfying the requirements of the Zoning By-law. The proponent has been advised that an application for approval of certain variances to the Zoning By-law (e.g. required parking and loading located off-site in Nepean, access from parking to public roadway in Nepean) will be required to be approved by the Committee of Adjustment. This avenue of approval will ensure that adequate parking is provided in the future in the event of a change in tenancy.

An application has also been made to the City of Nepean to amend their Zoning By-law to include a restaurant, fast-food as a permitted use. The Nepean Planning and Development Department Report has recommended approval of the application. At its meeting of September 28, 1999, the City of Nepean Planning and Development Committee deferred consideration of this matter pending a decision by City of Ottawa City Council on this application.

#### Recommendation 1.

The application to amend the Official Plan to permit a commercial plaza is recommended for APPROVAL based on the following:

The Carleton Heights Secondary Policy Plan designates the subject lands “Residential Area - Medium Density”. This land use designation does not make any provision for the non-residential use of lands. Consequently an Official Plan amendment is required to permit the commercial use of these lands.

#### Secondary Plan Commercial Land Use Strategy

The Carleton Heights Secondary Policy Plan envisages a single major commercial centre with being served by commercial sub-centres located away from the main centre. Accordingly, the Plan has established two land use designations for commercial use: “Shopping Area - Major” and “Shopping Area - Minor”. The Shopping Area - Major designation is intended to include community level shopping facilities and has been applied to the intersection of Meadowlands Drive and Prince of Wales Drive.

The Shopping Area - Minor designation is intended to accommodate “neighbourhood level shopping facilities of a corner store, local convenience nature”. There are currently three such sub-centres designated on the Secondary Land Use Plan which are located next to the intersections of Fisher Avenue and Baseline Road, Fisher Avenue and Prince of Wales Drive, and Baseline Road/Heron Road and Prince of Wales Drive.

The Plan requires that sub-centres (i.e. Shopping Area - Minor) be at least 800 metres from the main commercial centre of the neighbourhood, located adjacent to a major roadway, serve the neighbourhood population or highway traffic (along Prince of Wales Drive) and be at a lesser scale than the main commercial centre. The proposed re-designation of 1530 Fisher Drive to Shopping Area- Minor meets the locational criteria for commercial sub-centre development of the Policy Plan as it is located on a major roadway and is more than 800 metres from the main commercial centre.

#### Recommendation 2.

The recommendation of REFUSAL to amend the Zoning By-law to a CG, General Commercial zone is based on the following:

## 1. Commercial Land Use Strategy of Secondary Policy Plan

The requested “Shopping Area - Minor” designation of the Secondary Policy Plan is generally intended for “neighbourhood level shopping facilities of a corner store, local convenience nature”. The requested CG, General Commercial zoning would permit, among other uses, restaurant, fast-food, which is a use considered to be better suited to lands designated Shopping Area - Major designation.

Fast-food restaurants have wide appeal and can generate large volumes of traffic and parking that is not considered to be in keeping with the small-scale, local-oriented nature of this land use designation. In particular, this restaurant is to incorporate a drive-through lane which is designed primarily to appeal to vehicle traffic passing through rather than from within the neighbourhood.

## 2. Existing Land Use Character of Area / Land Use Compatibility

The subject property is located within an established community, at an intersection where the land use is predominately low density residential. The existing commercial use of the property is set back from the corner and does not, at this time, have significant presence at the intersection. The existing uses located on the property include local-oriented, convenience-type commercial uses such as a convenience store and dry cleaner that serve the immediate residential neighbourhood. The proposed development intends to bring the commercial use of these lands closer to the intersection and to the adjacent low density residential development.

The requested CG, General Commercial zoning that would permit a restaurant, fast-food at this location is not considered to be appropriate or compatible with adjacent low density residential uses due to the high levels of traffic, noise, odours, signage, and garbage associated with this particular use. The incorporation of a drive-through with the fast-food restaurant and its location close to a secondary school just north of the subject property will compound the nuisance effect of the fast-food restaurant on adjacent residential properties.

The City of Nepean Planning Department has recommended approval of an amendment to their zoning by-law to permit restaurant, fast-food on the west half of the property. Their recommendation is based on a number of considerations but does not include the issue of compatibility with existing uses. It is important to note that unlike Ottawa, land use compatibility is not expected to be a significant issue for the City of Nepean as those lands in Nepean that abut the subject property are developed with medium to high density housing (four- and seven-storey apartments), whereas those lands in Ottawa are low density residential (detached, semi-detached and townhouses).

### Recommendation 3

The recommendation to APPROVE a CL1 Commercial Subzone in accordance with the details in Document 4 is based on the following points of consideration:

#### 1. Secondary Policy Plan / Existing Land Use Character / Compatibility

The proposed CL1, Local Commercial Subzone is considered to be the most appropriate zoning given that the Secondary Plan land use designation is intended for “neighbourhood level shopping facilities of a corner store, local convenience nature”. The neighbourhood level uses permitted by such a zone are considered to be suitable for this particular location given its predominately residential setting. The CL1 Sub Zone does provide for a restaurant use but limits such use to take-out and full-service types which are considered to be more compatible in this land use context than a fast-food type restaurant would be relative to the impact of traffic and garbage.

#### 2. Specific Exceptions to the CL1 Sub Zone

The zoning details in Document 4 propose to add automated teller and day care to the list of permitted uses. These particular uses are already listed permitted uses in the standard CL Local Commercial Zone and are considered to be appropriate at this location.

The proposed increase in the maximum permitted single occupancy of a permitted use from 204.5 square metres to 300 square metres accommodates the proposed development of the subject property. This regulation is considered to better maintain the planning objective of ensuring that uses are of a local-orientation while at the same time providing for a more flexible size in tenancy.

### Economic Impact Statement

The requested zoning change has a positive fiscal impact on City operations. It is estimated that tax revenues under the commercial zoning would be \$4,000 per year compared to \$2,700 under the residential zoning, while costs to the City would be at least four times lower.

### Consultation

Two letters, one of which was signed by 10 persons, were received objecting to the use of the lands for a restaurant, fast-food. One person telephoned requesting additional information. Councillor Jim Bickford is aware of the application.

## **Disposition**

Department of Corporate Services, Statutory Services Branch to notify the Agent and Applicant (Minto Developments Incorporated, 300-427 Laurier Avenue West, Ottawa, Ontario, K1R 7Y2, Attention: Mary Jarvis) and the Region of Ottawa-Carleton, Development Approvals Division, of City Council's decision.

Office of the City Solicitor to:

- i) prepare and forward the necessary by-law to adopt this Official Plan Amendment to City Council; and
- ii) forward implementing zoning by-laws to City Council.

Department of Urban Planning and Public Works to:

- i) prepare and give notice in accordance with the Planning Act within 15 days of the adoption of this Official Plan Amendment to the Clerk of the Region of Ottawa-Carleton and any public body or person who requested notification; and
- ii) prepare submission to the Region of Ottawa-Carleton requesting approval of the Official Plan Amendment following its adoption by City Council; and
- iii) prepare implementing zoning by-law.

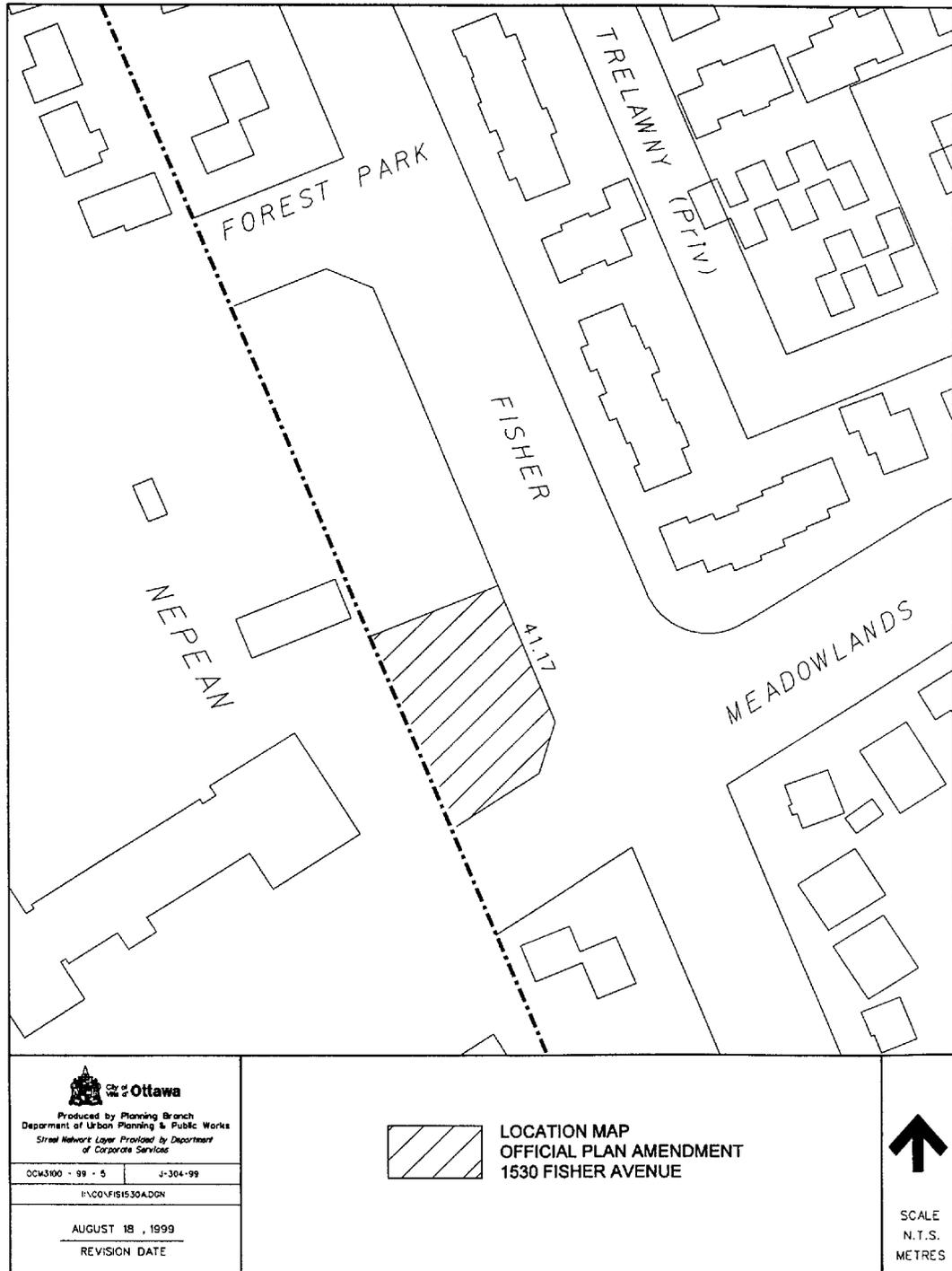
## **List of Supporting Documentation**

Document 1	Location Map - Official Plan Amendment
Document 2	Proposed Amendment to the City of Ottawa Official Plan
Document 3	Location Map - Proposed Zoning Change
Document 4	Details of Zoning By-law Amendment
Document 5	Explanatory Note to Zoning By-law Amendment
Document 6	Municipal Environmental Evaluation Report (on file with City Clerk)
Document 7	Consultation Details

**Part II - Supporting Documentation**

Location Map

Document 1



Official Plan Amendment ■ Modification du Plan directeur

# Land use Utilisation du sol



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**THE STATEMENT OF COMPONENTS**

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

**PART B - THE AMENDMENT** - the Text and Map contained in this part constitutes the Amendment to the City of Ottawa Official Plan.

## **PART A - THE PREAMBLE**

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### **1.0 Purpose**

The purpose of Amendment No. \_ is to change the current land use designation of the subject lands from a residential designation to a commercial designation to permit the commercial use of the lands.

### **2.0 Location**

The lands affected by the Amendment are located on the northwest corner of the intersection of Meadowlands Drive and Fisher Avenue and are known municipally as 1530 Fisher Avenue.

### **3.0 Basis**

The basis of the Amendment is as follows;

1. The proposed re-designation of 1530 Fisher Drive to Shopping Area- Minor meets the locational criteria for commercial sub-centre development of the Secondary Policy Plan as it is located on a major roadway and is more than 800 metres from the designated main commercial centre.

## **PART B - THE AMENDMENT**

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### **1.0 The Introductory Statement**

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

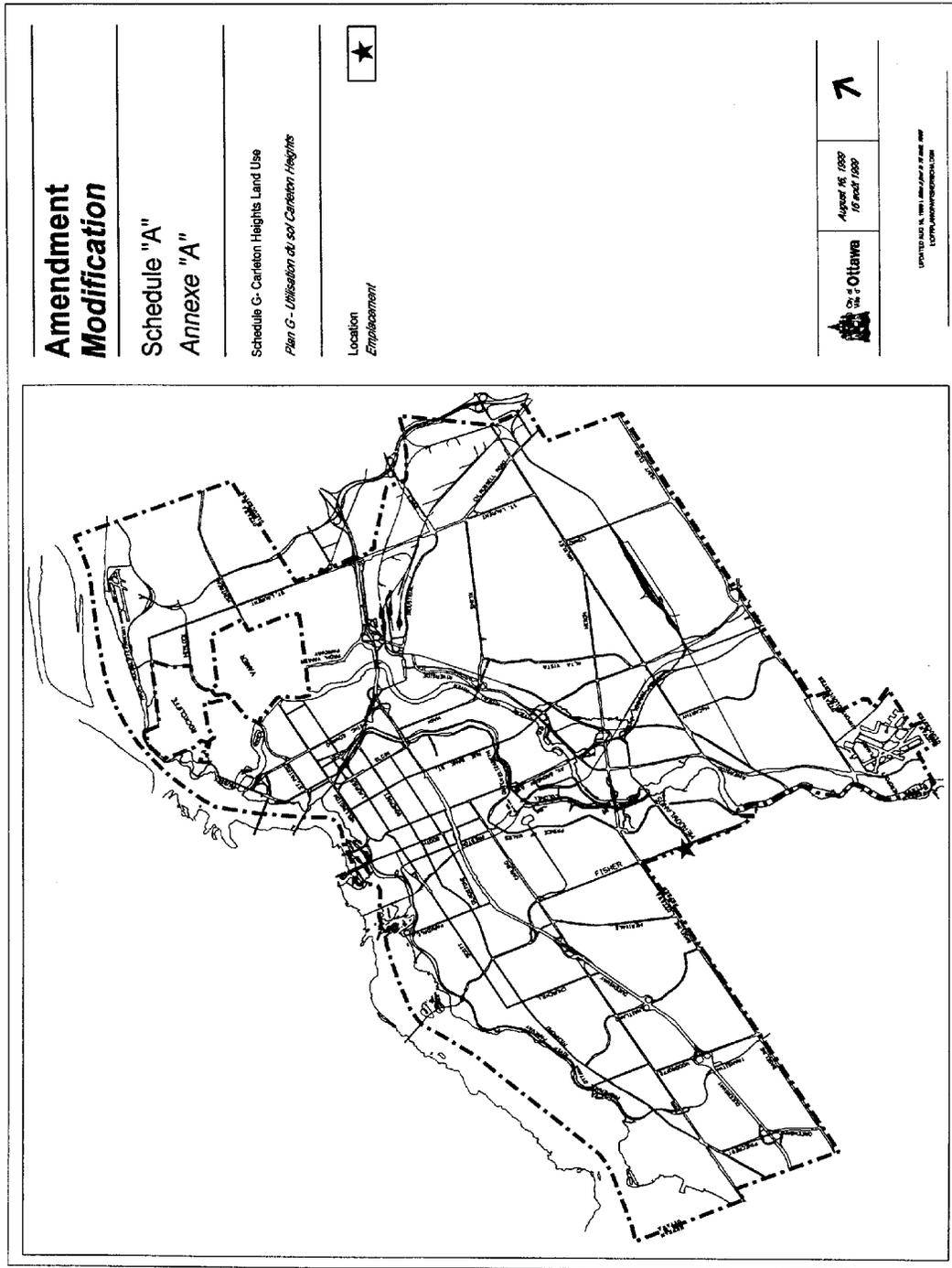
### **2.0 Details of the Amendment**

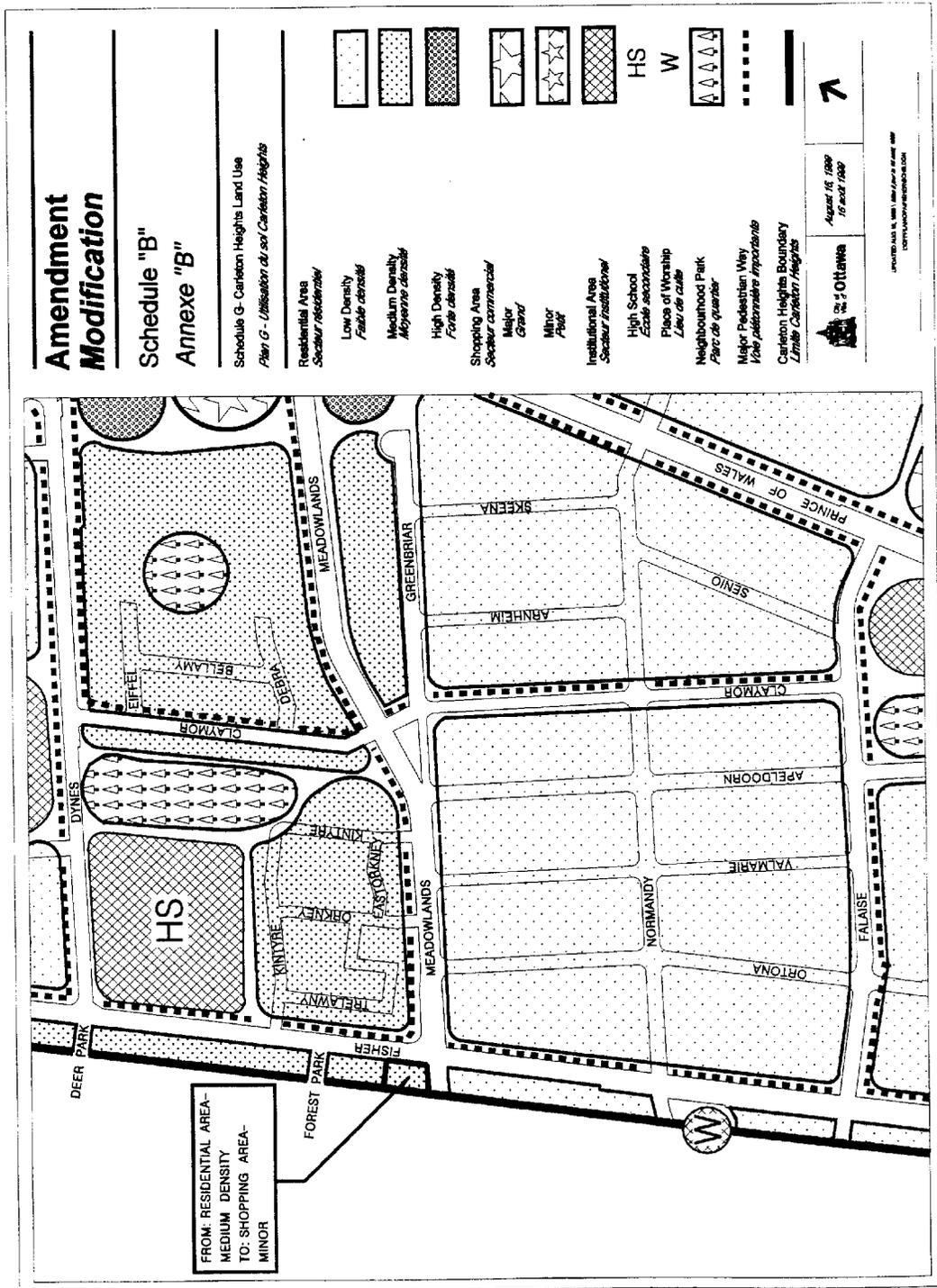
The City of Ottawa Official Plan, is hereby amended as follows:

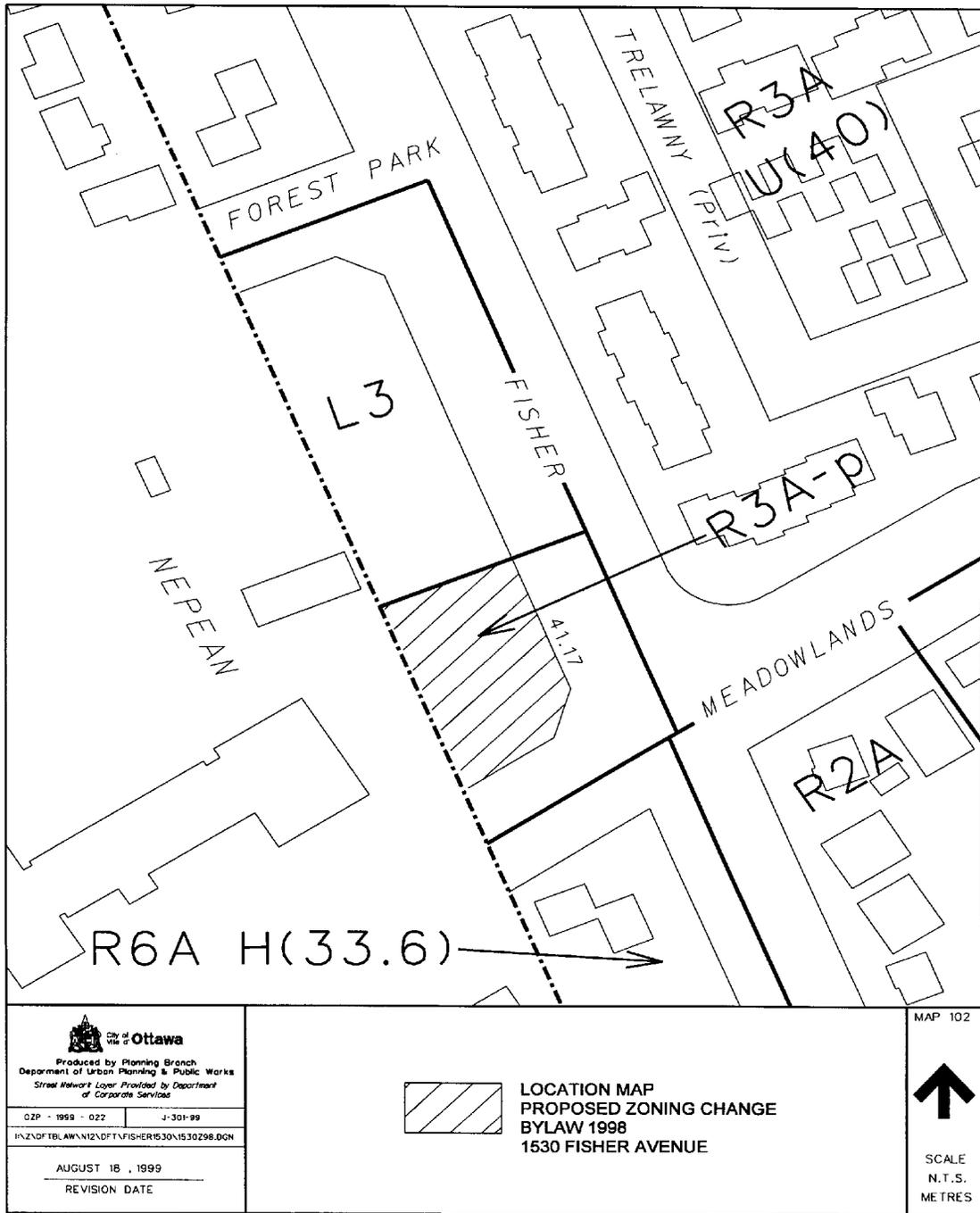
In Volume II, Secondary Policy Plans/Site Specific Policies, Chapter 2.0 - Carleton Heights, Schedule G - Carleton Heights Land Use is amended to redesignate from "Residential Area - Medium Density" to "Shopping Area - Minor", lands located on the north-west corner of Meadowlands Drive and Fisher Avenue, as shown on Schedule B - Carleton Heights Land Use, attached hereto.

### **3.0 Implementation and Interpretation**

Implementation and interpretation of this Amendment shall be made having regard as well to the applicable policies set out in Volume 1 - Primary Plan of the City of Ottawa Official Plan.







1. Permit an automated teller and day care as additional uses.
2. Each single occupancy must not exceed 300 square metres in gross leasable area.

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

By-law Number \_\_\_\_-99 amends the *Zoning By-law, 1998*, the City's Comprehensive Zoning By-law. The amendment affects those lands known municipally as 1530 Fisher Avenue and is shown on the attached Location Map. The intent of the zoning amendment is to permit a commercial plaza.

## CURRENT ZONING

The current zoning of the property is R3A-p, a Converted House/Townhouse Zone which permits the current use of the subject for commercial parking. The R3A-p zone does not permit use of the property for any other commercial use.

## PROPOSED ZONING

The proposed CL1, Local Commercial Sub Zone would permit a limited range of commercial uses. These commercial uses include an automated teller, convenience store, day care, laundromat, retail food store, retail store, restaurant, full service, restaurant, take-out and personal service business. Individual uses would be limited to a maximum gross floor area of 300 square metres to encourage a local market orientation.

This constitutes the proposed amendment to the *Zoning By-law, 1998*. For further information on this amendment, contact Robert Konowal at 244-5300, ext. 1-3869.

NOTIFICATION AND CONSULTATION PROCESS

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

SUMMARY OF PUBLIC INPUT

Two letters, one signed by 10 persons, were received objecting to the inclusion of a restaurant, fast-food with drive-through. The respondents had concerns about the increased traffic expected from a restaurant, fast-food at an already high traffic location. Both letters indicated there was no demonstrated need for a restaurant, fast-food service at this location as there are already a number of fast-food outlets in the neighbourhood. A concern was also expressed about unwanted fast-food cooking odours wafting over adjacent residential lands to the west.

Response:

The Department shares a number of the residents concerns and has recommended refusal of the requested CG, General Commercial zoning that would permit a restaurant, fast-food with drive-through.

APPLICATION PROCESS TIMELINE STATUS

The application which was submitted on July 26 ,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 undertaken by staff since the proponent undertook Pre-consultation.

This application was processed within the maximum 165 calendar day timeframe established for the processing of Official Plan and Zoning By-law amendment applications.

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

Councillor Jim Bickford is aware of the application.

November 15, 1999

ACS1999-PW-PLN-0092  
(File: OZP1999/011)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT3 - Southgate

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

Action/Exécution

**6. Zoning - 3491 Albion Road South, Part 4 of Registered Plan 5R-10781,  
Portions of 1376 and 1406 Hunt Club Road**

**Zonage - 3491, chemin Albion Sud, partie 4 du plan enregistré 5R-  
10781, portions de la propriété située aux 1376 et 1406, chemin Hunt  
Club**

**Recommendation**

That an amendment to *Zoning By-law, 1998*, from CG[576] to IL F(1.0), to permit an automobile dealership, be **APPROVED**, as it applies to the lands as shown shaded on Document 2.



November 23, 1999 (10:17a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



November 23, 1999 (3:27p)

Approved by  
John S. Burke  
Chief Administrative Officer

DC:dc

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

**Financial Comment**

N/A.

  
November 22, 1999 (1:52p)

for Mona Monkman  
City Treasurer

BH:cds

## **Executive Report**

### Reasons Behind Recommendation

#### Background

The subject lands are bordered by Hunt Club Road to the north, Albion Road South to the west, and Old Hunt Club Road to the south. Old Hunt Club Road is a cul-de-sac which was created when Hunt Club Road was realigned.

The applicant is requesting that the property at 3491 Albion Road South be rezoned to permit an automobile dealership use and to eventually erect a building for the servicing and preparation of new and used cars sold from an existing dealership (Hunt Club Honda) located across the street and south of Old Hunt Club Road. A Street Closure application for Old Hunt Club Road is to accompany the zoning report for consideration by Planning and Economic Development Committee and City Council.

#### Official Plan

The Regional Official Plan designates the subject lands as "General Urban Area". The Planning and Development Approvals Department of the Region has informed us that the policies associated with the General Urban Area designation permit the use proposed.

The City of Ottawa Official Plan, Primary Plan, designates the subject lands as "Residential Area". This designation permits a variety of residential uses and limited non-residential uses. The subject lands are also located within the boundaries (southwest corner) of the "Greenboro - Key Principles of Neighbourhood Plan. Although this neighbourhood plan is to guide future growth and change in a predominantly residential neighbourhood, it is important to note that the realignment of Hunt Club Road has created a new parcel of land which should now be recognized differently for development purposes.

In the context of the City's Primary Plan, the proposal conforms with its applicable objectives and policies as it pertains to permitting limited non-residential uses in a "Residential Area" designation. In terms of compatibility with existing residential uses, the subject lands are located at the periphery of existing concentrations of residential developments, separated by a four lane highway (Hunt Club Road), and surrounded by existing automobile dealerships.

Current Zoning Designation

The subject lands are currently zoned CG[576]. The CG zone is a *General Commercial Zone* which permits a wide range of residential and commercial uses (see Document 1 for details of uses, regulations and exceptions). An automobile dealership is not a permitted use in a CG zone.

Proposed Zoning Designation

In recognizing that the properties located to the east and south of the subject lands are zoned IL F(1.0) and there exists an opportunity to close Old Hunt Club Road for possible land assembly, it would be appropriate to rezone the subject lands with an IL F(1.0) designation.

An IL zone is a *Light Industrial Zone* which permits a wide range of light industrial uses which includes automobile dealership (see Document 1 for details of uses, regulations and exceptions).

**Economic Impact Statement**

There will be no economic impact associated with this proposal.

**Consultation**

One 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. The South Keys/Greenboro Community Association does not object to the proposed change of zoning.

**Disposition**

Department of Urban Planning and Public Works to write 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 [J.L. Richards & Associates Limited, 864 Lady Ellen Place, K1Z 5M2, Attention: Daphne Wretham] and the property owner [Bella Vista Restaurant Inc., 2645 Alta Vista Drive, K1V 7T5] 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 Municipal Environmental Evaluation Process (MEEP) Checklist - (on file with City Clerk)
- Document 4 Consultation Details

## Part II - Supporting Documentation

Document 1

### EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_-99

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 3491 Albion Road South, Part 4 of Registered Plan 5R-10781, and portions of the lands at 1376 and 1406 Hunt Club Road, as shown shaded on the attached Location Map. This amendment is intended to permit an automobile dealership.

#### Current Zoning - *Zoning By-law, 1998*

The current zoning of the lands shown shaded on the attached Location Map, is CG[576]. The CG zone is a *General Commercial Zone* which permits a wide range of residential and commercial uses such as an apartment building, detached house, retirement home, townhouse, bank, day care, medical facility, office, restaurant and a retail store. Exception [576] permits an additional use of a gas bar. The latter uses are also subject to regulations for lot area, lot width, building height, floor space index and landscaped area.

#### Proposed Zoning

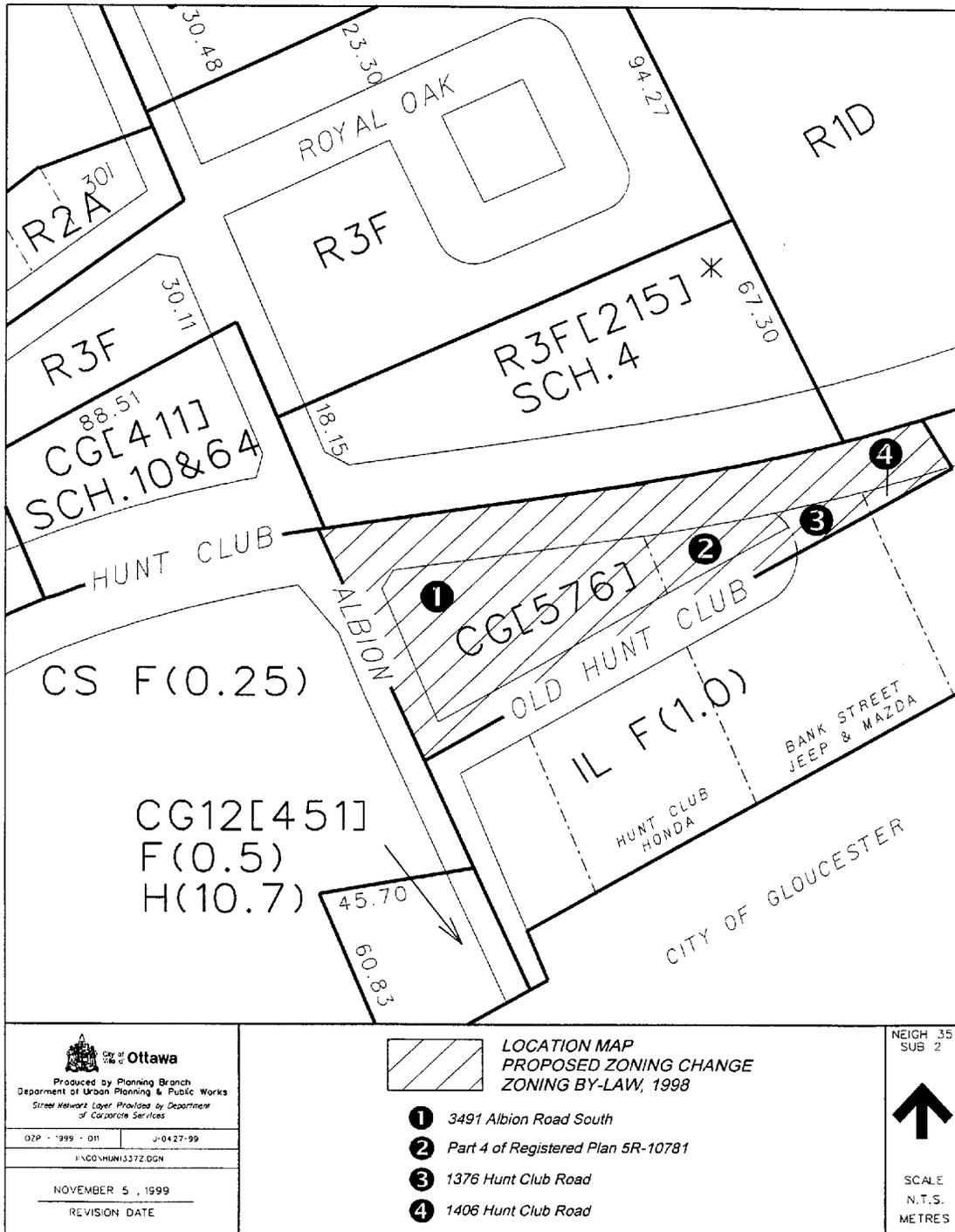
The proposed zoning amends *Zoning By-law, 1998*, by replacing the CG[576] zone designation with an IL F(1.0) zone. An IL zone is a *Light Industrial Zone* which permits a wide range of light industrial uses such as an automobile dealership, catering establishment, post office, printing plant, veterinary clinic and a warehouse.

Other uses such as a broadcasting station, computer/data centre, day care, laboratory, office, recreational and athletic facility, and a research and development centre, are permitted with a condition that the cumulative total gross floor area of all the occupancies of any one of these seven uses not exceed 20 percent of the permitted floor space index.

Commercial uses such as an automobile service station, bank, car wash, convenience store, gas bar, instructional facility, personal service business and restaurants are also permitted with conditions that each individual occupancy not exceed 280 square metres in gross floor area, and the cumulative total gross floor area they occupy not exceed 20 percent of the permitted floor space index.

The uses permitted in the IL zone are also subject to regulations with respect to lot area, lot width, yard setback, building height, lot coverage and landscaped area.

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



## CONSULTATION DETAILS

Document 4

### NOTIFICATION AND CONSULTATION PROCESS

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

### ENVIRONMENTAL ADVISORY COMMITTEE

The Environmental Advisory Committee provided the following comment: “The approval should be subject to consideration of incorporation of a landscape plan, based on the net landscape effect, including consideration of a landscape buffer zone adjacent to residential land uses.”

Response: A Site Plan Control application, which includes a landscape plan, will eventually be required if the applicant wishes to proceed in developing the site at 3491 Albion Road South. When a Site Plan Control application is submitted, the Environmental Advisory Committee will be circulated copies of the plans showing the proposal, hence, the opportunity to review and provide comments.

### APPLICATION PROCESS TIMELINE STATUS

This application was received on April 23, 1999, and was subject to a project management timeline, as recommended by the “A Better Way Task Force Report”. A process chart establishing critical milestones was prepared. 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 not processed within the maximum 165 calendar day timeframe. More time was required for the processing of the Street Closure application for Old Hunt Club Road which was submitted on July 28, 1999, and is to accompany the zoning report for consideration at the Planning and Economic Development Committee and City Council.

**INPUT FROM OTHER DEPARTMENTS OR GOVERNMENT AGENCIES**

COUNCILLOR'S COMMENTS

Councillor Diane Deans provided the following comments:

1. On June 7, 1999, I met with the applicant, Mr. Sytema and suggested that he submit a site plan concurrently with the rezoning application. This would allow the community the opportunity to review the layout, building design and landscape plan for the dealership expansion. This location is situated at the entranceway to the community which is largely residential. The development should not be designed as the backdoor to the main dealership located on Bank Street.
2. The proposal, which includes service bays, should be oriented with the appropriate fencing and lighting so that it will not conflict with the residential development on the north side of Hunt Club Road.
3. Please ensure that there is an attractive street scape and landscaped buffer alongside Hunt Club Road.

Response to comments:

There is no obligation for the applicant (Mr. Sytema) to provide a plan showing the proposed building layout, design and landscape plan until the rezoning application is approved in final. A Site Plan Control application will eventually be required if the applicant wishes to proceed in developing the site at 3491 Albion Road South. The community will then have an opportunity to review and comment on the proposal based on the merits of the Site Plan Control application.

November 15, 1999

ACS1999-PW-PLN-0151  
(File: TSB1999/005)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT3 - Southgate

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

Action/Exécution

## 7. Street Closure - Old Hunt Club Road

### Fermeture de rue - chemin Old Hunt Club

#### Recommendation

That the application to close Old Hunt Club Road, as shown on Document 1, be **APPROVED**, subject to the following conditions and that the closing be undertaken by by-law;

1. Prior to the enactment of the closing by-law, the applicant shall provide the following material at their expense and to the satisfaction of the City Solicitor:
  - a. a plan of survey showing the road to be closed and the lands to be conveyed to all parties, as well as the required easements as identified in this report,
  - b. 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; and all necessary easement documentation, and
  - c. registration of all documents and related costs thereof.
2. Prior to the enactment of the closing by-law, each property owner eligible to acquire a portion of the road is to file 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.
3. The portion of the road to be closed be offered to the abutting property owners at a rate to be set by City Council.

4. Prior to the enactment of the closing by-law, all abutting property owners shall accept, in writing, the terms and conditions of subparagraphs (1), (2) and (3) above.
5. The approval of this application shall be null and void if the above terms and conditions have not been fulfilled within one year of the date of City Council approval.
6. That an easement be granted to the following agencies to allow continued access to utilities located under Old Hunt Club Road:
  - a. City of Ottawa, Urban Planning and Public Works Department
  - b. Ottawa Hydro
  - c. Bell Canada
  - d. Enbridge - Consumers Gas
  - e. Rogers Ottawa Limited
  - f. Region of Ottawa-Carleton, Planning and Development Approvals Department.



November 23, 1999 (10:33a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DC:dc

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



November 23, 1999 (3:32p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

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



November 22, 1999 (2:09p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

#### Background

Old Hunt Club Road is a cul-de-sac which measures 19.92 metres (65.34 feet) in width and extends east from Albion Road South for an approximate distance of 139.29 metres (457.0 feet), as shown by the shaded area on the attached Location Map.

As a result of the processing of a Zoning By-law Amendment application for the lands at 3491 Albion Road South to permit an automobile dealership, the City of Ottawa suggested to the applicant (Hunt Club Honda) to also submit a Street Closure application for the Old Hunt Club Road right-of-way since land assembly seemed appropriate. Both applications (Zoning By-law Amendment and Street Closure) are to be considered as companion reports by Planning and Economic Development Committee and City Council.

The recommendation to close Old Hunt Club Road, as shown on Document 1, is appropriate and based on the following:

1. Need for the street: Although the subject road continues to be maintained by the City, it does not form an integral part of the present or future road network of the City. When Hunt Club Road was realigned, Old Hunt Club Road became a cul-de-sac which presently serves only as an access route to the vehicle storage areas of two automobile dealerships. Both dealerships have their main vehicular access points from Bank Street.

On three separate occasions, visual inspections by the Planning Branch revealed that the gated rear access point of Hunt Club Honda (the applicant) was opened for vehicular traffic during business hours, and that the access to the Bank Street Jeep and Mazda was closed under lock and key. Visual inspections have also revealed that the employees of both dealerships are using the Old Hunt Club Road right-of-way and vacant City land located at the end of the street for employee parking during business hours. The Parking Division has also confirmed that parking tickets have been and continue to be randomly issued.

It is also important to note that the City has recently acquired, via land exchange with the Region, the vacant parcel of land known as Part 4 of Registered Plan 5R-10781 and located at the end of Old Hunt Club Road. This parcel of land was created when Hunt Club Road was realigned.

2. Method of Closure: The appropriate method for closure is by by-law. The abutting property owners will be required, prior to the enactment of the closing by-law, to provide all necessary documentation and assume all costs associated with the closure.

3. Conditions of Approval: The standard conditions of approval regarding the applicant's responsibilities for providing surveys and draft deeds of conveyance prior to the enactment of the closing by-law will apply. It will also be the property owner's responsibility to remedy any zoning violations which might result from acquiring the lands.

Once the subject street has been closed, the City may sell the lands, but is required pursuant to the Municipal Act to offer the first right of refusal to those property owners abutting each side of the lands. The lands are offered and conveyed at a rate determined by City Council. To ensure prompt fulfilment of the conditions of approval, an expiration date has been added as a condition of approval.

### Consultation

Area Community Associations and all property owners which abut the subject road were notified in accordance with the Early Notification Policy and the Municipal Act. The South Keys/Greenboro Community Association responded in favour of the application. The owner and the tenant of the property which operate the Bank Street Jeep and Mazda automobile dealership indicated that they do not agree with the closure.

### Region of Ottawa-Carleton

No objection but subject to the following: The owner shall grant, at no cost to the Regional Municipality of Ottawa-Carleton, a 6 metre service easement for the existing 406 millimetre watermain running through the public right-of-way proposed for closure. In addition, the easement must ensure a 1.5 metre radius around each fire hydrant where the 6 metre easement is not sufficient. The easement shall be centred on the watermain and shall remain clear of all parking stalls, trees, and shrubs. Roadway or grassed area will be acceptable. Grading within the easement shall be to the satisfaction of the Environment and Transportation Commissioner. The owner shall prepare a Reference Plan at his expense for the easement and shall contact L. Corcoran (560-6025 ext.1561) or B. Daoust of the Legal Department for the preparation of the easement agreement.

Utility Companies: Enbridge, Ottawa Hydro, Bell Canada and Rogers have all indicated that easements are required.

Engineering Branch: Sewer easements are required.

## Disposition

### 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 [724412 Ontario Limited (Hunt Club Honda), 2555 Bank Street, Gloucester, Ontario, K1T 1M8] and the agent [J.L. Richards & Associates Limited, 864 Lady Ellen Place, K1Z 5M2, Attention: Daphne Wretham] of City Council's decision.
2. Office of the City Solicitor to make application for Judge's Order upon receipt of all required documentation as set out in this report.

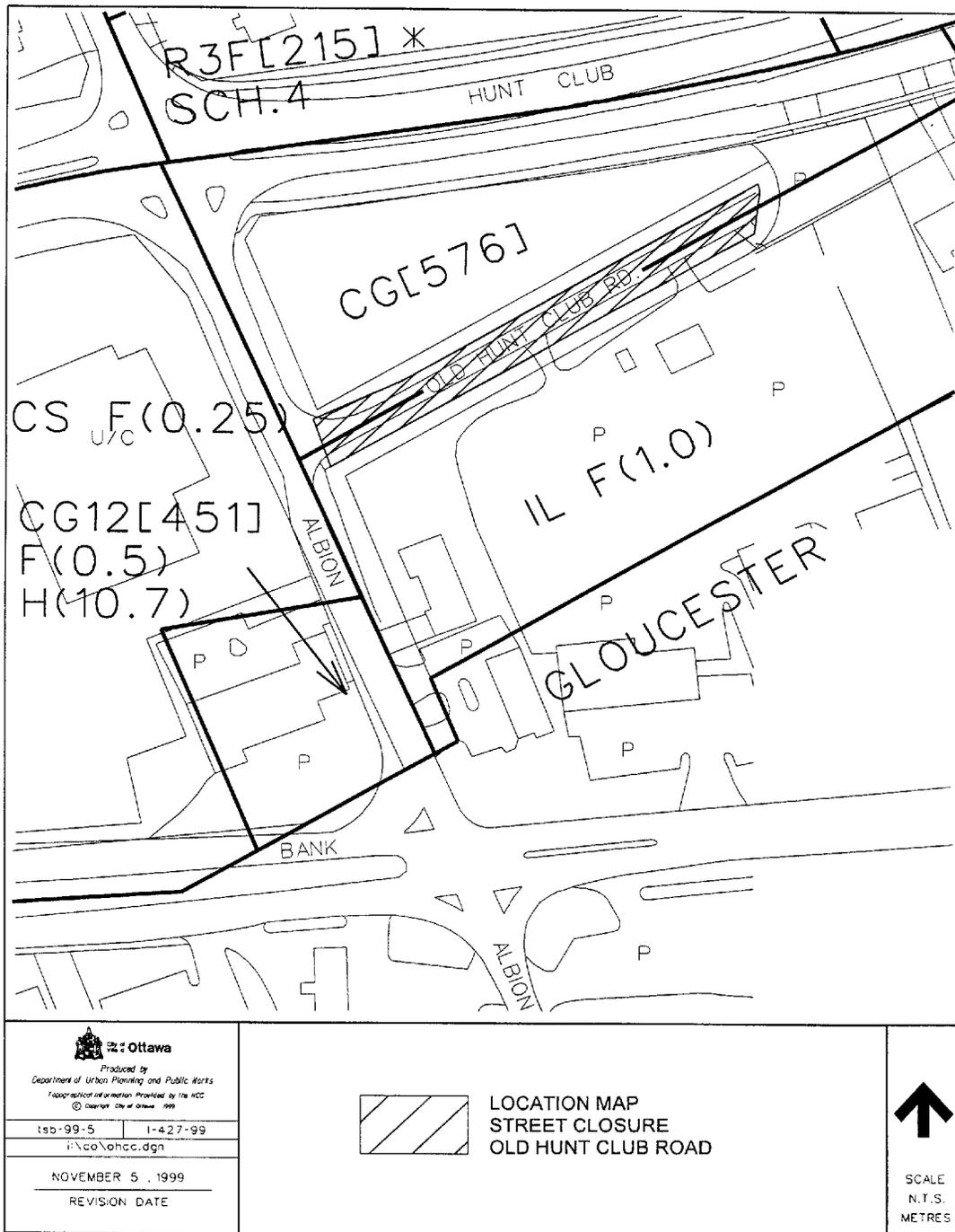
## List of Supporting Documentation

Document 1	Location Map
Document 2	Consultation Details

**Part II - Supporting Documentation**

Location Map

Document 1



## CONSULTATION DETAILS

Document 2

### NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with the Early Notification Procedure P&D\PPP\N&C #4 approved by City Council for Street and Lane Closures.

### SUMMARY OF PUBLIC INPUT

Three responses were received as a result of the notification sent to the concerned community groups and property owners abutting the road. The South Keys/Greenboro Community Association responded in favour of the application. The owner and the tenant of the property for the Bank Street Jeep and Mazda automobile dealership have indicated that they do not agree with the closure for the following reasons (as summarized below):

#### Property owner:

- worried about the depreciation of their land.

#### Tenant:

- due to heavy traffic on Bank Street, their 75 employees prefer using Old Hunt Club Road and Albion Road South when arriving and leaving to and from work.

#### Response:

Visual inspections have revealed that the employees of both dealerships are using the Old Hunt Club Road right-of-way and vacant City land located at the end of the cul-de-sac for parking during business hours.

### ENVIRONMENTAL ADVISORY COMMITTEE

No comments were provided by the Environmental Advisory Committee.

### APPLICATION PROCESS TIMELINE STATUS

This application was received on July 29, 1999, and was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart establishing critical milestones was prepared and circulated as part of the technical and early notification process. This application was processed within the maximum 95 calendar day timeframe.

**INPUT FROM OTHER DEPARTMENTS OR GOVERNMENT AGENCIES**

COUNCILLOR'S COMMENTS

Councillor Diane Deans is aware of the application.

November 22, 1999

ACS1999-PW-PLN-0171  
(File: OZS1998/007)

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

## **8. Ontario Municipal Board Landscaping Appeals/Issues of the Zoning By-law, 1998**

**Commission des affaires municipales de l'Ontario - Appels/questions  
concernant l'aménagement paysager tel qu'il est régi par l'Arrêté  
municipal sur le zonage de 1998**

### **Recommendations**

1. That the proposed Central Area zoning regulations be revised as detailed in Document 1.
2. That the *Zoning By-law, 1998* be amended as detailed in Document 1.



November 22, 1999 (12:07p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DP:dp

Contact: David Powers - 244-5300 ext. 3989



November 22, 1999 (1:37p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

N/A.



November 22, 1999 (11:42a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

This submission discusses appropriate recommendations to address concerns raised in the context of an appeal to *Zoning By-law, 1998* made by a consortium of parking lot operators with respect to landscaped areas around parking lots in the Central Area. This submission also presents recommendations pertaining to outstanding technical anomalies and issues associated with landscaped areas around parking lots and landscaping provisions in required yards outside the Central Area. It is the Departmental intent to review the entire range of landscaping-related zoning provisions in *Zoning By-law, 1998* and include the review as an item in the 2001 work program including consideration of the development of Council approved landscaping guidelines for the City of Ottawa. In the interim, the proposed technical amendments to the following landscaping provisions are intended to increase the effectiveness of the By-law.

#### Appeals to *Zoning By-law, 1998* - Landscaping Around Parking Lots in the Central Area

1. Although the appellants have no objection to the current provisions as they apply to lands outside of the Central Area, they are concerned that the three metre wide landscaped area required abutting a street would be excessive for the Central Area. They are of the opinion that the width of the landscaped area should be reduced to a more reasonable size which respects both the character and the economics of the Central Area. They have suggested that a landscaped area of 1.2 metres with an opaque screen of 1.4 metres in height would be more appropriate and would still fulfill the intended planning objectives.

Staff concur with the appellants' suggestion to reduce these provisions for the Central Area with minor modifications. The Department recommends as an option for a reduced landscaped area, that an opaque screen be provided no greater than 1.2 metres in height rather than 1.4 metres. An opaque screen higher than 1.2 metres is not aesthetically desirable and poses urban safety concerns because it would conceal a parked vehicle from view. However, it is recognized that a physical barrier is required to reduce the visual impact of the parking lot and protect vegetation from snow removal equipment and pedestrians. This

small reduction in height will not entirely conceal a parked vehicle from view thereby reducing the safety concern. A 1.2 metre landscaped width is considered of sufficient width to provide an opportunity for some soft landscaping (vegetative materials) to help create an aesthetically appealing street presence and is consistent with the previous landscaped requirement in Zoning By-law Number Z-2K.

2. The appellants have also expressed the concern that the regulations of *Zoning By-law, 1998* require the provision of an opaque screen even along a lot line which abuts the wall of an adjacent building. This is of particular concern in the Central Area where most properties are permitted to build without a side yard setback. Staff can support the position of the appellants in this situation. An opaque screen placed directly adjacent to a building wall serves no purpose, and it was not the intent of this provision to require the opaque screen in these situations. Consequently, it is recommended that the Central Area zoning provisions be amended so that the requirement for an opaque screen not apply along lot lines where a wall with a zero setback is located on the abutting lot.

#### Parking Lots abutting Public Streets in Residential Zones

Section 47(2) of the Zoning By-law requires a separation distance of 3 metres between a parking lot and a lot line for a residential use which must be used for landscaping. This landscaped area may not be reduced for lot lines abutting a street. Planning consultants (Markson, Boorah, Hodgson Architects) were hired to review the landscaping provisions of *Zoning By-law, 1998* and they recommended that this provision be retained along the street line and that the option of a reduced landscape strip and opaque screen be allowed only along an interior side yard or rear yard. The zoning recommendations emanating from the Consultant Study were approved by City Council and implemented by By-law 184-99. However, the consultant's recommendations were not implemented as intended as Section 75(6) and Section 126 of Zoning By-law, 1998 permit a reduction of the landscaped area to 0.6 metres where an opaque screen is provided which also applies to those landscaped areas abutting a street in a residential zone. In order to correct this anomaly, the Department recommends that Section 75(6) and Section 126 be amended to ensure that a reduction not be applicable to the required 3 metre landscaped separation distance between a parking lot and a public street in a residential zone (see Document 1).

### Parking Lots Abutting Streets in Non-Residential Zones

In regard to parking lots in non-residential zones, it has been noted that some omnibus zoning amendments resulting from the consultant study (Markson, Boorah, Hodgson Architects) were made as a result of a consultant study that included permitted reductions from the required 3 metre landscaped strips to 0.8 metres if a 1.4 metre high opaque screen is provided. These optional reductions were not intended for lot lines abutting a street which were captured by the amendments. The option to reduce the landscaped width from 3 metres to 0.8 metres was intended only for side and rear lot lines not abutting a street. The Department recommends that an option similar to what existed prior to By-law 184-99 be adopted which would require a 3 metre landscaped area for that portion of a parking lot abutting a street which may be reduced to 1.5 metres if a 1.2 metre high opaque fence is provided.

### Landscaping Requirements for Required Yards

In certain commercial, industrial and institutional zones in *Zoning By-law, 1998*, it is mandatory to provide a 1.4 metre high opaque screen and a 0.6 metre landscape strip wherever a yard is required including a front yard abutting a street. This creates a situation where a fence is located on all sides of a lot including a front yard whether or not there is a parking lot in the front yard. This is an anomaly and clearly was not the intent of the provision to require a fence in a yard facing a street where there is no parking lot located in that yard. The Department recommends that the minimum width of a landscaped area in a required yard abutting a street be amended to require a minimum 3 metre landscaped strip and that a fence not be required. For those lot lines that do not abut a street, it is recommended that where a yard setback is required, the minimum width of a landscaped area within that required yard shall be 3 metres but that an option be provided to reduce the minimum landscaped width to 0.6 metres where a 1.4 metre high opaque fence is provided. It is recommended that the 1.4 metre high fence provision be retained for lot lines not abutting streets as privacy and not security is the concern when abutting an adjacent property (See Document 1 for zoning details).

## Environmental Impact

There is no direct environmental impact as this report brings forward proposals for city-wide zoning amendments.

## Consultation

City staff have had negotiations with the appellants and it was agreed that the proposed approach to the zoning amendments would resolve their concerns.

## 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 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    Zoning Details

**Part II - Supporting Documentation**

Document 1

**REVISIONS TO PROPOSED CENTRAL AREA ZONING REGULATIONS**

1. Require that a parking lot be at least three metres from a public street and that the resulting area only be used as a landscaped area.
2. Allow the landscaped area required in detail 1 to be reduced to 1.2 metres where the landscaped area contains an opaque screen that is 1.2 metres in height.
3. Where a landscaped area running parallel or concentric to a lot line is required and there is a building on an abutting lot and that building is on the lot line, allow the width of the landscaped area to be reduced to 0.6 metres without the necessity of providing an opaque screen for the length of the building on the lot line.

**AMENDMENTS TO ZONING BY-LAW, 1998**

1. Amend section 75 to provide that subsection 75(6) does not apply to landscaped areas abutting a public street in residential zones.
2. Amend Section 75 to require a 3 metre wide landscaped area running parallel to or concentric to a lot line abutting a street in non-residential zones and to allow that landscaped area to be reduced to 1.5 metres where the landscaped area contains an opaque screen that is 1.2 metres in height.
3. Amend Section 126 to eliminate the option of reducing the width of the landscaped area where that landscaped area runs parallel to or is concentric with a public street.
4. Replace the requirement for a minimum required landscaped area of 0.6 metres with a 1.4 metre high opaque screen in a required yard in Tables: 298 (viii) CN Zone, 327(vii) CD Zone, 342(viii) CG Zone, 388(xi) CS Zone, 397(x) and 397(xi) CS1 Subzone, 401(ix) , 401(x) CS2 Subzone, 407(vi) CE Zone, 456(vi) IP Zone, 484(vi) I S Zone, 493(vi) IL Zone, 506(vi) IG Zone, 522(vii) IL Zone, 530(vi) I2 Zone with the following:

- (a) where a minimum yard setback is required for a yard abutting a street, a minimum landscaped area of 3 metres in width must be provided in that required yard;
- (b) where a minimum yard setback is required for a yard which does not abut a street, a minimum landscaped area of 3 metres in width must be provided and that landscaped area may be reduced to 0.6 metres where a minimum 1.4 metre high opaque fence is provided.

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November 15, 1999

ACS1999-PW-PLN-0140  
(File: OSP1999/041)

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
- Action/Exécution

## 9. Site Plan Control - 90 Université Private Plan d'emplacement - 90 privé Université

### Recommendations

1. That the Site Plan Control Application (OSP1999/041) be **APPROVED**, as detailed in Document 1, and as shown on the following plan:  
**"Site Plan/Ground Floor Plan, Student Residence - University of Ottawa"**, Drawing Number A-1, prepared by Moffat Kinoshita Architects Inc. and Bryden Martel Architects Inc., dated July 30, 1999, and dated as received by the City of Ottawa on November 5, 1999  
**"Landscape Plan, Student Residence - University of Ottawa"**, Drawing Number L-1, prepared by Corush Sunderland Wright Landscape Architects, dated July 29, 1999, and dated as received by the City of Ottawa on November 5, 1999
2. That the Site Plan Control approval shall not come into effect until such time as the Cash-in-Lieu of Parking application has been approved and the agreement in-lieu of parking has been signed.



November 23, 1999 (9:54a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

GH:gh

Contact: Gordon Harrison 244-5300 ext. 3868



November 23, 1999 (3:21p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

N/A.

  
November 22, 1999 (10:46a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

#### Recommendation 1

This Site Plan Control application is to construct a 585-room student residence on the main campus of the University of Ottawa, at 90 Université Private. The Transitway abuts the site to the west. The new residence will be constructed next to and will be attached to the existing two student residential buildings, Stanton Hall and Marchand Hall. The new residence will be integrated with the existing residences with the creation of a common central lobby. Located on the ground floor is a student lounge and café, student laundry, administration offices, student association office, garbage room, and storage rooms related to the residence. A storage facility for 400 bicycles will occur in the basement. The total gross floor area the building is 24 533.5 square metres.

There is also located in the area of the new development an at-grade parking lot and three non-residential buildings at 173-175, 177-179 and 181 Waller Street; the latter are currently vacant. The number of parking spaces in the existing parking lot will be reduced from 238 to 171 spaces (a displacement of 67 spaces) to accommodate the new residence. The existing non-residential buildings have been identified by the City of Ottawa as having potential heritage merit by virtue of their architectural and/or historical interest. A Demolition Control approval will not be required for these buildings as there is a replacement building proposed for the same lot/site.

A Cash-in-Lieu of Parking application has been submitted in accordance with Section 16.3 and 16.4 of Official Plan Amendment Number 23, pertaining to Cash-in-Lieu to Reduce Parking Supply and to Reduce or Eliminate Required Parking for Future Development, and Conditions for Supporting Cash-in-Lieu of Parking Application, respectively. This cash-in-lieu report falls under Delegation of Authority approval by the Director of Planning.

The Department is recommending APPROVAL of the application for the following reasons:

- The proposal represents good and orderly development,
- The University of Ottawa campus is designated “Major Institution Area” in the Official Plan. The proposal conforms with policies in the Plan that pertain to the availability of sufficient parking thereby minimizing the amount of spill-over parking on adjacent local streets, the diversion of internal traffic to arterial or major collector roads serving the institution, the provision of adequate landscaping, and the provision of an appropriate building profile, massing and design that acts as a transition between the institution and adjacent uses.
- A parking and demand study has been submitted which demonstrates that no adverse impact will result in terms of spillover of University parking on adjacent residential areas, and which provides current Transportation Demand Management (TDM) initiatives. The TDM initiatives, as they apply to this specific development, include the provision of 585 new residence rooms where more students can live on campus and walk to classes, and a secure bicycle storage room within the new residence for approximately 400 bicycle spaces.
- Considerable provisions have been made to ensure that the site is accessible to the handicapped. These measures include curb cuts, handicapped parking, and a canopy over the entrance and layby area to minimize the exposure to the elements for Para-Transpo users.
- A 2.0 metre high masonry screen wall is proposed near the transitway to screen the on-site parking lot and associated service areas from passers-by on Waller Street.
- The parking lot will be adequately landscaped on all four sides.
- The proposal includes a small, landscaped courtyard adjacent to the proposed indoor café which could accommodate an outdoor patio.

## Recommendation 2

Associated with this application is a Cash-in-Lieu of Parking application. This recommendation will ensure that the site plan approval shall not come into effect until such time as the Cash-in-Lieu of Parking application has been approved by way of Delegation of Authority and the agreement in-lieu of parking has been signed.

## Economic Impact Statement

The proposed construction of a 585-room student residence at the University of Ottawa campus is estimated to attract \$34.0 Million in investment in these facilities. It is estimated that this would generate 275 person years of employment in direct construction jobs. However, there are no property tax revenues that will flow to the City resulting from this development.

Usually the impact of adding housing will be to add costs to the City. In this case, the City's cost profile will not be altered significantly because the University has informed the City that its student housing capacity is among the lowest in the province and these rooms will help in attracting top students and maintaining enrollments. Further, without new housing the University would likely experience losses. Since there's likely to be no new enrollment then this housing will have a positive economic/fiscal impact on the City.

### FISCAL/ECONOMIC IMPACT STATEMENT

	90 University Private	Est Investment:	\$34,346,309
<b>CITY COSTS:</b>	2000		2001-2009 *
Extraordinary Costs	\$0		\$0
Admin & Services	\$1,253		\$7,666
Inspection & Control	\$1,502		\$9,189
Roadways, parking	\$14,292		\$87,455
Garbage & Storm Sewer Maint.	\$1,321		\$8,080
Social & Family Services	\$291		\$1,781
Rec & Culture	\$2,817		\$17,240
Planning & Development	\$1,138		\$6,962
	Sub-total	\$22,613	\$138,372
<b>CITY REVENUES:</b>			
Property Tax	\$0		\$0
Building Permit	\$276,347		\$0
Tax from Indirect Impacts	\$22,442		\$137,323
License/Permit	\$6,370		\$38,979
	Sub-total	\$305,159	\$176,303
	<b>NET TO CITY</b>	<b>\$282,546</b>	<b>\$37,930</b>
<b>EMPLOYMENT</b>			
New Jobs (excl. construction)	n/a		0
Net New Jobs (construction) **	n/a		275
New Jobs (indirect/induced)	n/a		481
	Total	n/a	756

\* Present value at a discount rate of 8.5%

\*\* After excess capacity has been absorbed

## Environmental Impact

The Municipal Environmental Evaluation Process Checklist (MEEP) was completed and indicates no adverse environmental impacts were identified.

## Consultation

One comments was received from Action Sandy Hill (ASH) who is in support of the application.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner (University of Ottawa, 141 Louis Pasteur St. P.O. Box 450 Station A, Ottawa, Ontario, K1N 6N5 - Attention: Clàudio Brun Del Re), agent (Bryden Martel Architects Incorporated, 1066 Somerset Street West, Suite 200, Ottawa, Ontario, K1Y 4T3) and the Regional Municipality of Ottawa-Carleton, Development Approvals Division, of City Council's decision.

## List of Supporting Documentation

Document 1	Supporting Documentation
Document 2	Site Plan
Document 3	Landscape Plan
Document 4	Municipal Environmental Evaluation Process Checklist (on file with the City Clerk)
Document 5	Consultation Details

## Part II - Supporting Documentation

Document 1

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

#### SPECIFIC CONDITIONS

1. The University of Ottawa will be required to meet with the City regarding long-term servicing issues and written confirmation will be required that work has been commenced on a Master Servicing Plan for the University of Ottawa campus.

#### 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, to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Gordon Harrison, 244-5300, ext. 1-3868, 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 Debbie Van Waard, 244-5300, ext. 1-3570, Office of the City Solicitor.

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

### **SPECIFIC CONDITIONS**

1. The Owner(s) acknowledges and agrees that the City shall hold in its possession landscaping security until completion of the works in accordance with the approved plan(s) to the satisfaction of the City. The Owner(s) hereby covenants and agrees:
  - (i) that it shall be responsible to arrange for the transfer or replacement of landscaping security provided to the City prior to the sale or transfer of the Owner's lands, and
  - (ii) that if the landscaping security has not been replaced prior to the sale or transfer of the Owner's lands, the new registered owner(s) may utilize the security for any works as approved by the City which have not been completed pursuant to the Plan(s), and for this purpose, the City Treasurer is hereby authorized to call in Letters of Credit or other security provided. The balance of security held, if any, will be refunded to the Owner(s) who provided the security, upon completion of the works to the satisfaction of the City.

### **STANDARD CONDITIONS**

#### **STC 2.1 - Installation and Planting of Landscape Elements**

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

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

The Owner(s) shall reinstate to the satisfaction of the Commissioner of Urban Planning and Public Works, any property of the City or Regional Municipality of Ottawa-Carleton, including sidewalks and curbs, that is damaged as a result of the subject development. This reinstatement shall be at the expense of the Owner(s). (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

#### **STC 2.9 - Release of Financial Securities for Landscape Elements**

When requested by the Owner(s), the Security shall be released by the City Treasurer when authorized by the Commissioner of Urban Planning and Public Works according to City Council policy, provided that the landscape elements have been installed and planted in

accordance with the Site Plan Control Approval, and that all plant materials are in good and

healthy condition. (Contact Gordon Harrison, 244-5300, ext. 1-3868, Planning Branch)

**STC 2.12 - Storage of Snow**

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

**STC 2.16.2 - Release of Site Plan Control Agreement for Non-residential or Mixed Use Developments**

The City may release the Owner(s) from any agreement required as a condition of this Site Plan Control Approval once all terms of the agreement have been completed but not earlier than five years after the date of release of all financial securities required as a condition of this Approval. The Owner(s) shall pay all costs associated with the application for and registration of release from this agreement. (Contact Compliance Reports Section, 244-5300, ext. 1-3907, Planning Branch)

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

**STANDARD CONDITIONS**

**STC 3.1.1 - Signing of Site Plan Control Agreement**

The Owner(s) must sign a Site Plan Control Agreement including the conditions to be included in the agreement. When the Owner(s) fails to sign the required agreement and complete the conditions to be satisfied prior to the signing of the agreement within six (6) months of Site Plan Control Approval, the approval shall lapse. (Contact Debbie Van Waard, 244-5300, ext. 1-3570, Office of the City Solicitor).

**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 0,5, (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). For further information contact Kamal Toeg at 244-5300, ext. 3833;

- 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**

**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 4.19 - 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 3 - Release of Existing Site Plan Control Agreement(s)**

The existing site plan control agreement(s) may be eligible for release according to the City Council approved policy, at the cost of the Owner(s).

**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.

**REGION OF OTTAWA-CARLETON**

**ROC -Other Conditions and Information**

**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 the affected authorities.

### **Industrial Waste**

IW1 In accordance with the Regional Regulatory Code, the owner shall install and maintain in good repair in connection a suitable manhole to allow observation and sampling of sewage and stormwater by the Region of Ottawa-Carleton. The manhole type and location shall be consistent with the requirements of the Regional Regulatory Code.

IW2 Any sanitary or storm drainage from the site must comply with the provision of Section 5.2 of the Regional Regulatory Code.

IW4 Where a change occurs to the operation at the facility, an update to the Waste Survey Report must be completed and submitted to the Industrial Waste Inspector at 560-6086, Extension 3326, within 60 days of a change as required by Section 5.2.5 of the Regional Regulatory Code.

### **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.

**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 2300 IGPM at 20 PSI from the hydrant on King Edward Avenue south of Laurier Avenue. 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 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 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).

**Sewer**

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

**Solid Waste**

SW4 Waste collection and recycling collection will not be provided by the Region. The applicant should make appropriate arrangements with a private contractor for waste collection and recycling collection.

SW5 The owner should consult a private contractor regarding any access requirements for waste collection and/or recycling collection.

**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)

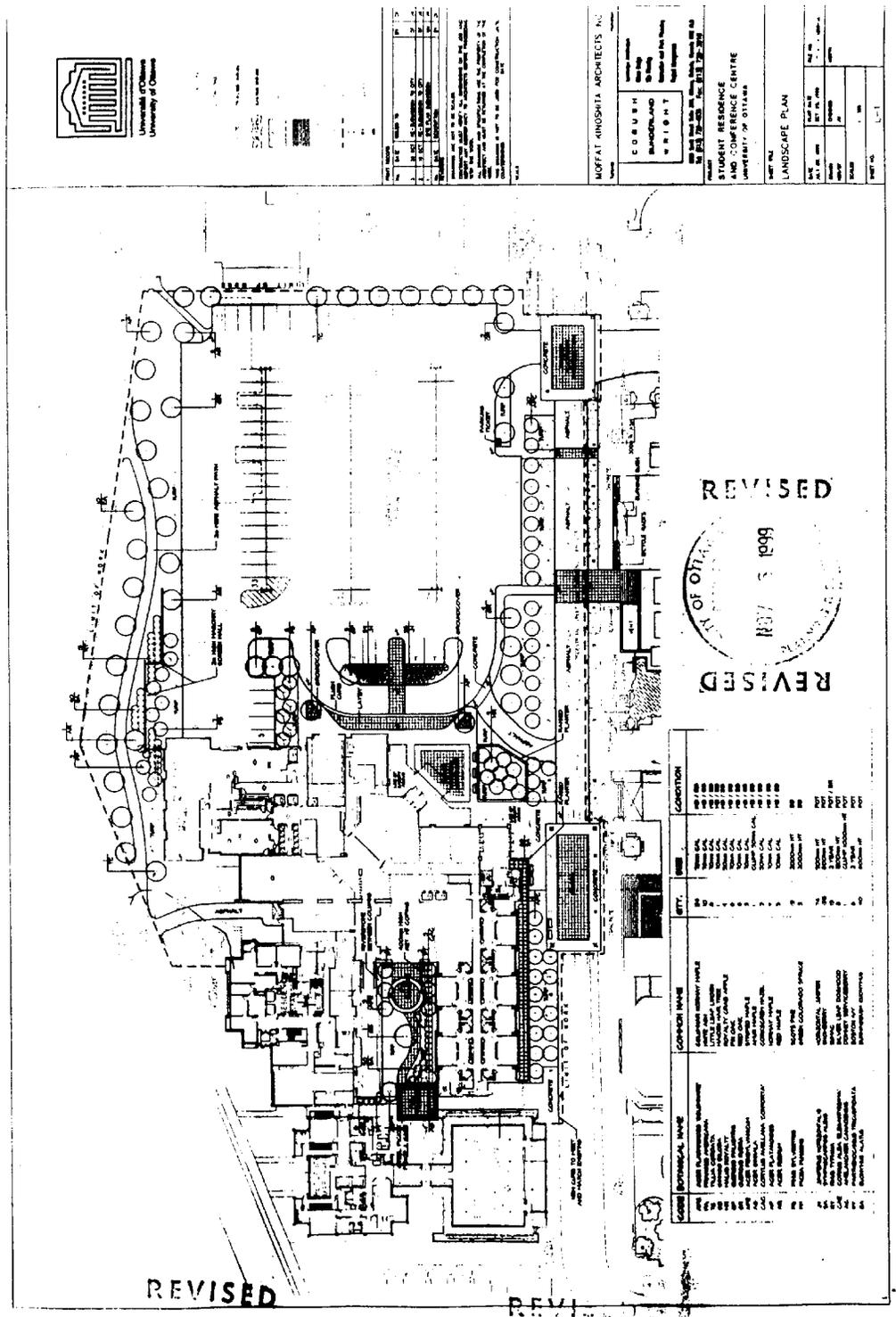
**BELL CANADA**

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

**CANADA POST CORPORTATION**

Canada Post has indicated that the mail service will be the same as the exiting mail service.





University of Ottawa  
Université d'Ottawa

NO. 1	DATE	DESCRIPTION
1	1999	REVISED
2	1998	REVISED
3	1997	REVISED
4	1996	REVISED
5	1995	REVISED
6	1994	REVISED
7	1993	REVISED
8	1992	REVISED
9	1991	REVISED
10	1990	REVISED

MUFFAT ANDOSHITA ARCHITECTS INC.  
1000 ...  
OTTAWA, ONTARIO

CO BUSH  
BLACKLAND  
WRIGHT

STUDENT RESIDENCE  
AND CONFERENCE CENTRE  
UNIVERSITY OF OTTAWA

LANDSCAPE PLAN	
DATE	NOV 15 1999
SCALE	1:100
PROJECT NO.	...
CLIENT	...
LOCATION	...

REVISED  
CITY OF OTTAWA  
NOV 15 1999  
REVISED

SYMBOL	DESCRIPTION
.....	EXISTING CURB
.....	EXISTING SIDEWALK
.....	EXISTING DRIVEWAY
.....	EXISTING DRIVE
.....	EXISTING BIKEWAY
.....	EXISTING PATH
.....	EXISTING PLANTING
.....	EXISTING STRUCTURE
.....	EXISTING WALL
.....	EXISTING FENCE
.....	EXISTING SIGN
.....	EXISTING LIGHT
.....	EXISTING UTILITY
.....	EXISTING ELEVATION
.....	EXISTING FINISH
.....	EXISTING MATERIAL
.....	EXISTING COLOR
.....	EXISTING TEXTURE
.....	EXISTING SOUND
.....	EXISTING SMELL
.....	EXISTING TASTE
.....	EXISTING TOUCH
.....	EXISTING FEEL
.....	EXISTING MIND
.....	EXISTING HEART
.....	EXISTING SOUL
.....	EXISTING SPIRIT
.....	EXISTING BODY
.....	EXISTING MIND
.....	EXISTING HEART
.....	EXISTING SOUL
.....	EXISTING SPIRIT
.....	EXISTING BODY

REVISED

REVISED

NOTIFICATION AND CONSULTATION PROCESS

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

PUBLIC INPUT

No public comments were received as a result of the posting of the on-site information sign. Several meetings took place in the community with ASH before and after the submission of this application. Staff did not participate in these sessions.

The local community group, Action Sandy Hill (ASH), provided comments indicating that the structure would have a positive impact on the community which is in need of student housing and parking. They stated that the benefits will, nevertheless, come at the expense of a massive high-rise development and the elimination of three historical buildings. They requested that the University consider saving a section of the heritage buildings and incorporating it along one of the walls of the new development.

## Response

Staff reiterated the community group's suggestion to include a section of the heritage building into the new design. At this time, the University is proceeding with their original plans to demolish these structures.

ENVIRONMENTAL ADVISORY COMMITTEE

No comments were received from this Committee as a result of the technical circulation of the application.

APPLICATION PROCESS TIMELINE STATUS

This application which was submitted on August 5, 1999, was subject to a project management timeline, as recommended by the "A Better Way Task Force". A process chart which established critical milestones was presented and circulated as part of the technical circulation and early notification process. A Mandatory Information Exchange was not undertaken by staff with interested community associations since the proponent had undertaken Pre-consultation.

This application was processed within the twelve week timeframe established for the processing of Site Plan Control Approval applications for which approval authority is delegated to the Director of Planning and where early notification is applicable.

### COUNCILLOR'S COMMENTS

Councillor Stéphane Émard-Chabot provided the following comments:

“I wish to express my support for this project to construct a new student residence on the University of Ottawa campus. The project was also endorsed by members of the community who attended an information session.

The new residence meets many of the Official Plan objectives relating to intensifying residential uses in the central area, as well as along the transit corridor. Its design also gives the University's Grande Allée a more urban feel and look by having the building come out to the sidewalk. This will enhance the quality of the environment for pedestrians. The building also contains a secured bicycle parking facility designed to encourage this mode of transportation. Although the proposed structure is tall, because of its location along the transitway, it will have no immediate impact on Sandy Hill.

The only real objection I have relates to the demolition of the row of houses located on Waller Street. When Council turned down a previous Demolition Control application, it was made clear that these structures, along with the NCC houses across the street, were important witnesses to history of this part of Sandy Hill which, at one time, had been entirely residential. Unfortunately, because the buildings are being replaced, the City does not have the authority to prevent their demolition and this is truly unfortunate.”

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November 17, 1999

ACS1999-PW-PLN-0164  
(File: JPD4850SCOS2026)

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

## 10. Signs By-law Amendment - 2026 Scott Street

### Modification de l'Arrêté municipal sur les enseignes - 2026, rue Scott

#### Recommendation

That the application to amend Signs By-law 311-90, to permit one off-premises billboard sign in a Level 2 Use Zone, as detailed in Document 2, be APPROVED, subject to the following:

#### SPECIAL CONDITIONS

- That shields be installed on the lamps to restrict illumination to the sign face only and to prevent light spill-over into the community,
- That a landscaped median or bollards be installed around the base of the sign structure within .6 metres of the parking/vehicular circulation area.
- That within 30 days of the sign's installation provide evidence, to the satisfaction of the Director of Planning, that the shields and the landscaping median or bollards have been installed, or the sign permit shall be revoked.



November 19, 1999 (3:05p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DRB:drb

Contact: Don Brousseau - 244-5300 ext. 1-3118



November 22, 1999 (1:14p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

N/A



November 19, 1999 (12:53p)

for Mona Monkman  
City Treasurer

CP:ari

## Executive Report

### Reasons Behind Recommendation

The site description and specific amendment details are available for review as Supplementary Information within Documents 1 and 2.

The applicant is requesting relief from Articles 2.1.1.1. and 2.1.2.4. of Schedule A and Subsection 40(2) of the by-law, that regulates Signs Permitted, Location Restrictions and the General Dimension Limitations affecting Off-Premises signs, to install one third party advertising billboard sign within a Level 2 Use zone in front of the Granite Curling Club at 2026 Scott Street.

The subject property is located on the south side of Scott Street between Winona Avenue and Athlone Avenue. The property is zoned L3 under the zoning by-law thus classified for Signs By-law purposes as a Level 2 Use zone. The proposed sign is to be located in the centre of the property on the west side of the vehicular access. Scott Street is a Region collector roadway with the depressed Scott Street transit corridor located to the north. Area land uses include primarily commercial development fronting onto Scott Street to the east and west of the property, with residential land use located on Winona Avenue, Athlone Avenue and Ashton Avenue backing onto the subject site. There are two high-rise apartment buildings located north of the transit-way.

The applicant wishes to install a standard 18 square metre by 7.6 metre high third party advertising billboard sign on the west side of the access road set back 21.79 metres from the adjacent land use to the west (vehicle repair shop zoned CG), as illustrated in Documents 4 and 5. The sign is to be mounted perpendicular to Scott Street with the sign face, in part, projecting back over the parking area.

The by-law permits Off-Premises billboard signs within Level 3 commercial and industrial zones only. For safety, all signs must be set back a minimum of .6 metres from a parking area. In the protection of residential land use, billboard signs must not be located closer than 0.3 metres per 0.19 square metres of sign face, to an adjoining residential use located in a residential zone.

In this case, existing adjacent land uses are primarily retail commercial fronting onto a Regional collector roadway, Scott Street. The residential uses are well set back from the intended location of the sign and it is felt that, in general, there would be minimal negative impact resulting from the sign. However, there are homes which front onto Athlone Avenue and Ashton Avenue where the rear facades indirectly face toward the location of the sign. In terms of the by-law, these residential uses both front onto a different street and would be set back from the sign in excess of the minimum setback requirement specified above. In this regard, the Department is prepared to support the application. However, in appreciation of the comments expressed by the community concerning illumination, to ensure the sign does not impose undesirable light spill-over toward the residential uses, approval is recommended subject to the installing of shields around the lamps. Shields will focus the light such that only the sign face will be illuminated and glare/light spill-over will be minimized.

To this end, within 30 days of the sign's installation, satisfactory evidence that the above condition has been met must be provided to the Director of Planning, or the sign permit will be revoked. Finally, for safety purposes, the sign must be protected using either a landscaped median or bollards installed around the base of the structure within .6 metres of the parking/vehicular circulation area.

In light of the above, the Department is satisfied that, subject to the inclusion of the special conditions, approval of this application would be consistent with the purpose and intent of the by-law.

## Consultation

In response to the early notification circulation, the Department received four submissions. Of the four respondents, three are opposed to the application and one is prepared to support the application if the sign does not block their exposure and/or view. The concerns expressed relate to the potential impact from the illumination component. Specific comments are summarized in Document 2.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the applicant, Mr. Sheldon Adams, 1746 Harvest Crescent, Gloucester, Ontario, K1C 1V4, and the Granite Curling Club, 2026 Scott Street, Ottawa, Ontario, K1Z 6T1, of City Council's decision.

**List of Supporting Documentation**

Document 1	Fact Sheet
Document 2	Details of Recommended Amendment and Consultation Details
Document 3	Location Plan
Document 4	Site Plan
Document 5	Elevation Drawing
Document 6	Photographs

## Part II - Supporting Documentation

### SUMMARY FACT SHEET

Document 1

Signs By-law Amendment Application

Address - 2026 Scott Street

JPD4840/SCOS 02026

Current Zoning:	P (under Z-2K) L3 (Pending)
Sign Level Use:	Level 2
Defined Special Signage Area:	Not applicable
Existing Development/Use:	1 storey structure for commercial assembly
Site Plan Control (Cross Reference):	Not applicable
Existing Signs Under Permit: (For the Subject Occupancy)	No permits exist
<b>Requested:</b>	<b>Permitted or Maximum allowable:</b>
Type: Off-Premises sign	Not Permitted
Classification: Information	Not Permitted
Area of Face: 18 sq. m.	Not Permitted - Maximum area for identification ground sign is 2.48 sq. m.
Height: 7.6 metres	Maximum height 2.4 metres
Location: On the north side of the property adjacent to the vehicular entrance.	Permitted
Illumination: Requested	Permitted

**Details of Recommended Amendment**

Document 2

Despite articles 2.1.1.1. and 2.1.2.4. and Subsection 40(2), relief from Subsection 2.1.8. of Schedule A of Signs By-law 311-90, as amended, to permit one illuminated off-premises billboard sign within a Level 2 Use zone having a sign face area not to exceed 18 square metres and a height not to exceed 7.6 metres.

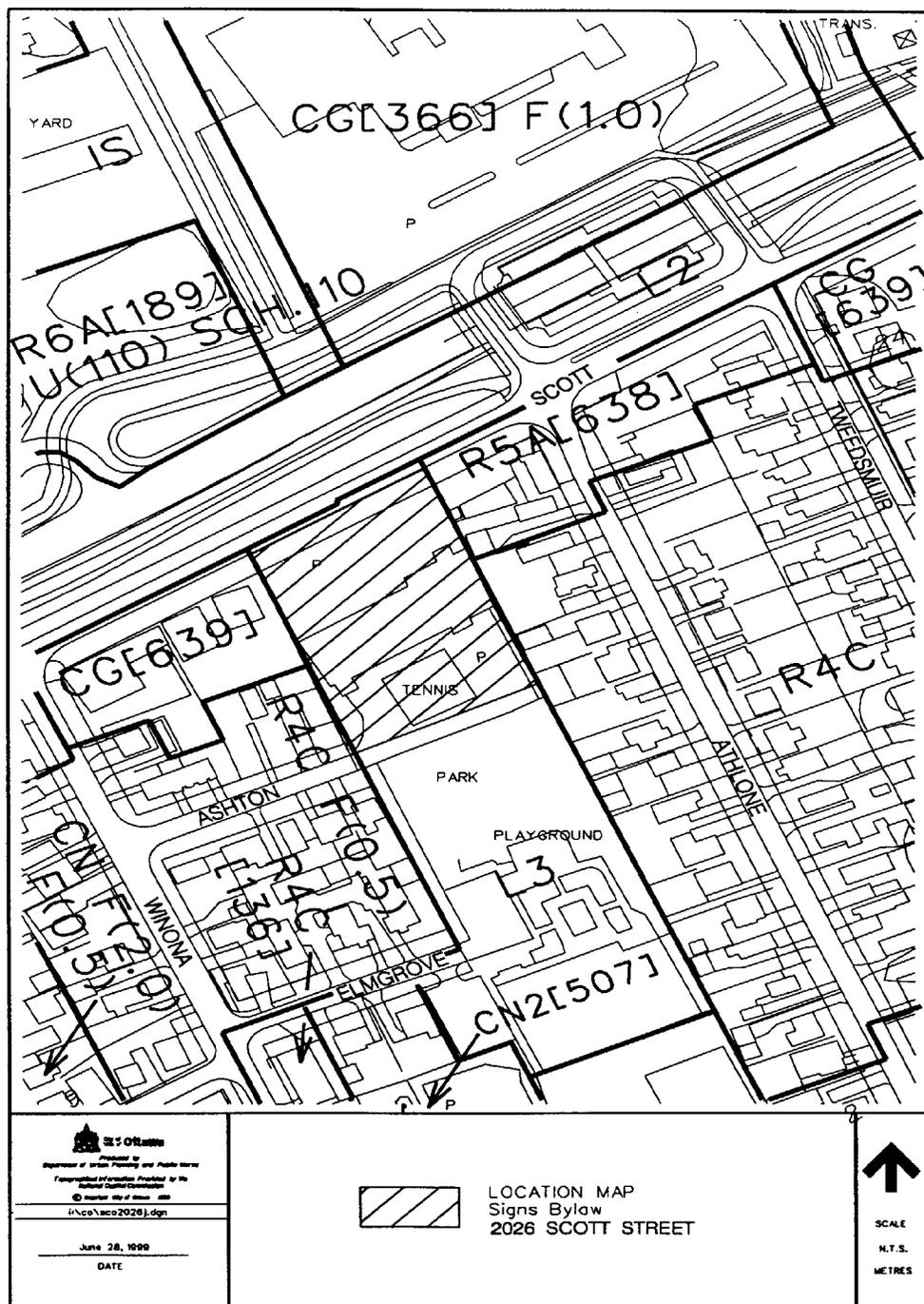
## Consultation Details

- I own the property immediately to the east of the subject property. If the sign blocks our exposure and/or view I would object. If it has no impact on our site I would not object.
- My apartment faces onto the Granite Curling Club's car park and tennis court. Will the sign be a lit advertising sign shining into my home at night. I do not agree within commercializing this area any more. There are still many residents who are entitled not to have to endure the encroachment of commercialism. Already we have the traffic in and out of the curling club.
- The owner and the agent of 2026 Scott Street operate a used car lot and they are using city property daily to display their cars for sale and now they want to erect an illuminated off-premises billboard sign. I do not agree with this proposal.

The Ward Councillor is aware of the application

## Departmental Comments

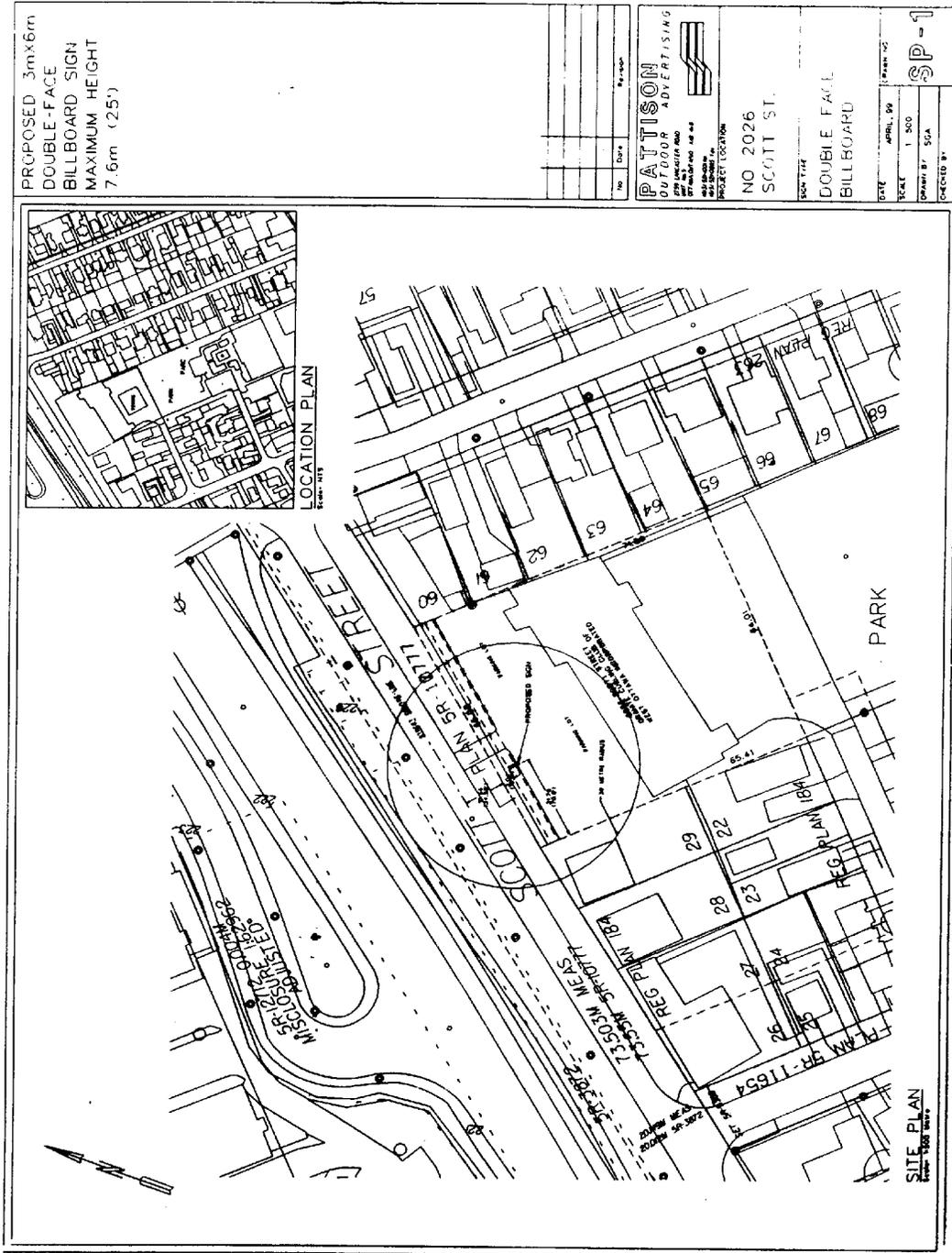
Land uses adjacent to Scott Street are zoned for commercial development and, therefore, a temporary billboard use is felt to be an acceptable secondary temporary use of the property. However, to minimize the potential negative visual effects of the illumination component, the Department is recommending the installation of shield around the lamps to prevent direct light spill-over into the residential neighbourhood.




**City of Ottawa**  
 Prepared by  
 Department of Urban Planning and Public Works  
 For approval by the Planning and Economic Development Committee  
 © 1999 City of Ottawa - 019  
 (C:\co\mco2026).dgn  
 June 28, 1999  
 DATE

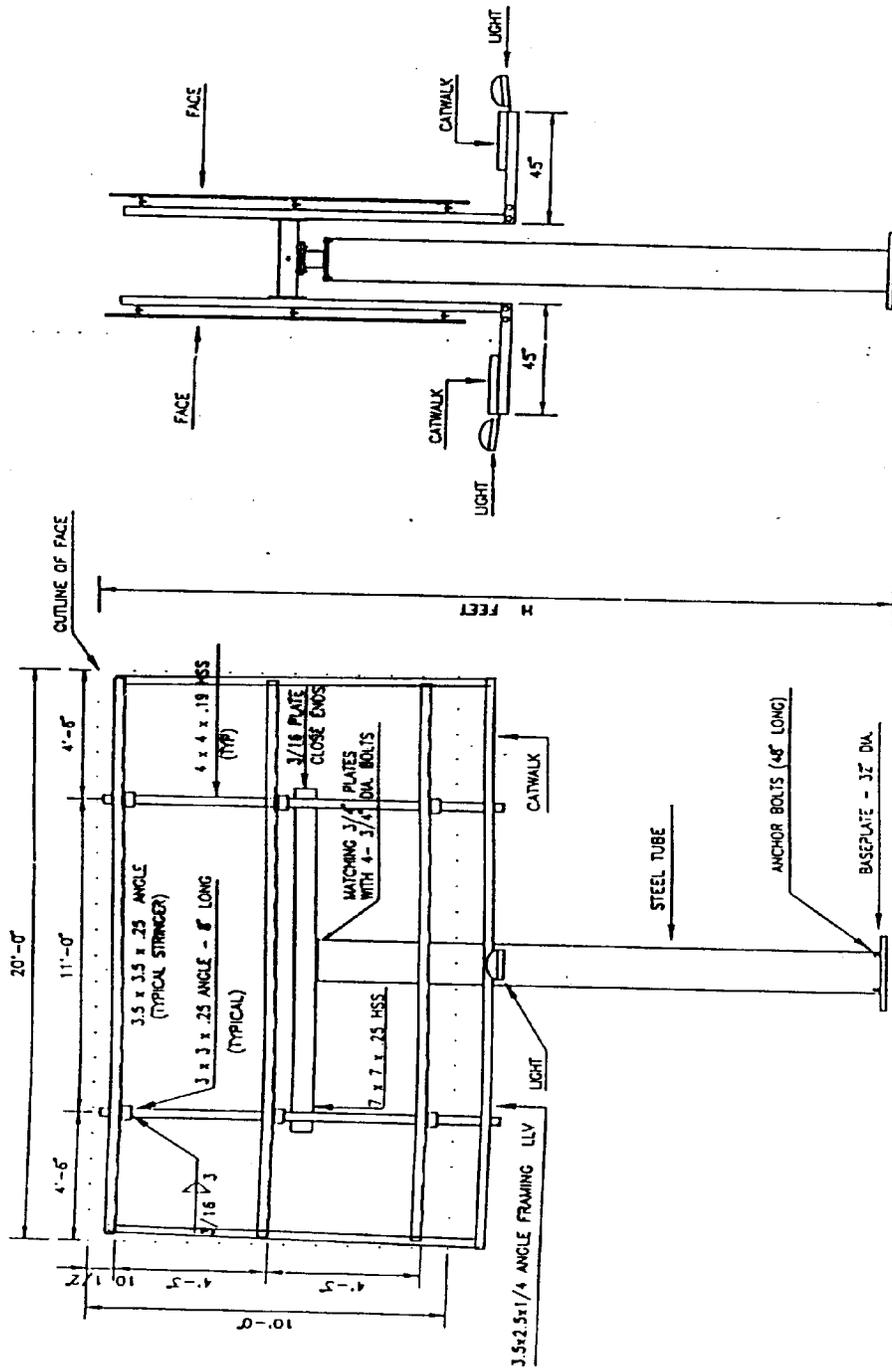

 LOCATION MAP  
 Signs Bylaw  
 2026 SCOTT STREET

  
 SCALE  
 N.T.S.  
 METRES

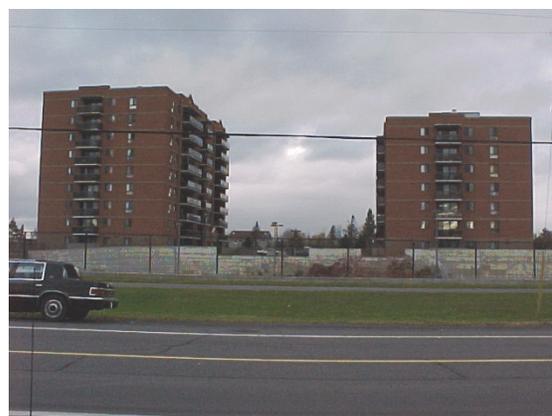


ELEVATION DRAWING

Document 5



PHOTOGRAPHS



November 23, 1999

ACS1999-PW-PLN-0173  
(File: JPD4840BANS152)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT6 - Somerset

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

Action/Exécution

### 11. Signs By-law Minor Variance - 152 Bank Street

#### Dérogation mineure de l'Arrêté municipal sur Les enseignes - 152, Rue Bank

#### Recommendation

That the application to vary the Signs By-law 311-90, to permit an increase in the maximum sign face area limitations and deviate from the general design criteria affecting the location of the sign, as detailed in Document 2, be **APPROVED**.



November 23, 1999 (1:38p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DRB:drb

Contact: Don Brousseau 244-5300, ext. 3118



November 23, 1999 (3:38p)

Approved by  
John S. Burke  
Chief Administrative Officer

#### Financial Comment

N/A



November 23, 1999 (12:03p)

for Mona Monkman  
City Treasurer

BH:ari

## **Executive Report**

### **Reasons Behind Recommendation**

The site description, context and specific details are available for review as Supplementary information, Document 1 and 2.

The applicant is requesting relief from the by-law Area Limitations and Design Criteria in order to legalize an existing oversized canopy sign, reading “George Richards”, installed without prior municipal approvals. In addition, the sign does not respect the required horizontal alignment with other existing signs located on the same building.

To prevent excessive scale, sign proliferation and to protect adjacent businesses from overpowering signage, the by-law limits the scale of canopy signs to a maximum 20% of the wall area of the storey in which the sign is located. In this case, the maximum permitted area for the subject property is 6.9 square metres. Further, to establish and maintain the horizontal continuity of signs located on a multi-occupancy building, and to respect the building architectural design features, the by-law requires that all occupant identification signs that are located in the same storey be of uniform height.

The existing canopy sign has an overall area of 10.17 square metres and does not horizontally align with the adjacent two occupant identification signs. The sign directly adjacent to the subject sign is only slightly smaller and the third sign is in a channel letter format. In the case of the latter sign, given that the building forms the background, this sign does not appear to be significantly affected visually. Further, given that the adjacent two signs were likely installed many years ago and are, therefore, not under sign permit, approval of the subject sign would set the height standard for any future signs installed on the building. In addition, under the upcoming new Signs By-law, the scale of the existing sign would be permitted as a matter of right. Finally, the sign is primarily illuminated through the text or letters of the sign face. As such, the impact from excessive glare is not considered a concern.

In light of the above, the Department is satisfied that the purpose and intent of the by-law would be maintained and approval is recommended.

### **Consultation**

In response to the standard early notification, two submissions were received both in support of the sign as installed. Specific comments are detailed in Document 2. The Ward Councillor is aware of the application.

## Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Roberts Awnings and Signs, 40 Belvia Road, Etobicoke, Ontario, M8W 3R3, the property owner, Capitol Properties, 101 Grange Road, Ottawa, Ontario, K1N 8J6, and the tenant, Grafton Fraser Inc., 44 Apex Road, Toronto, Ontario, M6A 2V2, of City Council's decision.

## List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Consultation Details
Document 3	Location Plan
Document 4	Site Plan Detail and Elevation Drawings
Document 5	Photographs

**Part II - Supporting Documentation**

FACT SHEET

Document 1

Signs By-law - Minor Variance

Address - 152 Bank Street

JPD4840/BANS152

Current Zoning:	C2-x(8.0)[78] Multi 94
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Retail commercial
Site Plan Control (Cross Reference):	N/A
Existing Signs Under Permit: (For the Subject Occupancy)	Old wall sign (removed) 4'x0"x26'-0"x2'-0"
<b>Requested:</b>	<b>Permitted or Maximum allowable:</b>
Type: On-premises canopy sign	Permitted
Classification: Identification sign	Permitted
Area of Faces: 10.17 square metres	Not Permitted - Maximum 6.9 sq. m.
Location: On the west side of Bank Street between Laurier Avenue and Slater Street	Permitted
Not in horizontal alignment with other existing occupant identification signs	Not Permitted - On multi-occupancy buildings, signs must maintain horizontal continuity and respect architectural features.
Illumination: Yes	Permitted

### Details of Requested Minor Variance

Relief from Articles 1.4.3.4.(d) and 1.4.7.1. of Schedule A of By-law 311-90, as amended, to permit an increase in the maximum permitted sign face area limitations from 6.9 square metres to 10.17 square metres and to deviate from the design requirement to establish and maintain horizontal continuity of signs.

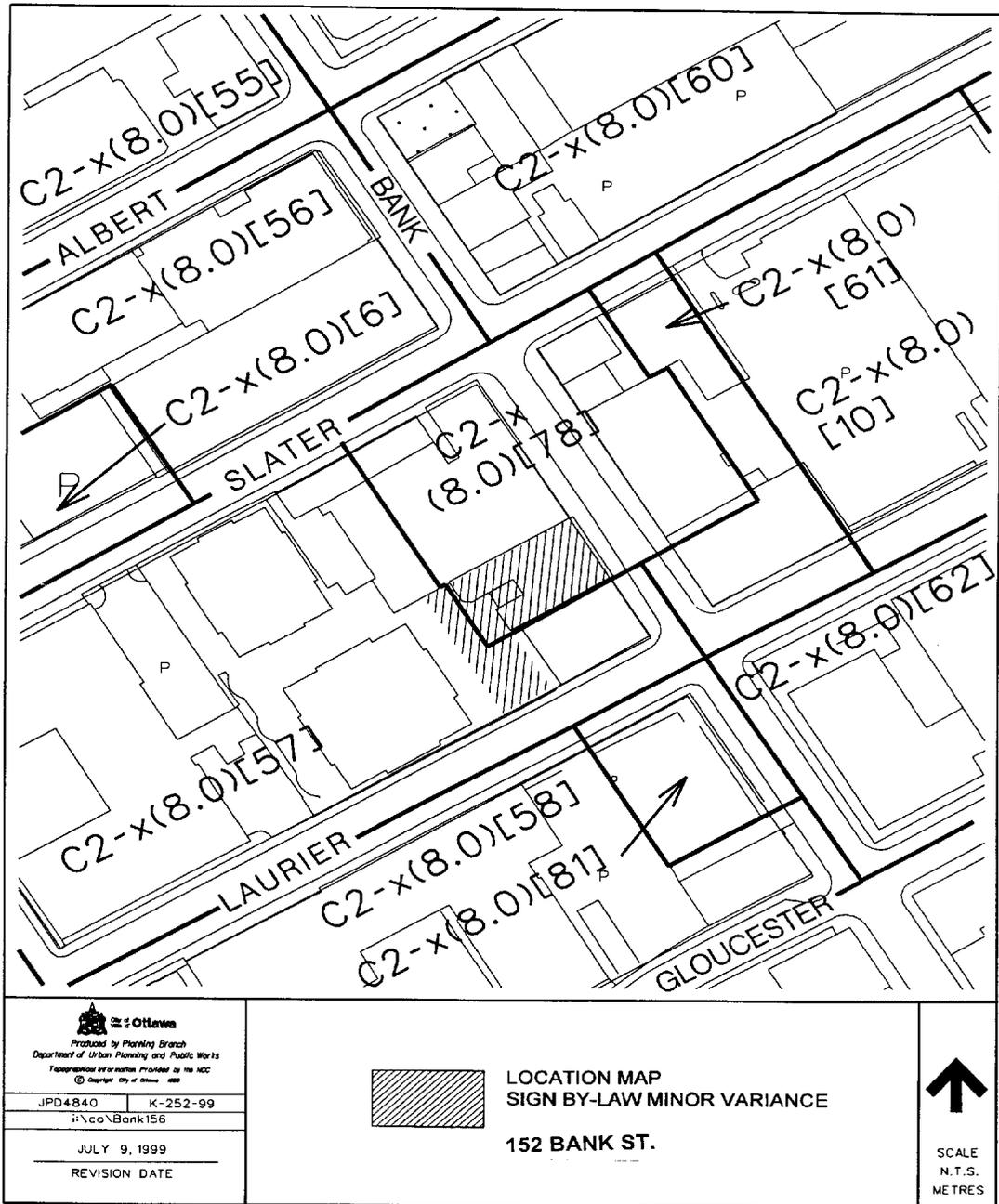
### Consultation Details

In response to the standard early notification, two submissions were received both in support of the application to approve the canopy sign as installed. No specific comments were provided.

### Region of Ottawa-Carleton

The Regional Environment and Transportation Department has no objections to the subject SIGNS BY-LAW MINOR VARIANCE APPLICATION for the wall mounted illuminated canopy sign.

LOCATION PLAN





PHOTOGRAPHS



Front View facing west



Facing south-west



Facing north-west

November 16, 1999

ACS1999-PW-PLN-0099  
(File: NRB1100/0200)

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

## **12. Alexandra Bridge -- Lighting Design**

### **Pont Alexandra – Projet d'éclairage**

### **Recommendations**

1. That the "Alexandra Bridge Illumination Project" report, (Document 1), prepared by Martin Conboy, Lighting Design, dated August, 1999 be Received.
2. That the City of Ottawa endorse the concept of lighting the Alexandra Bridge as described in this study.



November 22, 1999 (8:30a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



November 22, 1999 (2:09p)

Approved by  
John S. Burke  
Chief Administrative Officer

MM:mm

Contact: Marilyn Muleski - 244-5300 ext. 1-3329

## Financial Comment

Subject to approval of these recommendations and City Council endorsement for the lighting of the Alexandria Bridge as described in this study, it should be noted that the City of Ottawa has not identified this as a capital project, nor has it included in its current capital program any provision for a project of this type.



November 19, 1999 (3:26p)

for Mona Monkman  
City Treasurer

CP:ari

## Executive Report

### Reasons Behind Recommendations

The City of Ottawa, the National Capital Committee (NCC), Public Works and Government Services Canada (PWGSC), and the Ville de Hull participated in this study to develop a final lighting design for the illumination of the Alexandria Bridge, a turn of the century steel structure. On November 5, 1997, Council resolved that City staff work in coordination with the agencies named above to investigate the feasibility, costs, and possibilities of sponsorship for illuminating the bridge and to bring back a recommendation to Committee and Council.

The illumination of the Alexandria Bridge would celebrate the new millennium; mark its centennial anniversary; reinforce the historical, architectural and cultural value of the bridge as a prominent example of “turn of the century” steel structure bridges; and improve the visual quality of the bridge as a “landmark” in the nighttime environment.

The Alexandria Bridge is a key section of Confederation Boulevard and the City has supported the NCC in the development of this ceremonial route. The bridge, owned and operated by PWGSC, is an important link, both physically and symbolically, between both shores of the Ottawa River. This bridge is one of two downtown bridges and a gateway to our city. In 1995 the Canadian Society for Civil Engineers commemorated the Interprovincial (Alexandra) Bridge as a National Historic Civil Engineering Site to recognize this early example of the exclusive use of steel and the use of poured concrete piers.

A Steering Committee, with representation from each of the four partners, directed the project and the firm, Martin Conboy, Lighting Design, was selected as the consultant for the study. The final report (Document 1) describes the proposed illumination. The four partners shared equally the cost of this study.

### The Design Philosophy and Criteria

The philosophy for lighting the Alexandra Bridge and the approach taken are described as follows:

- The bridge now has become an icon, a cultural and historical signpost, whose significance to the people of this Region cannot be overstated. It is one of the most recognisable structures in the Capital area and one of the last which clearly evokes Ottawa/Hull's industrial past.
- The approach to the lighting of this bridge is to consider it as an *Objet d'art*; the primary goal is to reveal the inherent character of the bridge at night.
- The Alexandra Bridge is a recognizable landmark and any attempt to modify its appearance must be avoided.
- The lighting is to be cognisant of the bridge's historical value and its role as an important component of the ceremonial route. The bridge has the dual role of representing the Capital in an official capacity to the people of Canada and the outside world, and also being an important link between the two founding cultures.
- The Bridge is also significant to the Canadian engineering community in that it marked a turning point in commissioning and building of structures of this kind. It holds the distinction of being completely Canadian designed and constructed. It held the record for a period of time of being the longest bridge of its type in the world and pioneered the use of concrete as a construction material.

### The Design

Based on the design philosophy and criteria described above, the proposed design consists of:

- Lighting the interior of the box trusses at significant points including the entrances with high pressure sodium (HPS) fixtures, which will contrast with the metal halide of the Confederation Boulevard globe lights;
- Lighting the underside of the bridge deck, both the dense system of trusses that complete the fan-type structure above the deck and the piers, with HPS fixtures; and
- Additional lighting of the piers with dynamic floodlighting, including an option to change colours for special occasions such as Canada Day.

On August 24, 1999, the NCC's Advisory Committee on Planning, Design and Realty

reviewed the proposed illumination scheme and recommended that this project proceed with the design described here and presented in more detail in Document 1. Presentations about the proposed design to the Ville de Hull and to PWGSC are scheduled for November.

The Consultant's report concludes that it is feasible to light the bridge. A design that highlights the complex structure and its function as a link between two points of land is recommended with a preliminary capital cost estimate of approximately \$600,000.00.

### Environmental Impact

This study falls under the MEEP Automatic Exclusion List – Section D, Studies and Surveys. Should the City continue to participate actively in this project, and the illumination of the Alexandra Bridge be implemented, then the energy use required to light the bridge must be considered in the context of the City's goal to reduce carbon dioxide (CO<sub>2</sub>) emissions by 20% by the year 2005. Electricity in the Province of Ontario is partly generated from fossil fuels; thus, increasing the use of electricity creates greenhouse gas emissions. Consequently, the energy use that would be associated with the bridge illumination system should be taken into account if the project is implemented.

The proposed HPS lighting is considered to be energy efficient.

### Consultation

This project was undertaken in partnership with the National Capital Commission, the Department of Public Works and Government Services Canada and the Ville de Hull.

### Disposition

The Department of Urban Planning and Public Works to notify the other partners of the decision of Council.

### List of Supporting Documentation

Document 1     Alexandra Bridge Illumination Project report by Martin Conboy Lighting Design (distributed separately and on file with the City Clerk)

November 22, 1999

ACS1999-PW-PLN-0165  
(File: OSP1980/120)

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

Action/Exécution

### **13. 1053 Carling Avenue and 40 Ruskin Street - Site Plan Control Approval**

**1053, avenue Carling et 40, rue Ruskin - Approbation au titre de la  
réglementation du plan d'emplacement.**

#### **Recommendation**

That the Site Plan Control Application (OSP1980/120) be APPROVED, as detailed in Document 1, and as shown on the following plans:

1. "Site Plan, U of O Heart Institute, Reference Centre, Proposed Addition", Drawing No. A1a, prepared by La Health Facilities Planning and Architecture , Lowry Architect, and Otto & Erskine Architects Inc., dated May 1999, revised to November 15, 1999, and dated as received by the City of Ottawa on November 19, 1999.
2. "Landscape Plan, U of O Heart Institute, Reference Centre, Proposed Addition", Drawing No. L1, prepared by Mulligan & Associates, dated July 23, 1999, revised to November 19, 1999, and dated as received by the City of Ottawa on November 19, 1999.
3. "Partial Landscape Plan - Transplanting, Ottawa Hospital, Civic Campus", Drawing No. SP1, prepared by Lowry Architect, and Otto & Erskine Architects Inc, dated November 1999, and dated as received by the City of Ottawa on November 19, 1999.

4. "Site Grading, Drainage Plan, University of Ottawa Reference Centre, Proposed Addition", Drawing No. SG1, prepared by OMM Trow Consulting Engineers, Hydrogeologists & Planners, dated October 1999, revised to November 15, 1999 and dated as received by the City of Ottawa on November 19, 1999.



November 23, 1999 (1:00p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DAB:dab

Contact: Douglas Bridgewater - 244-5300 ext. 1-3387  
Julie Sarazin - 244-5300 ext. 1- 3872



November 29, 1999 (1:24p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

Subject to City Council 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.



November 23, 1999 (10:07a)

for Mona Monkman  
City Treasurer

BH:ari

## Executive Report

### Reasons Behind Recommendation

#### Context

The University of Ottawa Heart Institute proposes to expand the east end of the existing building located at the southwest corner of Ruskin Street and Melrose Avenue on the Ottawa Hospital, Civic Campus. Across Melrose Avenue to the east are single dwellings, while to the north across Ruskin Street is a parking lot serving the hospital. The area of the planned expansion is now occupied by a sitting area and a mixture of coniferous and deciduous trees and shrubs. There is an existing vehicular entrance to the hospital campus from Melrose Avenue along the south side of the building which serves the Heart Institute and the Cancer Clinic adjacent to the south.

## Site Plan and Recommendation

The planned addition would be four storeys, with three storeys above grade facing Melrose Avenue, and only three and one-half storeys visible from the Ruskin Street side due to a lower existing grade elevation along Ruskin Street. The third and fourth storeys are to be set back about 4.5 metres from the ground floor facade along the Melrose and Ruskin sides, which are set back 7.5 metres from the property lines. There will be controlled fire exits along the north and east sides of the building addition, with the main front entrance remaining further to the west facing Ruskin Street. Continuous light-wells will be provided along the north and east sides of the addition for the benefit of users of the below grade portion of the first floor. Wrought iron fences with brick piers are planned along the upper edges of the light wells.

The Official Plan sets out four evaluation criteria for the expansion of major institutions, pertaining to parking, traffic circulation, landscape and building design. As part of the proposal, vehicular access from Melrose Avenue to the Heart Institute and Cancer Clinic is to be one-way in and limited to the use of ambulances only, by adding prohibitive signage. The signage measure alone is considered inadequate to discourage unnecessary on-going use of this access and Melrose Avenue by other vehicles, such as commercial service and supply vans. Therefore Specific Condition 2 under Part 3 has been added to require narrowing the driveway to 3.6 metres from 5.0 metres. There is enough existing parking available to meet the added requirements of the Zoning By-law for the proposed addition.

A total of at least 8 existing trees within the area required for construction are to be transplanted to other areas facing Melrose Avenue to help maintain the visual character of the streetscape. However, up to 18 other trees in the area of construction are too large for transplanting and may be destroyed. The proposal includes planting of shrubs and a double row of 5.5 to 7.5 metre high coniferous trees along the east side of the new building to provide an evergreen buffer between the new building and the residential area across Melrose Avenue. Other trees and shrubs will enhance the area along the north side of the addition, and roof-top planting will provide additional screening of the new structure. The building design is to be in keeping with the existing structure, and the stepped back design, in combination with the grading effect of exposing only three storeys to the east side, provides an appropriate transition between the hospital and nearby residential uses.

Therefore, given the merit of the proposal and consideration of applicable Official Plan policies, the application is recommended for approval.

## Economic Impact Statement

The expansion of the Heart Institute will attract an estimated \$2.4 million in new investment for laboratory and office facilities. This will have a positive impact on the City's fiscal operations despite the fact that there will be no revenue flows from property taxes.

## Environmental Impact

A Municipal Environmental Evaluation Process checklist was submitted with the subject application indicating that there would be a mitigable impact on existing vegetation as a result of the proposed development. Up to 18 of the large existing trees will be removed, but at least eight others are to be transplanted and 16 new trees and 139 shrubs are to be added.

## Consultation

Public consultation pertaining to the subject application took place in the form of notification of community groups, posting of on-site signs and two public meetings. Through the public consultation, concerns were raised pertaining to traffic circulation and on-street parking, sewer relocation construction, location of doors and sitting areas, landscape buffering and loss of trees, building set-backs, lighting, burial of overhead power lines, and any further expansion plans.

## Disposition

Department of Urban Planning and Public Works to notify the owner (1053 Carling Avenue, K1Y 4W9) and agent (25 Holland Avenue, K1Y 4P9) and all interested parties of Planning and Economic Development Committee's decision.

Office of the City Solicitor to prepare the revised Site Plan Control Agreement.

## List of Supporting Documentation

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

## **Part II - Supporting Documentation**

### CONDITIONS OF SITE PLAN CONTROL APPROVAL

Document 1

#### **PART I - CONDITIONS TO BE SATISFIED PRIOR TO THE EXECUTION OF THE REQUIRED AMENDING AGREEMENT**

##### **STANDARD CONDITIONS**

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

The Owner(s) must submit a statement specifying the species, size, health and structural stability for all the relocated existing tree(s) which are to be retained, to the satisfaction of the Commissioner of Urban Planning and Public Works. The inspection of this existing tree(s) and statement must be prepared by a person having qualifications acceptable to the Commissioner of Urban Planning and Public Works and may include, but need not be limited to, a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist. (Contact Doug Bridgewater, 244-5300, ext. 1-3387, Planning Branch)

##### **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, including the value of all or any specific existing tree(s) to be retained in accordance with the Canadian Nurseries Association and the International Society of Arboriculture (ISA) Standard, to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Doug Bridgewater, 244-5300, ext. 1-3387, 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, and a Tree Compensation Deposit for all or any specific existing tree(s) to be retained on private property, which shall be retained in the custody of the City Treasurer, (no security will be taken for existing municipal and regional road allowance trees because they are already protected by the Trees By-law (By-law Number 55-93, as amended) and the Road Cut By-law (By-law Number 31-91 as amended). For the purposes of this condition, Security means cash, certified cheque, or subject to the approval of the City Treasurer, bearer bonds of the Government of Canada (except Savings Bonds), Provincial bonds or provincial guaranteed bonds, or other municipal bonds provided that the interest coupons are attached to all bonds, or letters of credit, with an automatic renewal clause, issued by a chartered bank, credit unions and caisse populaires, trust companies or some other form of financial security (including Performance Bonds from institutions acceptable to the City Treasurer). Contact Debbie Van Waard, 244-5300, ext. 1-3570, Office of the City Solicitor.)

**PART 2 - CONDITIONS TO BE INCLUDED IN THE REQUIRED SITE PLAN CONTROL AMENDING AGREEMENT****STANDARD CONDITIONS****STC 2.1 - Installation and Planting of Landscape Elements**

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

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

The Owner(s) shall reinstate to the satisfaction of the Commissioner of Urban Planning and Public Works, any property of the City or Regional Municipality of Ottawa-Carleton, including sidewalks and curbs, that is damaged as a result of the subject development. This reinstatement shall be at the expense of the Owner(s). (Contact Bruce Coombe, 244-5300, ext. 1-3461, Engineering Branch)

**STC 2.7 - Conveyance of Corner Sight Triangles**

The Owner(s) shall convey to the City at no cost a 13.0 metre corner sight triangle to the satisfaction of the Commissioner of Urban Planning and Public Works within six months of the signing of this agreement. The Owner(s) shall provide at no cost to the City a Legal Survey (Reference Plan) acceptable to the City's Chief Surveyor, setting out the above corner sight triangle as Part(s) on said plan. In the event the Owner(s) elects not to have his/her own solicitor prepare the Transfer/Deed of Land required to complete the conveyance, the Office of the City Solicitor may prepare the document and all associated costs shall be borne by the Owner(s). (Contact Brian Tweedie, 244-5300, ext. 1-3256, Licensing, Transportation and Buildings Branch)

**STC 2.9 - Release of Financial Securities for Landscape Elements**

When requested by the Owner(s), the Security shall be released by the City Treasurer when authorized by the Commissioner of Urban Planning and Public Works according to City Council policy, provided that the landscape elements have been installed and planted in accordance with the Site Plan Control Approval, and that all plant materials are in good and healthy condition. (Contact Doug Bridgewater, 244-5300, ext. 1-3387, Planning Branch, and/or where there are landscape elements on the road allowance, John Honshorst, 244-5300, ext. 1-3763, Operations Branch.)

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

- i) The Tree Compensation Deposit shall be retained for a period of three (3) years during which time the deposit is non-retrievable, unless otherwise determined by the Commissioner of Urban Planning and Public Works. The period of time during which the money is non-retrievable shall only commence upon occupancy of the development, or as otherwise determined by the Commissioner of Urban Planning and Public Works.
- ii) To request a release of the Tree Compensation Deposit, the Owner(s) shall provide the Commissioner of Urban Planning and Public Works with a certified inspection and statement indicating:
  - a) whether the specific tree(s) remains structurally stable and healthy;
  - b) to what extent a tree(s) is damaged during construction;
  - c) whether the tree(s) will die primarily as a result of development;
  - d) whether or not an existing tree(s) will require replacement, primarily as a result of the effects of development.
- iii) That the required inspection and statement shall be conducted by a person(s) having qualifications acceptable to the Commissioner of Urban Planning and Public Works and may include, but need not be limited to a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist.
- iv) The terms of the release of the Tree Compensation Deposit shall be determined by the Commissioner of Urban Planning and Public Works upon review of the certified inspection and statement.
- v) When determined by the Commissioner of Urban Planning and Public Works, based on the acceptance of the certified inspection and statement addressing the need for possible tree removal; the Owner(s) shall replace the tree(s), by either:
  - a) one or more new deciduous tree(s) with a combined caliper size equal to those removed, but in no case shall each replacement deciduous tree be less than seventy-five (75) millimetres caliper,
  - b) one or more new coniferous tree(s) with a combined height of not less than that of the height of the tree to be removed, with each specimen not less than one point five (1.5) metres, except when prescribing species, varieties or cultivars which are normally less than ten (10) metres high at maturity, or
  - c) a combination of the above. (Contact Doug Bridgewater, 244-5300, ext 1-3387, Planning Branch)

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

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

### **STC 2.12 - Storage of Snow**

The Owner(s) agrees that snow stored on landscaped areas shall be in a well drained area

where the storage will not result in over-spillage onto abutting lots nor destruction to planting areas.

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

#### **SPECIFIC CONDITIONS**

1. That the Owner(s) agrees to prepare and implement an erosion and sediment control plan to the satisfaction of the Manager of the 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 the current Best Management Practices for Erosion and Sediment Control.  
(Contact Debra Irwin, 244-5300, ext. 3000, Environmental Management Branch.)
2. That the access driveway from Melrose Avenue be reduced in width to 3.6 metres on the proposed Site Plan. (Contact Doug Bridgewater, 244-5300, ext. 1-3387, Planning Branch.)

#### **STANDARD CONDITIONS**

##### **STC 3.1.1 - Signing of Site Plan Control Amending Agreement**

The Owner(s) must sign a Site Plan Control Amending Agreement including the conditions to be included in the agreement. When the Owner(s) fails to sign the required agreement and complete the conditions to be satisfied prior to the signing of the agreement within six (6) months of Site Plan Control Approval, the approval shall lapse. (Contact Debbie Van Waard, 244-5300, ext. 1-3570, Office of the City Solicitor).

##### **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 by which 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 0.5, (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 410.07.01.16 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. The curb and sidewalk is to be continuous and depressed across the private approach in accordance with the Private Approach By-law 170-73. (Contact Ray Fournier, 244-5300, ext. 3811, Engineering Branch.)
3. That the Registered Owner acknowledges and agrees to implement and monitor the approved Erosion and Sediment Control Plan during all phases of site preparation and construction to the satisfaction of the Commissioner of Urban Planning and Public Works. (Contact Debra Irwin, 244-5300, ext. 3000, Environmental Management Branch.)
4. 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) the tree(s) must meet the requirements set out by the Canadian Nursery Standards; and
  - v) tree stakes and guy wires 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)

## 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 along Ruskin Street and Melrose Avenue, as shown on the Site Plan Control Approval, which are to be retained and protected. These measures shall consist of the following:

- (i) A fence having a minimum height of 1.2 metres will be erected around the drip-line of all individual or groups of trees within 10.0 metres of the area of building and site construction.
- (ii) The fence is to be maintained permanently during construction and removed only on completion of all construction, including site-works.
- (iii) No equipment, vehicles nor materials shall enter, nor be stored, within the fence protecting vegetation.
- (iv) All required pruning and trimming of existing trees and shrubs shall be completed by a qualified arbourist using manual methods.

(Contact John Honshorst, 244-5300, ext. 1-3763, Operations Branch and Neil Dillon for inspection, 244-5300, ext. 1-3507, Building Code Services Division)

### **STC 4.2 - Protection of Existing Private Trees and Shrubs Prior to and During Demolition and/or Construction**

The Owner(s) must undertake protective measures to the satisfaction of the Commissioner of Urban Planning and Public Works, prior to commencement of and during demolition and/or construction, to ensure against damage to any roots, trunks or branches of all existing private trees and shrubs, as shown on the Site Plan Control Approval, which are to be retained and protected. These measures shall consist of the following:

- (i) A fence having a minimum height of 1.2 metres will be erected around the drip-line of all individual or groups of trees within 10.0 metres of the area of building and site construction.
- (ii) The fence is to be maintained permanently during construction and removed only on completion of all construction, including site-works.
- (iii) No equipment, vehicles nor materials shall enter, nor be stored, within the fence protecting vegetation.
- (iv) All required pruning and trimming of existing trees and shrubs shall be completed by a qualified arbourist using manual methods.

(Contact: Doug Bridgewater, 244-5300, ext.1-3387, Planning Branch, Contact Neil Dillon for inspection, 244-5300, ext.1-3507, Building Code Services Division)

**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 4.7 - Submission of Survey Plan Upon Pouring of Foundation(s)**

The Owner(s) must submit to the Chief Building Official, a certified building location survey including foundation elevations, upon completion of the foundation, to ensure interim compliance with the Zoning By-law and the approved private sewer system, lot grading and drainage plan(s). (Contact Neil Dillon, 244-5300, ext. 1-3507, Licensing, Transportation and Buildings 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 4.19 - 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)**

**SPECIFIC INFORMATION**

1. A manhole located entirely on private property is required in each private sanitary and storm sewer connection to allow observation and sampling of the sewage and stormwater in accordance with the Regional Regulatory Code. (Contact Steve Dover, 560-6053, ext. 2661, R.M.O.C.)

**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 2 - Status of Existing Site Plan Control Agreement(s)**

This Site Plan Control Approval requires an amendment to the existing Site Plan Control Agreement(s). The terms, provisions and conditions imposed by the City on February 27, 1996 and incorporated in a registered Site Plan Control Agreement dated July 11, 1996, and registered as Instrument Number 987173, are reconfirmed and shall have the same force as if they had been repeated in this approval, except as otherwise varied or amended.

**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 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. 1-3763, 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. 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)

**REGION OF OTTAWA-CARLETON****RMOC 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:

**RMOC -Other Conditions and Information****ENVIRONMENT****Water**

- W1 Fire flow records indicate a flow of 1210 IGPM at 20 PSI from the hydrant located at Ruskin Street and Melrose Avenue. 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 should undertake an engineering analysis of the water supply, certified by a professional engineer to ascertain if the available fire flows are adequate and meet the requirements of the Insurers' Advisory Organization.
- 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.
- 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.
- 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 metre of an existing fire hydrant. No objects, including vegetation, shall be placed or planted within a 3.0 metre corridor between a fire hydrant and the curb nor a 1.5 metre 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.

### **Industrial Waste**

- IW1 In accordance with the Regional Regulatory Code, the owner shall install and maintain in good repair in each connection a suitable manhole to allow observation and sampling of sewage and stormwater by the Region of Ottawa-Carleton. The manhole type and location shall be consistent with the requirements of the Regional Regulatory Code.
- IW2 Any sanitary or storm drainage from the site must comply with the provision of Section 5.2 of the Regional Regulatory Code.
- IW4 Where a change occurs to the operation at the facility, an update to the Waste Survey Report must be completed and submitted to the Industrial Waste Inspector at 560-6086, Extension 3326 within 60 days of the change as required by Section 5.2.5 of the Regional Regulatory Code. (Modification/Expansion of Existing Development).

### **Solid Waste**

- SW4 Waste collection and recycling collection will not be provided by the Region. The applicant should make appropriate arrangements with a private contractor for waste collection and recycling collection.
- SW5 The owner should consult a private contractor regarding any access requirements for waste collection and/or recycling collection.

### **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.

### **ENBRIDGE-CONSUMERS GAS**

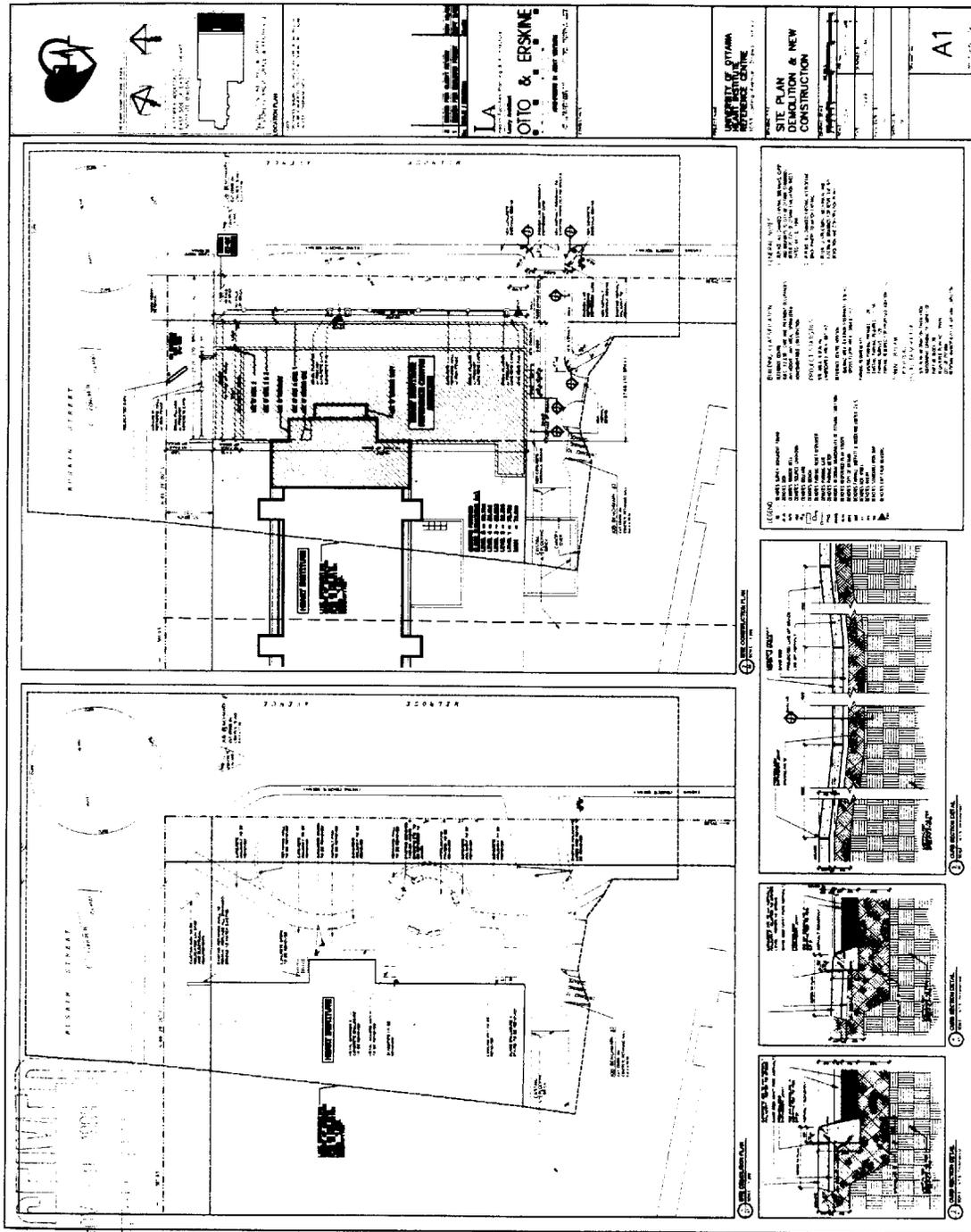
Enbridge-Consumers Gas should be contacted regarding the necessity of providing easements or servicing requirements. (Contact Gary Roth, Engineering Department, 742-4636)

### **BELL CANADA**

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

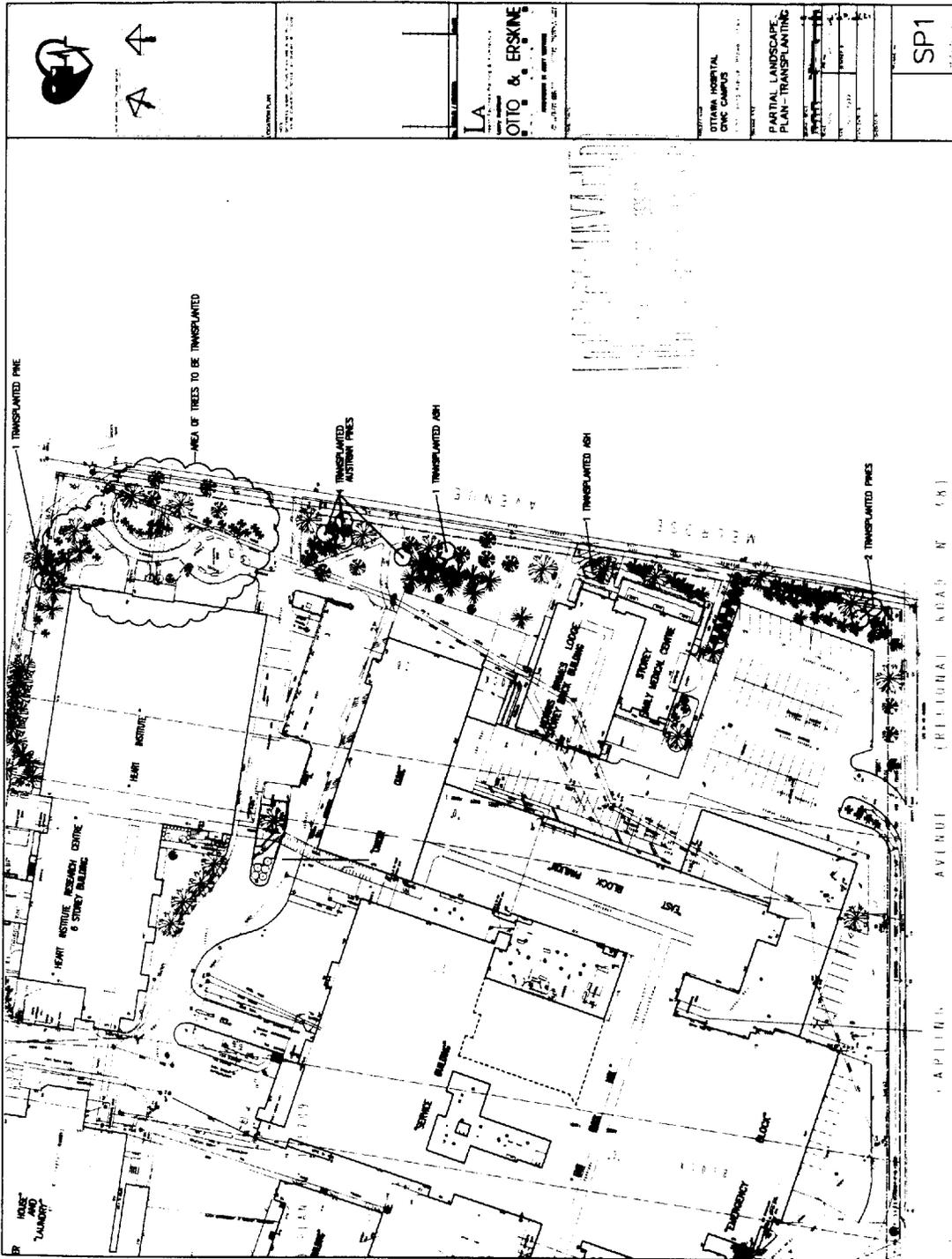
**ROGERS OTTAWA**

Rogers Ottawa Cablevision be contacted in planning stages to arrange facilities. (Contact Jeff Niles, 247-4519 - East side Bank Street Dave Hart 247-4562)



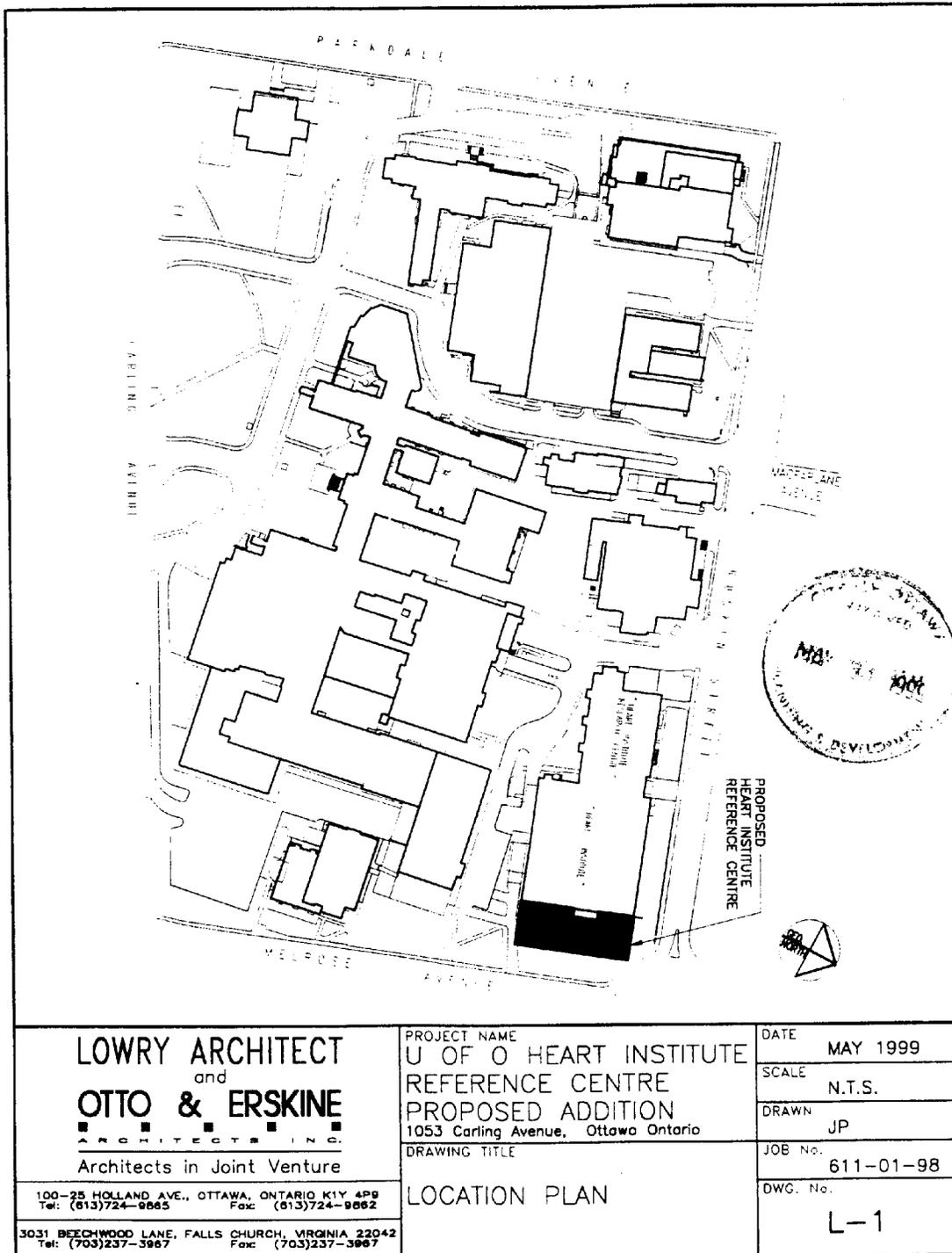
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## CONSULTATION DETAILS

Document 8

### NOTIFICATION AND CONSULTATION PROCESS

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

### PUBLIC INPUT

#### Civic Hospital Neighbourhood Association Comments

The Civic Hospital Neighbourhood Association (CHNA) in their letter of November 9, 1999 to the Ottawa Hospital, cited the following concerns about the proposed Site Plan:

1. Melrose Avenue from Ruskin Street south to the emergency access driveway to the Cancer Clinic and the Heart Institute, should be narrowed and signage should be changed to “no stopping” from “no parking” to eliminate significant abuse of handicapped parking privileges in this area.
2. The degree of offset of the east side exit sidewalk must be reviewed to the satisfaction of the neighbours.
3. How can the northeast corner of the proposed building be so close to the street when a 7.5 metre set back is required in the Zoning By-law.
4. The emergency access from Melrose Avenue is used by commercial traffic and other non-emergency vehicles; this requires policing, appropriate signage and narrowing. As well the hospital shuttle bus should not use Melrose Avenue.
5. The primary concern of the CHNA is landscape buffering along the east side of the addition. A number of issues are involved in addressing this problem:
  - The landscape buffer zone should be wider and the neighbours must have the opportunity to review the revised landscape plan.
    - The proposed sewer relocation is acceptable provided that it permits the required buffering and will not eventually cause the loss of buffering due to future sewer maintenance requirements.
    - The narrowed roadway as per item #1. above should result in a widened public boulevard area, which should be used to increase the buffer planting.

- The overhead power lines along the west side of Melrose Avenue should be relocated or buried to provide more space on the City road allowance for additional buffer planting.
- The landscape maintenance program for the buffer area should be reviewed by the CHNA's Landscape Architect.
- Roof-top planting should be added as part of the buffering of the building addition.
- The neighbours at 205 and 207 Melrose should have new buffer trees planted in their front lawns, with warranties.

#### Response to Comments

1. "Handicapped Parking Permits" do allow for on-street parking notwithstanding "no-parking" areas, but these permits do not supercede "no-stopping" limitations. On-street parking is not within the legislative mandate of Site Plan Control approval. The Civic Hospital campus meets the Zoning By-law requirements for the provision of parking.
2. The degree of offset of the east side exit sidewalk has been increased as a result of a review by the neighbours.
3. The 7.5 metre set back as per the Zoning By-law is measured from the property line and the proposed building satisfies that requirement. The northeast corner of the proposed building will be situated approximately 5.0 metres from the curb along the street; however in this area part of the street is actually on the hospital's property with the property line being located approximately 5.5 meters from the curb out into the street.
4. Control over the use of the emergency access from Melrose Avenue is to be improved by narrowing the access driveway, as per Specific Condition 2 under Part 3, and improving signage at the access. The hospital has also indicated that it will inform all vendors serving the hospital, in writing, that the Melrose Avenue access is not to be used by commercial traffic and other non-emergency vehicles. The route used by the hospital shuttle bus is not within the legislative mandate of Site Plan Control approval.
5. - The landscape buffer proposed along Melrose Avenue has been enhanced to include the planting of 11 Norway spruce with heights of 5.5 to 7.5 metres, three Serbian spruce with heights of 2.5 to 3.6 metres and 111 shrubs, all planted on a 0.5 to 0.8 metre high berm with irrigation. At least eight of the existing trees in

the area of the proposed expansion are to be transplanted to other locations along the Melrose Avenue streetscape. Some of the neighbours have seen the revised landscape plan.

- ▶ The proposed sewer relocation will permit the required buffering and the new pipes are being oversized to allow installation of future replacement lines inside the new pipes without the need for removal of the landscape buffer.
- ▶ Narrowing of a public roadway and the burial or relocation of overhead power lines is not within the legislative mandate of Site Plan Control approval. It should also be noted that a narrowing of over 3.0 metres would be required to add another full row of coniferous trees of the same size as those proposed.
- ▶ Proper maintenance is important to the survival of any new plantings. The proposed plan has been revised to include roof-top planting .
- ▶ Although off-site planting of trees is a private matter, it is understood that the hospital is receptive to this request.

#### Individuals' Comments

Individuals responding to the public notification cited the following issues of concern pertaining to the proposed development:

1. The extensive landscape buffer along Melrose Avenue will all be destroyed by the new construction resulting in the loss urban forest, the loss of privacy, views to an oppressive industrial like building, and the loss of buffering of the noise from air-conditioning and other roof-top equipment.
2. Air conditioning units should be re-oriented or moved further away from the residential area.
3. The proposed addition will add to traffic congestion, pedestrian safety and parking problems in the area, especially in front of the Heart Institute.
4. The addition should be built on the inner parts of the hospital campus or the Carling Avenue side where it will not disturb residential areas, make use of existing under-utilized space elsewhere on the hospital campus, or move to a new site.
5. The proposed addition will cause a decrease in property values and should result in reduced property taxes.
6. All the impacts of the proposed new sewer construction on the surrounding residential environment must be identified.
7. The proposed expansion is like bringing downtown into the residential area.
8. The lighting for hospital signs is too bright and shines onto residential areas.
9. The location of the proposed east side exit doors and sitting area will cause a loss of privacy and disturb nearby residences.

10. The hospital should involve neighbours in the very initial discussion stages of any future expansion plans.

#### Response to Comments

1. As many of the existing trees in the area of construction will be saved and/or transplanted as technically and horticulturally possible. Extensive new landscape buffering is proposed along Melrose Avenue as described above in the response to item 1 of the CHNA concerns.
2. The existing mechanical penthouse is being reconstructed with all venting and exhausts oriented towards the interior of the hospital campus away from the residential areas.
3. The proposed addition represents 3.5% of the total floor area of the hospital campus, will provide for 23 additional beds and require a maximum of 15 additional on-duty staff. This degree of change to the Ottawa Hospital Civic Campus is anticipated to have only minor affects on traffic, parking and pedestrian conditions in the area.
4. The University of Ottawa Heart Institute has indicated that many optional scenarios were considered for the additional facilities proposed, including relocation, and that no other alternatives were found that could fulfil the programmatic and functional needs of the institute.
5. There is no evidence that the proposed addition will cause a decrease in property values.
6. The proposed new sewer construction is not expected to have any impact on the surrounding residential environment, however the applicant has indicated that before and after construction monitoring and inventorying of nearby residential foundations can be undertaken.
7. The Civic Campus of the Ottawa Hospital is designated as a Major Institutional Area in the Official Plan and is therefore expected and known to be a major component of non-residential development.
8. The hospital is reducing the amount of signage and the level of signage lighting close to residential areas as part of the subject application.
9. Landscape screening of the proposed east side exit doors as been increased and the doors are to be controlled exits only. The sitting area has been removed from the proposed plans.
10. It is up to the Ottawa Hospital to decide when to involve neighbours in discussions of any future expansion plans.

## **APPLICATION PROCESS TIMELINE STATUS**

The application which was submitted on May 31, 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 required since no community associations were identified for Mandatory Information Exchange.

This application was not processed within the twelve week time frame established for the processing of Site Plan Control Approval applications for which approval authority is delegated to the Director of Planning and where Early Notification is applicable, in order to allow for two public meetings and revisions to the proposed plans.

Contact: Doug Bridgewater - 244-5300, ext. 1-3387, FAX 244-5601,

E-Mail: [planning@city.ottawa.on.ca](mailto:planning@city.ottawa.on.ca)

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

### COUNCILLOR'S COMMENTS

Councillor Shawn Little provided the following comments pertaining to the subject application:

1. Melrose Avenue should be narrowed to 8 metres, from Ruskin to Carling and the services for the site should be relocated to the middle of Melrose at the same time. The narrowing would increase the amount of space that the site would be set back and would allow for additional landscaping/planting.
2. A bulb-out should be placed near the SW corner of Carling (at Melrose).
3. The emergency entrance to the institute should be regulated/enforced by means of an "arm", possibly with numeric code entry, to restrict other vehicles from using this entrance, such as delivery trucks and individual passenger vehicles.
4. On the plan it shows that the setback being used is from the middle of the street (Ruskin/Melrose). How does this conform to City by-laws? This is a question neighbours would like a response from staff on.
5. There is a desire to use the City right-of-way/boulevard for additional planting of coniferous trees to better screen the expansion.

6. Some neighbours indicated an interest in having trees relocated to their individual properties that would be taken from the existing site (I expect there are liability problems here?).
7. "No Stopping Anytime" signs should be added on Melrose between Ruskin and Carling.
8. Desire by all to create "rooftop" gardens or hanging vines from the rooftop of the new addition to better screen the side of the building.
9. The berm should be about 5 feet, with a staggered planting of various types of spruce varieties. (This will provide higher screening, prevent a disease from wiping out all the trees - it was noted by their landscape architect that this would require a good irrigation system).

#### Response

1. Street narrowing is not within the legislative mandate of Site Plan Control Approval.
2. (See item #1 above).
3. Control over the use of the emergency access from Melrose Avenue is to be improved by narrowing the access driveway as per Specific Condition 2 under Part 3, and improving signage at the access. The hospital has also indicated that it will inform all vendors serving the hospital, in writing, that the Melrose Avenue access is not to be used by commercial traffic and other non-emergency vehicles. The hospital has indicated that an "arm", possibly with numeric code entry, to restrict other vehicles from using this entrance is not workable given the variation in emergency vehicles and drivers using the entrance.
4. The 7.5 metre set back as per the Zoning By-law is measured from the property line and the proposed building satisfies that requirement. The northeast corner of the proposed building will be situated approximately 5.0 metres from the curb along the street; however in this area part of the street is actually on the hospital's property with the property line being located approximately 5.5 meters from the curb out into the street.
5. One of the two lines of proposed coniferous trees does use the City right-of-way/boulevard for planting. An additional line of coniferous trees of the same size as those proposed would require more than 3.0 metres of widened right-of-way.

6. Although off-site planting of trees is a private matter, it is understood that the hospital is receptive to this request, using nursery grown trees.
7. Changing parking control measures along public streets is not within the legislative mandate of Site Plan Control Approval.
8. The proposed plan has been revised to include roof-top planting.
9. There is only room for a berm of about 0.8 metres (2.62 feet) maximum height without creating excessive side slopes. Two varieties of spruce are planned in the landscape buffer area and the berm is to be irrigated.

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November 17, 1999

ACS1999-PW-PLN-0163  
(File: PD1A4279-LBT3105/0110)

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

#### **14. Proposed Amendments to the Zoning By-law, 1998**

#### **Modifications proposées à l'Arrêté municipal sur le zonage de 1998**

#### **Recommendation**

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



November 19, 1999 (2:05p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DL:dl

Contact: David Leclair - 244-5300 ext. 1-3871



November 22, 1999 (1:10p)

Approved by  
John S. Burke  
Chief Administrative Officer

#### **Financial Comment**

N/A



November 19, 1999 (12:24p)

for Mona Monkman  
City Treasurer

CP:ari

## Executive Report

### Reasons Behind Recommendation

Planning and Economic Development Committee, during the deliberation process for the *Zoning By-law, 1998*, recommended that, upon the new zoning by-law coming into force, a monitoring process must be established to ensure that the by-law is properly maintained and updated, so that emerging issues and areas of concern can be dealt with expeditiously. This is particularly important following the adoption of a new comprehensive zoning by-law, since a number of new approaches and techniques have been introduced which must be carefully evaluated and refined to ensure that they effectively implement Council's intent and applicable City policy.

As the *Zoning By-law, 1998* was passed by City Council on May 20, 1998, and is now substantially in effect pending a few remaining appeals to the Ontario Municipal Board, staff are continuing this process to implement the monitoring program. This submission format was developed to serve as the vehicle for this monitoring process, and is the third of regularly scheduled reports which will be prepared to address a range of emerging zoning problems. These reports will bring forward these matters as they are raised during the day-to-day functions of responding to inquiries and processing of permits and applications, and will propose amendments to the by-law to address the areas of concern. This process will assist in addressing development issues and anomalies in an expedient manner, helping to minimize costly and unnecessary delays to the development approval process.

### PROPOSED TECHNICAL AMENDMENTS

The issues addressed in Document 1 of this report are primarily matters of a technical nature, dealing with technical and policy anomalies and with the clarification of zoning intent. A brief explanation of the intent of each amendment is provided.

### PROPOSED NON-TECHNICAL AMENDMENTS

Item 5 of Document 1 recommends amendments which will have an impact on development in association with non-complying lots and buildings. Section 5- Non Conforming Uses, currently states that buildings which are non-complying (i.e. do not fully comply with the regulatory provisions of the *Zoning By-law, 1998*) are essentially subject to the same restrictions applicable to a non-conforming use (a use which legally exists, but is no longer a

permitted use under the *Zoning By-law, 1998*). The impact of this situation is that any non-complying building can continue to exist in its current state, but additions or changes of use can often only occur if a minor variance is obtained from the Committee of Adjustment. This, in staff's opinion, is unnecessarily restrictive, as many of these development proposals would have little impact on the neighbourhood, and would not increase the extent of the non-complying situation.

Consequently, staff have proposed three amendments to this provision which will accommodate limited development opportunities for non-complying buildings and lots, while ensuring that the character of the neighbourhood and the purpose and intent of the Zoning By-law and the Official Plan are maintained. The proposed amendments are as follows:

1. to allow a non-complying building to change from one permitted use to another, provided the provisions applicable to the new use are not less restrictive than those applicable to the former land use;
2. to permit additions to non-complying buildings, provided the extent of the non-compliance is not increased (e.g. a side yard which is already too small is not reduced even further); and
3. to allow additions to a building located on a lot which does not comply with the minimum required lot area and lot width, provided that all other provisions are complied with, and provided that, in the case of a residential zone, no additional dwelling units are added (additional dwelling units on an undersized lot can increase density and traffic in a neighbourhood, possibly resulting in a negative impact- consequently, these situations should continue to be addressed through the Committee of Adjustment).

## Consultation

As the amendments proposed in this submission are either technical or remedial and are not policy-driven in nature, no additional public participation process was undertaken.

## **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-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 - Details of Proposed Amendments to the *Zoning By-law, 1998*

Document 2- Explanatory Note

## Part II - Supporting Documentation

Document 1

### DETAILS OF PROPOSED AMENDMENTS TO THE ZONING BY-LAW, 1998

Issue Number	Reference	Proposed Amendment	Objective of Amendment
1	<b>Paragraph 1(9)(h)-How Units Per Hectare Limited</b>	-amend paragraph 1(9)(h) to indicate that the units per hectare suffix (U) applies to each individual lot affected by that suffix -amend paragraph 1(9)(h) to indicate that the calculation of units per hectare is to be pro-rated and rounded in the same manner as parking is under Section 44	-to clarify the planning intent
	<b>Sections 176-178 (Planned Unit Development Regulations)</b>	-amend the Planned Unit Development (PUD) regulations to permit the density to vary across a PUD, despite paragraph 1(9)(h), provided the overall density for the PUD does not exceed the maximum permitted units per hectare	
2	<b>Section 1(15)-Residual Clause</b>	-amend Section 1(15) to specify that where an exception, suffix, schedule or overlay is applied to any site, the provisions imposed by that exception, suffix, schedule or overlay prevail over any other provision in the zoning by-law	-to clarify the planning intent
3	<b>(a) Section 2-Definitions</b>	-a new land use “amusement park” be created and defined based on the following criteria: “Means an entertainment facility for activities and recreation which: - includes electronic or mechanical rides, sports or adventure/ participation games - may be located outdoors or within a building - includes amusement centre, food concession or souvenir sales as ancillary uses within the amusement park”	-to address a land use not currently dealt with in the <i>Zoning By-law, 1998</i>
	<b>(b) Table 52-Parking for Leisure and Recreational Uses</b>	-add the use “amusement park” to Column I, row x (under “sports arena” requirement)	

Issue Number	Reference	Proposed Amendment	Objective of Amendment
	(c) Sections 323, 399, 453, 480, 489, 502, 516 and 581	-The land use “amusement park” be added as a permitted use in Section 323 (CD Zone), Section 399 (CS2 Zone), Section 453 (IP Zone), 480 (IS Zone), Section 489 (IL Zone), Section 502 (IG Zone), Section 516 (IH Zone) and Section 581 (L4 Zone)	(continued) -to address a land use not currently dealt with in the <i>Zoning By-law, 1998</i>
4	<b>Section 2- Definitions- Gross Floor Area</b>	-amend the definition to clarify that all floor area occupied by accessory uses is excluded from the calculation of gross floor area	-to correct a technical anomaly, and to implement the intent of the recommendations of the consultant report on appeals to the residential provisions of the <i>Zoning By-law, 1998</i>
5	<b>(a) Section 5- Non Conforming Buildings</b>	<p>-amend Section 5 to state that a building or lot which does not comply with the regulatory provisions of the By-law may change from one permitted use to another, provided that the regulatory provisions are no more restrictive for the new use.</p> <p>-amend Section 5 to state that an addition may be constructed to a building which does not comply with the regulatory provisions of the By-law, provided that the extent of the non-compliance with these regulatory provisions is not increased</p>	-to clarify the planning intent
6	<b>Section 14- Heritage Overlay</b>	-amend Section 14 to number the first sentence of the section as subsection (1)	-to correct a technical anomaly
7	<b>Section 23- Some Carports are Permitted as Projection</b>	-amend Section 23(d) to state “it is not in a front yard, side yard abutting a street or in that area of the rear yard that abuts a street that is the same distance from the side lot line abutting a street as the corner side yard”	-to clarify the planning intent
8	<b>Section 26(1)- Steep Driveways Prohibited</b>	-amend Section 26(1) by adding the term “duplex house” to the list of applicable uses	-to clarify the planning intent
9	<b>Section 50, Table 50-Visitor Parking for</b>	-repeal Row v(b) and replace with the following: (b) for 12 or more units:	-to clarify the planning intent

Issue Number	Reference	Proposed Amendment	Objective of Amendment
	<b>Multiple Unit Residential Uses</b>	-Area X on Schedule 2- 0.083 <i>per dwelling unit</i> -Area Y on Schedule 2- 0.17 <i>per dwelling unit</i> -Area Z on Schedule 2- 0.17 <i>per dwelling unit</i>	
10	<b>Various Sections</b>	-replace the various terms used to denote the three restaurant types with the terms “Fast-food restaurant”, “Full-service restaurant” and “ Take-out restaurant” as appropriate	- to correct a technical anomaly by using consistent terminology for these land uses
11	<b>Section 53- Parking for Institutional Uses</b>	-delete the letter (c) from the beginning of line four of subsection 53.(2) and renumber paragraph 53.(2).(d) to 53.(2).(c)	-to correct a typographical error
12	<b>Section 68- Residential Tandem Parking</b>	-amend Section 68 to add a maximum total combined width of 5.2 metres for the two parking spaces permitted to be located in a driveway	-to correct a technical anomaly re: an inconsistency with Sections 70 and 71
13	<b>Section 72- Minimum Separation Requirement for Parking</b>	-delete Section 72 (requires separation distance between a parking space and a dwelling exit)	-to correct a policy anomaly by implementing the recommendations of the consultant report on appeals to the residential provisions of the <i>Zoning By-law, 1998</i> (provision not required, as issue is handled through the Ontario Building Code)
14	<b>Section 75(6)- Minimum Separation for Parking Lot</b>	-amend provision to clarify that Section 75(6) does not apply to any landscaped area which abuts a public street	-to correct a policy anomaly by implementing the recommendations of the consultant report on appeals to the residential provisions of the <i>Zoning By-law, 1998</i>
15	<b>Section 77(4)- Front Yard Parking Permitted</b>	-amend Section 77 to state that subsection (4) does not apply to prevent permitted projections, as permitted under Section 22	-to clarify the planning intent
16	<b>Part IV- Residential Regulations</b>	-add a new provision to Part IV which: 1.facilitates the issuance of a building permit for a project of detached houses or	-to correct a policy anomaly

Issue Number	Reference	Proposed Amendment	Objective of Amendment
		semi-detached houses for which an application for removal of part lot control has been approved by Council or its delegated authority, and 2. requires that the lands conveyed through part lot control approval are subject to the same provisions which would apply to a lot in that zone	
17	<b>Table 121- Amenity Area</b>	-amend Table 121 as follows: (1) amend row i, column III, Communal Amenity Area, by deleting the words "Not required" and substituting for same the words "at least 50% of the area required by Column II" (2) amend row i, column IV, Layout of Communal Area, by deleting the words "Not required" and substituting for same the words "Aggregated into areas up to 55 square metres. Where more than one is provided, at least one must be a minimum of 55 square metres".	-to correct a policy anomaly by implementing the recommendations of the consultant report on appeals to the residential provisions of the <i>Zoning By-law, 1998</i> : and to clarify the planning intent
18	<b>Sections 158 and 160, Tables 158 and 160-Side Yards for Interior Lots/ Corner Lot Side Yards</b>	-amend Sections 158 and 160 and Tables 158 and 160 by replacing the words "required lot width" with the words "lot width" each time these words appear in these provisions	-to clarify the planning intent
19	<b>Sections 160 and 162- Side Yards</b>	-amend both Sections 160 and 162 to number the first sentence of these sections as subsection (1)	-to correct a technical anomaly
20	<b>Table 162- Side Yards for Multiple Unit Residential Uses</b>	-amend Table 162, row ii, column III by replacing the word "art" with the word "part"	-to correct a typographical error
21	<b>Table 177- Planned Unit Development Regulations</b>	-amend row i, Lot Area, to state "PUD in Areas A, B and C, Schedule 1- 1,625 m <sup>2</sup> ", and row ii, Lot Area, to state "PUD in Area D, Schedule 1- 1,392 m <sup>2</sup> "	-to correct a technical anomaly
22	<b>Table 187- Apartment and High-rise Apartment Regulations</b>	-amend row iv to state as follows: "Location of required or provided parking for a PUD- All cases- may be located anywhere within a PUD, whether or not the PUD is severed"	-to correct a policy anomaly by implementing the recommendations of the consultant report on appeals to the residential provisions of the <i>Zoning</i>

Issue Number	Reference	Proposed Amendment	Objective of Amendment
			<i>By-law, 1998:</i>
23	<b>Section 189- Rooming Units in Private Houses</b>	-amend Section 189 to add “duplex house” to the list of dwelling types permitted to have 3 rooming units	-to clarify the planning intent
24	<b>Section 290- CL1 Subzone</b>	-amend Section 290 by revising the first line of the provision to state “Subject to section 291, the following <b><i>are the only non-residential</i></b> uses permitted in the CL1 subzone”	-to clarify the planning intent
25	<b>Section 300(a)- CN Zone Parking</b>	-amend Section 300(a) to state that “parking must not be in a front yard or in a side yard abutting a street”	-to clarify the planning intent
26	<b>Section 325-CD Zone Permitted Uses</b>	-amend Section 325 to replace the words “above grade” with the words “above the ground floor”	-to clarify the planning intent
27	<b>Section 331- CD1 Subzone</b>	-amend Section 331 by adding the following to the list of permitted uses: “dwelling unit”;“special needs house”.	-to correct a technical anomaly and to implement the objectives of the C1-c(1.0)[1] zone under previous Zoning By-law Number Z-2K
28	<b>Table 342- CG Zone Regulations</b>	-amend Table 342, Column I, Row ix, by replacing word “with” with the word “width”	-to correct a typographical error
29	<b>Section 357- CG7 Subzone</b>	-amend Section 357(1) by deleting “catering establishment” from the list of permitted uses, and by adding “instructional facility”, “laboratory” and “veterinary clinic” as permitted uses	-to correct a technical anomaly and to implement the objectives of the C5-c(1.5)[24] zone under previous Zoning By-law Number Z-2K
30	<b>Section 359(e)- CG7 Subzone</b>	-repeal paragraph 359.(e)	-to correct a technical anomaly, and to clarify the planning intent
31	<b>Section 450(2)- IP Zone Purpose Statement</b>	-add a subsection 450(2)(e) to the zone purpose statement which states as follows: “(e) prohibit uses which are likely to generate noise, fumes, odours or are hazardous or obnoxious.”	-to clarify the planning intent of the zone purpose statement
32	<b>Section 489- IL Zone Conditional</b>	-amend Section 489 to number the first sentence of the section as subsection (1)	-to correct a technical anomaly

Issue Number	Reference	Proposed Amendment	Objective of Amendment
	<b>Uses Permitted</b>	of Section 489	
33	<b>Section 506- IG Zone Regulations</b>	-amend Table 506, Column I, Row vi, to add the words “abutting an institutional or residential zone” following the word “areas”.	-to clarify the planning intent
34	<b>Table 518, IH Zone Regulations</b>	-amend Table 518, Column II, Row iv, to add the words “abutting a residential zone” following the words “Uses listed in section 514 and 516”	-to clarify the planning intent
		-amend Table 518, Column II, Row vi, to state “Other Cases- 0.6 metres, with a 1.4 metre high opaque screen”	-to implement the recommendations of the consultant report on appeals to the residential provisions of the <i>Zoning By-law, 1998</i>
		-amend Table 518 to renumber the rows to eliminate a second “row iii”	-to correct a technical anomaly
35	<b>Table 522, I1 Zone Regulations</b>	-amend Table 522, Column I, Row viii, to add the words “abutting a residential zone” following the word “areas”	-to clarify the planning intent
36	<b>Table 530, I2 Zone regulations</b>	-amend Table 530, Column I, Row vi, to add the words “abutting a residential zone” following the word “areas”	-to clarify the planning intent
37	<b>Section 544- L1 Zone Purpose Statement</b>	-amend paragraph 544(2)(b) by deleting the semi-colon and the word “and” at the end of the subsection	-to correct a technical anomaly
38	<b>Part XV, Exceptions, Exception [41]</b>	-amend Exception 41, Column to delete the provisions under Column IV and substitute for same the following: “a minimum lot width of 30 metres and a minimum lot area of 560 square metres for detached houses, duplex houses and semi-detached buildings”	-to clarify the planning intent
39	<b>Part XV- Exceptions, Exception [66]</b>	-amend Exception 66, Column II- Additional Uses Permitted, by replacing the terms “office” and “dwelling unit” with the terms “one office” and “one dwelling unit” respectively	-to correct a technical anomaly and to implement the objectives of the R4-x [142] zoning under previous Zoning By-law Number Z-2K
40	<b>Part XV, Exceptions,</b>	-amend Exception [165] to add the following provision:	-to implement the objectives of the HR1-x[16]

Issue Number	Reference	Proposed Amendment	Objective of Amendment
	<b>Exception [165]</b>	<p>“-where a lot lying within the shaded area shown on Schedule 116 abuts the area shown as Area A on that Schedule, and has its only access from a yard abutting a public lane, the front yard of the lot is deemed to be that yard abutting Area A, the rear yard of the lot is deemed to be that yard abutting the public lane, and all the provisions of this by-law including those relating to lot, lot lines, yards and yard setbacks apply with all necessary modification -for the purposes of this exception, a public lane is deemed to be a public street.”</p>	zoning under previous Zoning By-law Number Z-2K, and to correct a technical anomaly
41	<b>Part XV, Exceptions, Exception [260]</b>	-amend exception [260] by revising the fourth bullet under Column IV, Provisions to state “ minimum setback from a property line <u>abutting a residential zone</u> of 21.5 metres, <u>the first 6 metres of which is to be landscaped area</u> ”	-to implement the objectives of the M1-x(1.0)[4] zone under previous Zoning By-law Number Z-2K
42	<b>Part XV, Exceptions, Exceptions [267], [285] and [641]</b>	-revise Exceptions [267], [285] and [641] by amending the first bullet under Column IV, Provisions, to state “permitted <u>commercial</u> uses not to apply until the “h”symbol has been removed”	-to implement the objectives of the C1-c-h(1.0)[235], IG-x-h[5], IO-x-h(1.0)[23] and IO-x-h[24] zones respectively under previous Zoning By-law Number Z-2K
43	<b>Part XV, Exceptions, Exception [285]</b>	-amend Exception [285] by replacing the fourth bullet under Column IV- Provisions with the words “the h provision does not apply to the additional uses permitted under Column II of this exception”	-to clarify the planning intent
44	<b>Part XV, Exceptions, Exception [311]</b>	-amend Exception [311] by revising Column II to state “fast food restaurant limited to a chip wagon” instead of “retail store limited to a chip wagon”	-to correct a technical anomaly
45	<b>Part XV, Exceptions, Exception [314]</b>	-amend exception [314] by adding the following to Column IV, Provisions: “the yard abutting Ravenhill Avenue must be at least 2.2 metres”	-to implement the objectives of the P-x[84] zone under previous Zoning By-law Number Z-2K

Issue Number	Reference	Proposed Amendment	Objective of Amendment
46	<b>Part XV, Exceptions, Exceptions [436] and [437]</b>	-delete the provisions under Column IV- Provisions of Exception 436 and insert these same provisions into Column IV of Exception 437 -add “restaurant, full service” to Column II-Additional Uses Permitted of Exception 437	-to implement the objectives of the C1-c(0.5)[147] zone under previous Zoning By-law Number Z-2K
47	<b>Part XV, Exceptions, Exception [507]</b>	-amend Exception [507] by deleting the use “restaurant, full service” from Column II, Additional Permitted Uses	-to correct a technical anomaly by eliminating a redundant provision
48	<b>Part XV, Exceptions, Exception [516]</b>	-amend Exception [516] by deleting the use “recreational and athletic facility limited to a roller skating rink” from Column III, Uses Prohibited	-to correct a technical anomaly by eliminating a redundant provision
49	<b>Part XV, Exceptions, Exception [546]</b>	-amend Exception [546] by deleting the uses listed under Column III- Uses Prohibited and by adding these same uses to Column II- Additional Uses Permitted	-to correct a technical anomaly and to implement the objectives of the P-x[66] zone under previous Zoning By-law Number Z-2K
50	<b>Part XV, Exceptions and Zoning Map 27-3</b>	-create a new exception which allows a “planned unit development of detached houses” as an additional permitted use and apply this new exception to the lands zoned R1A U(20) located on Confederation Private	-to recognize the existing approved land use
51	<b>Part XVI, Schedules, Schedule 49</b>	-amend Schedule 49 to include all of the height, yard and landscaped area requirements indicated on Schedule 154 of former Zoning By-law Number Z-2K	-to implement the objectives of Schedule 154 under previous Zoning By-law Number Z-2K
52	<b>Part XVI, Schedules, Schedule 106</b>	-amend Schedule 106 by replacing the description of the shaded area with the words “Parking lot for the exclusive use of the adjacent restaurant to the west and of the adjacent apartment building to the east is permitted in the shaded area”	-to implement the objectives of Schedule 79 under previous Zoning By-law Number Z-2K
53	<b>Zoning Map 2-1</b>	-amend the dimensions of the CN F(1.0) H(10.7) zone located at the south west corner of Carling Avenue and Grenon Avenue to reflect the actual lot dimensions	-to correct a technical anomaly

Issue Number	Reference	Proposed Amendment	Objective of Amendment
54	(a) Zoning Map 6-7	-amend the CE3 F(1.4) H(28.0) zones located at the north west and south west corners of the south leg of Central Park Drive and Merivale Road to add reference to exception [349]	-to implement Site Specific Policy #11 of the City's Official Plan
	(b) Part XV, Exceptions, Exception [349]	-amend the wording of Column IV, Provisions, of exception [349] by deleting the provision under Column IV and replacing same with the words "the cumulative total gross floor area for all the CE3 and CE6 Subzones to which this exception is applied must not exceed 130,064 square metres, to be pro-rated on an individual zone basis"	
55	Zoning Map 7-3	-rezone the lands located south of the east-west portion of Lanark Avenue and north of the northern boundary of the transitway, lying to the east of lands zoned CG[366] F(1.0) and to the west of lands zoned L2B-tp11, from L2 to R6A [202] SCH.84	-to correct an error in the L2 Zone boundary, and to implement the objectives of the R7-x (2.0) [22] zone under previous Zoning By-law Number Z-2K
56	Zoning Map 7-4	-delete reference to exception [487] from the CN [487] F(2.0) zone located at the north west corner of Richmond Road and Berkley Avenue	-to correct a technical anomaly by removing a reference to an exception which no longer exists
57	Zoning Map 7-5	-rezone 115 and 121 Shannon Street from I1 to R1J	-to correct an error in the location of the zoning boundary by recognizing the existing detached houses
58	Zoning Map 14-1	-rezone 30 Rochester Street from L3 to R6H U(127)	-to correct an error in the location of the zoning boundary by recognizing the existing special needs house
59	Zoning Map 15-2	-rezone 400 Cooper Street from partially CN6[519] F(4.0) H(18.3) and partially CG1 F(4.0) to entirely CN6[519] F(4.0) H(18.3)	-to correct an error in the location of the zone boundary and to eliminate a multi-zoning situation
60	Zoning Map 15-3	-amend Map 15-3 by deleting an incorrect reference to exception [343] on the lands zoned CG[343] F(2.0) located on the south-east corner of Gilmour	-to correct a technical anomaly

<b>Issue Number</b>	<b>Reference</b>	<b>Proposed Amendment</b>	<b>Objective of Amendment</b>
		Street and O'Connor Street	
<b>61</b>	<b>Zoning Map 15-3</b>	-amend Map 15-3 by rezoning the lands zoned I1 located mid block on the south side of Lisgar Street between Bank Street and O'Connor Street to R6A-p[172] H(36.6), and by rezoning the lands located at 312-314 Lisgar Street from R6A-p[172] H(36.6) to I1	-to correct a technical anomaly by recognizing the actual location of the existing church
<b>62</b>	<b>Zoning Map 15-6</b>	-rezone 450 Bank Street from partially R6I H(13.0) and partially CN6[521] F(2.0) H(18.3) to entirely CN6[521] F(2.0) H(18.3)	-to correct an error in the location of the zone boundary and to eliminate a multi-zoning situation
<b>63</b>	<b>Zoning Map 16-4</b>	-amend the R5A[565] H(11.5) and I1[571] zones located west of Bank Street, between Glebe and First Avenues to state R5A[565] H(11.5) Sch.119 and I1[571] Sch.119 respectively	-to add a missing schedule reference and to correct a technical anomaly
<b>64</b>	<b>Zoning Map 19-2</b>	-amend Map 19-2 to accurately reflect the boundaries of the lands located at 501 Rideau Street	-to correct a technical anomaly by recognizing the actual property boundaries
<b>65</b>	<b>Zoning Map 20-2</b>	-amend Map 20-2 by deleting an incorrect reference to exception [170] on the lands zoned R5A[170] H(10.7) located on the north side of Laurier Avenue at Range Road	-to correct a technical anomaly
<b>66</b>	<b>Zoning Map 21-1</b>	-rezone 58 Main Street from L3 to CN	-to correct an error in the location of the zoning boundary by recognizing the existing commercial mixed use building
<b>67</b>	<b>Zoning Map 26-4</b>	-amend the CE10 F(1.0) H(10.7) Sch.53 zone located at the north west corner of Lola Street and Coventry Road to delete the height suffix H(10.7)	-to correct a technical anomaly and to implement the planning intent, by eliminating a conflict with the heights shown on Schedule 53
<b>68</b>	<b>Zoning Map 34-5</b>	-rezone 1512 Walkley Road from R5A Schedule 109 to R6A Schedule 109 to permit a high-rise apartment	-to correct a technical anomaly by reflecting the intent of the 21 metre height limit
<b>69</b>	<b>Zoning Map 35-5</b>	-amend the dimensions of the R5A[635] H(10.7) U(50) zone situated west of	-to correct a technical anomaly

Issue Number	Reference	Proposed Amendment	Objective of Amendment
		Conroy Road and south of Johnston Road to reflect the actual property dimensions	
70	(a) Zoning Map 36-2	<p>-create and apply a new exception zone to the lands zoned R3A located on Sonata Place which specifies the following provisions:</p> <ol style="list-style-type: none"> <li>1. maximum of 35 townhouses permitted</li> <li>2. minimum front yard setback on a corner or through corner lot- 3.6 metres</li> <li>3. minimum rear yard setback on a corner or through corner lot- 1.2 metres</li> <li>4. minimum corner side yard setback- 3.6 metres</li> </ol>	-to correct a technical anomaly and to implement the objectives of the R4-x [184] zoning under previous Zoning By-law Number Z-2K, as ordered by the OMB on August 17, 1998
	(b) Part XV- Exceptions		
71	Various Provisions in Zoning By-law Text	-amend by-law by adding missing headings to various provisions	-to correct technical anomalies

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

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

1. Correct technical and policy anomalies found in the text, schedules and maps, and clarify planning intent;
2. Permit, under limited circumstances, additions and changes from one permitted use to another in buildings which do not comply with the regulatory provisions of the *Zoning By-law, 1998*, provided the extent of the non-compliance is not increased.

For further information with respect to the proposed amendment, please contact Dave Leclair at 244-5300, extension 3871.

November 15, 1999

ACS1999-PW-PLN-0156  
(File: PD071 - OCM3100/1999-003)

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

## 15. Amendment No.19 to the City of Ottawa Official Plan

### Modification n° 19 au Plan directeur de la Ville d'Ottawa

#### Recommendation

That Amendment No.19 to the City of Ottawa Official Plan, being an omnibus amendment making a number of technical changes to both schedules and text, be APPROVED and ADOPTED as detailed in Document 1.



November 23, 1999 (9:17a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

JF:jf

Contact: Jack Ferguson - 244-5300 ext. 1-3122

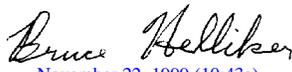


November 23, 1999 (2:52p)

Approved by  
John S. Burke  
Chief Administrative Officer

#### Financial Comment

N/A.



November 22, 1999 (10:43a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

The purpose of Amendment No.19 is to make a number of technical and non-substantive changes to both text and schedules throughout the Official Plan preparatory to the comprehensive consolidation of the document. The changes contained in Amendment No.19 are meant to improve the usefulness and clarity of the Official Plan.

The Official Plan has not been comprehensively consolidated since 1995, following its approval by the Regional Municipality of Ottawa-Carleton in April of 1994. The consolidation process has provided the opportunity to identify and catalogue numerous minor technical errors and omissions in both the text and schedules of the Plan which should be addressed prior to the release of a new consolidation.

While of a “housekeeping” nature, the required changes can only be done through a formal amendment of the Plan. Many of the issues identified include matters such as improper or incomplete cross-referencing and typographical, spelling, or grammatical errors. In some cases, existing situations (such as roads or land uses) were either not reflected on the schedules of the Official Plan at all or had been inaccurately shown. An example of this latter category includes the redesignation on Schedule “A” - Land Use of the campus of La Cité Collégiale, located between Carson Rd. and Bathgate Drive from Residential Area to Major Institutional Area in order to recognize the existing community college built on the site.

### Consultation

Considering the nature of the changes contained in Official Plan Amendment No.19, only limited consultation was carried out.

The mandatory circulation of public bodies was undertaken. The Federation of Community Associations of Ottawa-Carleton (FCA) was provided with copies of the Amendment. As well, where changes are being proposed to a Secondary Policy Plan in the Official Plan, representatives of the community associations active within these areas were contacted and a copy of the Amendment subsequently forwarded to them for comment. Groups receiving a copy included:

- ▶ Action Sandy Hill
- ▶ Carleton Heights & Area Residents’ Association
- ▶ Centretown Citizens’ Ottawa Corporation

- ▶ Centretown Citizens' Community Association
- ▶ Dalhousie Community Association
- ▶ Heron Park North Community Association
- ▶ Riverside Park Community and Recreation Association

All of the above-noted groups were followed up by phone. Action Sandy Hill and the FCA responded verbally, both indicating support for the Amendment. The Centretown Citizens' Community Association replied in writing and the Department's response is included as Document 2 to this report.

All groups were circulated a copy of the report under the Early Notification System.

## **Disposition**

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

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

Department of Urban Planning and Public Works (Planning Branch) to submit Official Plan Amendment No.19 and the required supporting documentation to the Regional Municipality of Ottawa-Carleton for approval.

## **List of Supporting Documentation**

- |            |  |
|------------|--|
| Document 1 | Official Plan Amendment No.19 - On File with the City Clerk and distributed separately |
| Document 2 | Consultation Details   |

## Part II - Supporting Documentation

### Consultation Details

Document 2

A letter, dated November 2, 1999, was received from Mr. David Gladstone of the Centretown Citizens' Community Association. By way of summary, Mr. Gladstone's comments make the following three points:

- Strong support for the changes to the Centretown Secondary Policy Plan which identify the NCC lands along the Rideau Canal as "Major Open Space".
- Support for the intent of clarifying the "Residential-Parking" designations in the Centretown Secondary Policy Plan, but seeking confirmation that the action set out in OPA No.19 will not result in additional sites in Centretown where public parking is a permitted use.
- A request that revisions be made to OPA No.19 which would add new policy direction to Policy 7.8.2 a) "Parking Standards" [described in error in Mr. Gladstone's correspondence as "Para. 7.2 a)"]. The suggested changes involve stating that:
  - ▶ applications may be made to the Committee of Adjustment to reduce parking requirements if a study is completed demonstrating that parking requirements will be less than normally required due to walking, cycling and transit access and/or because part of the parking will be provided off-site;
  - ▶ the City will facilitate site development that encourages access by walking, cycling and transit; and
  - ▶ the City will ensure in Site Plan Agreements that only necessary parking is provided above that required by zoning provisions.

#### Response:

With respect to the second bullet point above, the proposed change to the "Residential-Parking" provisions in the Centretown Secondary Policy Plan is merely an exercise in cross-referencing among policies and between the policies and the land use schedule to assist the reader. There is no fundamental land use change which increases areas in Centretown where public parking is permitted.

Regarding the third bullet point above, it must be remembered that the purpose of Amendment No.19 is solely to make a number of housekeeping changes of a technical nature to the Official Plan. Its purpose is not to create substantive policy. While portions of the wording in Mr. Gladstone's proposal are generally consistent with the overall policy thrust of the Official Plan, specifics, such as requiring applications for reductions in parking before the Committee of Adjustment to be substantiated by parking studies and the reference to Site Plan Agreements are matters which should be subject to public process within the wider community. They are issues of substance which cannot be "hidden" within the provisions of a housekeeping document such as Amendment No.19. Therefore, it is not recommended that the Amendment be changed to accommodate the proposed wording. It would be appropriate that such changes be assessed as a "stand alone" application to amend the Official Plan or, as direction from City Council to undertake such an assessment.

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November 12, 1999

ACS1999-PW-PLN-0093  
(File: OZS1998/007)

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

## **16. Ontario Municipal Board Parking Appeals/Issues of the Zoning By-law, 1998**

### **Appels à la Commission des affaires municipales de l'Ontario de l'Arrêté municipal sur le zonage de 1998 concernant le stationnement**

#### **Recommendations**

1. That the consultant's report which appears as Document 1 be RECEIVED.
2. That the amendments to the *Zoning By-law, 1998* be APPROVED as detailed in Document 2.
3. That the Committee of Adjustment, when considering an application for minor variance to the *Zoning By-law, 1998* for tandem parking, take into account the conditions and criteria as detailed in Document 3.
4. That Council, having reviewed appeals by David Gladstone and the Regional Municipality of Ottawa-Carleton to *Zoning By-law, 1998* regarding reduced parking in the vicinity of transit facilities, pedestrian facilities and cycling facilities, confirm the By-law.

5. That Council authorize the retention of the consultant (Delcan) to provide expert evidence at the scheduled Ontario Municipal Board Hearing.



November 18, 1999 (10:22a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

ED:ed

Contact: David Powers - 244-5300 ext. 1-3989



November 18, 1999 (1:29p)

Approved by  
John S. Burke  
Chief Administrative Officer

### **Financial Comment**

Subject to City Council approval of these recommendations, funds in the estimated amount of \$3,000.00 are available from within the Planning Branch accounts, Department of Urban Planning and Public Works, for the retention of the consultant to provide evidence at the scheduled Ontario Municipal Board Hearing.



November 18, 1999 (10:13a)

for Mona Monkman  
City Treasurer

CP:cds

### **Executive Report**

#### **Reasons Behind Recommendations**

In March 1999, the Department of Urban Planning and Public Works hired a consultant to provide expertise and make recommendations with respect to a number of unresolved parking issues. Some of the parking issues involve appeals to the City's comprehensive *Zoning By-law, 1998* and others pertain to the Central Area Zoning review process. For those recommendations that have been made by the consultant and supported by the Department in regard to the appeals, it has been recommended that the consultant be retained to provide expert evidence at a future Ontario Municipal Board Hearing. The Consultant's report, (Document 1) contains discussion and recommendations on the following eight issues:

- Attendant/tandem parking for surface commercial parking lots
- Shared parking regulations for mixed use development near transitway stations.
- Amendments to the parking rates for offices in the CE - Employment Centre Zone
- Amendments to the parking rate regulations for local and community shopping centres
- Amendment to the parking rate regulation for retail food store
- Minimum residential driveway length
- Amendments to the parking rate regulations for residential land uses
- Amendments to the visitor parking rate regulations for Planned Unit Development

The Department supports the majority of the consultant's recommendations, which are detailed both in their report, as well as itemized in the Zoning Details in Document 2. For those recommendations that the Department supports, they conform to the relevant City of Ottawa and Regional Municipality of Ottawa-Carleton Official Plan policies and respond to various concerns and perspectives of appellants and stakeholders.

### **Tandem Parking**

As a result of appeals to *Zoning By-law, 1998* by a consortium of commercial parking lot operators, the study examined whether tandem parking or stacked parking should be permitted for commercial parking lots in the new *Zoning By-law, 1998* and the proposed zoning for the Central Area. Tandem parking is currently permitted in *Zoning By-law, 1998* for up to 10% of required parking where there are 50 or more parking spaces required, but only applies to a limited set of land uses including office, industrial uses, warehouse, hospital and place of worship. Commercial parking lots are classified as "Parking lots" and are a listed permitted use in the by-law.

The consultant's study found that parking attendants associated with tandem parking in commercial parking lots are an essential component of the method of operation and cannot be regulated through zoning. In addition, permitting tandem parking as-of-right in *Zoning By-law, 1998* and the proposed zoning for the Central Area would result in the loss of control and regulation of such parking thus jeopardizing the overall objectives of the City of Ottawa and the Regional Municipality of Ottawa-Carleton Official Plan Policies with respect to reducing the demand for automobile travel and discouraging the development of long term parking. There would be no ability to assess the long term cumulative impact of the new parking on Regional Municipality of Ottawa-Carleton and City of Ottawa Official Plan policies which support the reduction of private vehicles circulating in the Central Area to

support transit modal share objectives. Consequently, the consultant recommends a site-specific approach to permitted tandem parking by means of minor variances rather than a City-wide as-of-right provision. Therefore, no amendments are recommended to the Zoning By-law.

Despite the absence of tandem parking regulations for commercial parking lots in *Zoning By-law, 1998*, applications for tandem parking can still be made through the Committee of Adjustment. The consultant recommends that the City take a balanced approach to parking related issues and approve a standard set of conditions and evaluation criteria to be used when a minor variance application is made for tandem parking to the Committee of Adjustment. It is proposed that minor variances to minimum parking space dimensions, aisle widths and percentage of tandem parking be required when an application to the Committee of Adjustment is made for tandem parking. It is further proposed that certain prerequisite conditions be associated with a tandem parking application when considered for approval by the Committee of Adjustment which include: that an attendant is on-site, an aisle and driveway are kept clear so that all vehicles can enter and exit in a forward direction, and that perimeter landscaping be provided for screening purposes. As variance applications are generally made on a site-specific basis, the objective is to apply a consistent set of evaluation criteria and conditions of approval for tandem parking taking into consideration the presence of parking attendants, parking layout, landscaping as well as supply and demand factors. The Department supports this approach. Specific conditions and criteria are detailed in Document 3.

### **Parking Rates for Land Uses in the Vicinity of Transit Stations**

There are outstanding appeals made by the Regional Municipality of Ottawa-Carleton and David Gladstone concerning parking rates for land uses located near transitway stations based on the principle that less parking should be required for uses located near such facilities to be consistent with transit related Regional Municipality of Ottawa-Carleton and City of Ottawa Official Plan policies. These Official Plan policies are part of an overall strategy to reduce reliance on the automobile and to increase the transit modal share in order to better manage road infrastructure needs and costs. Other aspects of the appeal, include the reduction of parking requirements in the proximity of pedestrian and bicycle facilities (pathways). These aspects of the appeal, unlike transitway stations, could not be addressed in *Zoning By-law, 1998*, as they are not defined legal land uses that are recognized through zoning by-laws.

The Department concurs with the consultant's findings that the current parking standards in *Zoning By-law, 1998* and the proposed amending zoning for the Central Area are significantly lower than the requirements in other area municipalities, lower than the recommended industry standards and lower than the Regional Municipality of Ottawa Carleton parking rate guidelines for which the Regional Development Charge discount would apply. The consultant does not advise the further lowering of parking rates at transit stations particularly in the Central Area where parking forgiveness is already built into the

zoning and that it would have little, if any, impact on increasing the modal share related to existing development. Instead, the consultant recommends that lower parking rates be used as an incentive for new development or redevelopment within 400 metres of a transit station and be available for an appropriate mix and density of uses. To achieve this, the consultant recommends that shared parking regulations be adopted for mixed use developments within 400 metres of a transit station outside the Central Area. The Department supports this recommendation (See Document 2) .

The shared parking regulations would only be available as an option to developments within 400 metres of a transit station. The shared parking regulations operate on the principle that where there are two or more land uses on site, there is an opportunity to share a common parking facility as parking demand will vary for each use at different times of the day and week. Depending on the mix of land uses, there is an opportunity to reduce the parking requirements moderately. Most land uses are represented in the shared parking table , however, not all land uses are available for shared parking either because there is no direct data research on shared use parking, or there are no similar uses in which data can be compared.

The consultant recommends that Sections 409, 410 and 411 of *Zoning By-law, 1998* be deleted. These sections of *Zoning By-law, 1998* deal with maximum parking rate provisions for offices in the Employment Centre Zone and subzones. The consultant states that maximum parking rates act as a disincentive to development when set below market demand. The consultant states that maximum parking rates encourage development away from such locations resulting in an overall loss of potential development and potential transit ridership. The Department cannot support the consultant's recommendations on this matter because of the substantial policy direction from the Regional Municipality of Ottawa-Carleton's Official Plan which directs local municipalities to reduce parking requirements for developments in the vicinity of rapid transit stations in order to increase the modal split in favour of transit. The development of rapid transit stations at key locations in the City, particularly at employment centres, represents a significant public investment that should be utilized to the fullest extent possible. One of the reasons for increased development potential at transitway stations is the transitway. If the transitway is not utilized to the fullest extent possible, the reasons for increasing the development potential have not been realized. As well, limiting the amount of parking that can be provided will encourage more intensive development by reducing the commitment of land and financial resources to parking facilities. Although the consultant has made statements that lower parking rates may act as a disincentive, there is no substantive evidence on this issue that the City can rely on to defend this position.

In view of the above, the Department does not support the consultant's recommendations that Sections 409, 410 and 411 of the *Zoning By-law, 1998* be deleted.

### **Parking Rates for Shopping Centres**

Parking rates for shopping centres, although not the subject of a current Ontario Municipal Board appeal, have been debated for some time as assertions have been made that the City of Ottawa rates are not in keeping with industry standards. As one of the study tasks, the consultant was asked to evaluate current rates and make recommendations based on a literature review of industry standards and parking counts at selected regional, local and community shopping centres in the City.

The Department concurs with the consultant's conclusion formulated on the basis of their parking survey and literature review that parking rates for community and local shopping centres should be reduced slightly to match observed parking rates and industry standards. The Department also supports the consultant's recommendation that the parking rate for regional shopping centres should remain unchanged. The current parking rates for community and local shopping centres are 6 spaces per 100 square metres of gross leasable area. It is recommended that these rates be reduced to 5 spaces per 100 square metres of gross leasable area. The consultant also recommends that retail food store parking rates be reduced to match the parking rates for shopping centres as full line grocery stores exhibit the same parking demand characteristics and the current parking rate for food retail is higher than in other area municipalities. The proposed recommendations for shopping centre parking rates are detailed in Document 2.

### **Parking Rates for Residential Land Uses**

Parking rates for residential land uses in *Zoning By-law, 1998* were included as one of the Consultant Study components on the basis that they remain essentially the same as those in the previous comprehensive Zoning By-law Number Z-2K despite the redefining of new land uses such as "stacked townhouse", "linked-townhouse", "triplex" and "fourplex. Whether these rates accurately reflect current parking demands needed to be assessed according to industry standards and reviewed in the context of RMOC and City of Ottawa Official Plan parking related policies.

The Department supports a number of the consultant's recommendations respecting revised parking rates for duplex, linked townhouse and retirement homes. For duplex houses, it is recommended that the minimum parking rate be reduced to 0.5 spaces per dwelling unit for Areas X and Y (inner urban areas), Schedule 2 of *Zoning By-law, 1998* and that the maximum parking spaces that can be provided in Area X be reduced from 2 spaces to 1 space per dwelling unit.

It is also recommended that the parking rate for linked detached houses be reduced to the parking rates for duplex houses when there is any degree of horizontal connection because of the similar orientation and characteristics of the two dwelling types when constructed in this fashion. In regard to retirement homes that have self-contained dwelling units, it is recommended that the rate of 1 space per dwelling be reduced to be consistent with the

parking rates established on a geographic area basis for apartment dwellings which are 0.5, 0.7 and 1 space per dwelling unit respectively for Area X, Area Y and Area Z of Schedule 2.

With respect to triplex and fourplex dwellings, the Department supports in part the recommendations of the consultant. The Department supports the consultant's recommendation that flexibility be provided in *Zoning By-law, 1998* so that a parking lot not be mandatory for triplex and fourplex houses where 4 or more parking spaces are required. For these dwelling types, an option should be provided to be able to accommodate required parking in driveways adjacent to each dwelling unit, particularly when the triplex or fourplex house has units or pairs of dwelling units that are oriented similar to a duplex house or townhouse. The Department does not support that portion of the consultant's recommendations for addressing parking rates for pairs of dwelling units in a triplex or fourplex house that would seem to function like duplexes or townhouses as it is unnecessarily complex and could result in interpretation problems. In order to address the parking rate anomaly for fourplex houses in the *Zoning By-law, 1998*, so that the parking rate is not more restrictive than for apartment buildings of a similar size, it is recommended that the parking rate for apartment buildings apply. This is consistent with the approach taken under By-law Number Z-2K. The parking rate for triplexes need not be adjusted as they are currently equivalent to the parking rate for duplex houses which is identical to the parking rate for apartment buildings.

The consultant also made some recommendations regarding visitor parking for all land uses within a planned unit development , a minimum driveway length of 6 metres for residential land uses and an increase in the parking rates for townhouses which the Department does not support.

The Department does not support the proposed minimum driveway length provision on the basis that:

- the City's Traffic and Parking By-law already restricts the parking of vehicles within 1 metre of a sidewalk
- The *Zoning By-law, 1998* specifies a minimum parking space length of 5.2 metres for all parking spaces including those located in a driveway.

As a result, the proposed driveway length provision would be redundant.

The Department also does not support the consultant's recommendation that all land uses within a planned unit development be subject to visitor parking requirements including single-detached and semi-detached dwellings. The Department recently concluded a separate consultant study and public participation process which involved zoning recommendations for Planned Unit Development. The Council approved study was conducted to resolve many of the residential appeals. In the review of the Planned Unit Development regulations, stakeholders agreed that visitor parking was not necessary and would not be required except for townhouses, linked townhouses, stacked townhouses and apartments.

Lastly, the Department does not support an increase in the parking requirements from .75 spaces per townhouse unit in Area Y (middle urban area Schedule 2, *Zoning By-law, 1998*) and Area Z (outer urban area, Schedule 2, *Zoning By-law, 1998*) to 1 space per unit. The Department agrees with the consultant's discussion that in most cases the effective parking rate will be one space per dwelling unit however, in the case of a Planned Unit Development of townhouses, where parking spaces may be provided in a parking lot, there is an opportunity to provide fewer parking spaces. For this reason, the parking regulation for .75 spaces per townhouse unit is recommended for retention.

The discussion and recommendations are detailed both in the consultant's report, (Document 1) as well as itemized in zoning detail in Document 2.

## Environmental Impact

There is no direct environmental impact as this report brings forward proposals for zoning amendments and policy guidelines for the Committee of Adjustment. Any new future development that would be impacted by the zoning amendments will be addressed and are subject to the MEEP - Municipal Environmental Review Process.

## Consultation

In accordance with the terms of reference for the study, two public meetings and a stakeholders session were held. The stakeholders session was conducted on April 21, 1999 to discuss tandem parking as well as parking standards for land uses in proximity to transitway stations in the Central Area. This component of the overall Parking and Zoning Study was initiated as a result of appeals to *Zoning By-law, 1998*. Appellants, community associations, business improvement associations and parking lot operators were requested to provide their comments to the consultant for consideration and analysis. A community meeting was also held to discuss tandem parking and parking standards in proximity to transitway stations on April 29, 1999 to receive input from the general public.

A second public meeting was held on June 16, 1999 to discuss the remaining components of the Parking and Zoning Study which included; parking rate standards for residential land uses, parking rate standards for shopping centres and parking rate standards for land uses in proximity to transitway stations outside the Central Area.

On October 20, 1999, the Ontario Municipal Board ordered the City of Ottawa to meet with two appellants, the Regional Municipality of Ottawa-Carleton and David Gladstone who had made similar appeals to Zoning By-law, 1998. The purpose of the meeting was to have City staff and the appellants discuss the Consultant's final report and recommendations relative to the substance of their appeals. Comments and discussion resulting from a meeting held on October 29, 1999 are in Document 3 - Consultation Details.

The Consultant's final report and this submission were also sent to other Study participants, stakeholders and appellants with a covering letter indicating the date at which this item would be considered by the Planning and Economic Development Committee.

## 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 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 - Final Report City of Ottawa Parking and Zoning Study (on file with City Clerk)

Document 2 - Zoning Details

Document 3 - Criteria and Conditions for Tandem Parking Applications

Document 4 - Consultation Details

## Part II - Supporting Documentation

### Zoning Details

Document 2

1. Amend parking requirements for outside of Central Area to provide that, where two or more uses are located on the same lot and that lot is within a 400 metres of a transitway station, the total amount of parking for those uses may be provided as determined as follows:

- STEP 1 Multiply the number of spaces required by Tables 51 to 55 by the % shown in the following table in each of the six columns for each use.
- STEP 2 Total the results of step 1 for each column.
- STEP 3 Select the highest total from step 2.

**SHARED PARKING TABLE**

USE	1	2	3	4	5	6
bank, catering establishment, medical facility, medical facility at a community centre, office, post office, printing shop, veterinary clinic	100%	100%	10%	20%	20%	5%
artist studio, automated teller, convenience store, gas bar, laundromat, library, personal service business, repair shop, retail food store, retail store	80%	85%	75%	75%	100%	65%
adult entertainment parlour, bar, club, restaurant, nightclub	30%	60%	100%	10%	50%	100%
bingo hall, bowling alley, cinema, theatre	0%	60%	85%	0%	70%	100%
all residential uses	100%	70%	100%	100%	80%	100%

2. Revise parking requirements for shopping centres,
  - (a) in the CS zone and the CS1 subzone to require parking at the rate of at least 5 spaces for every 100 square metres of gross leasable area
  - (b) in the CS2 subzone to require parking at the rate of at least 6 spaces for every 100 square metres of gross leasable area.
3. Reduce parking required for retail food store from 6 per 100 m<sup>2</sup> of gross floor area to 5 per 100 m<sup>2</sup> of gross floor area.

4. Revise parking rate for duplex house to the following:
  - (a) in area X on Schedule 2: minimum of 0.5 per dwelling unit and a maximum of 1 per dwelling unit
  - (b) in area Y on Schedule 2: minimum of 0.5 per dwelling unit and a maximum of 1 per dwelling unit
  - (c) in area Z on Schedule 2: 1 per dwelling unit only.
  
5. Revise parking rate for linked detached house to the following:
  - (a) vertical connection only: 1 per dwelling unit
  - (b) any degree of horizontal connection: same as duplex house.
  
6. Revise parking rates for “other residential uses” to require parking for “any other residential use” as follows:
  - (a) in area X on Schedule 2: 0.75 per dwelling unit
  - (b) in areas Y and Z on Schedule 2: 1 per dwelling unit.
  
7. Revise visitor parking requirements for multiple unit residential buildings as follows:
  - (a) severed townhouses: 0
  - (b) non-severed townhouses with less than 12 units: 0
  - (c) non-severed townhouses with 12 or more units:
    - (1) Area X on Schedule 2: 0.083 spaces per unit
    - (2) Areas Y and Z on Schedule 2: 0.17 spaces per unit.
  
8. Revise Section 47 (1) of *Zoning By-law, 1998* as follows:
  - (a) Modify section 47 to provide that, in the case of a triplex house or a fourplex house, parking need not be provided as a parking lot.
  - (b) Modify parking rates for fourplex house to impose the same rate as apartment building which is a minimum of 0.5 spaces per dwelling unit and a maximum of 2 spaces per dwelling unit in Area X; a minimum of 0.7 spaces per dwelling unit in Area Y; and a minimum of 1 space per dwelling unit in Area Z.
  
9. Revise visitor parking for Planned Unit Development to provide that required visitor parking may be provided in a parking lot or as parallel parking on a private way or driveway provided that the private way or driveway has a minimum width of 8 .5 metres.

10. Revise parking rate for retirement home to provide that for a self contained retirement dwelling unit, the corresponding parking rates for apartments in Areas X (min. 0.5 and max. 2 per dwelling unit), Area Y (min. 0.7 per dwelling unit) and Area Z (min. 1 per dwelling unit) of Schedule 2 apply.

**CRITERIA AND CONDITIONS  
FOR TANDEM (ATTENDANT) PARKING APPLICATIONS**

The Committee of Adjustment shall take into account the following criteria in deciding whether tandem parking should be permitted in parking lots:

- (a) there is a shortage of parking within 400m of the parking lot in which the tandem parking is proposed either as a result of a loss of existing parking or as a result of new development.
- (b) the parking lot for which the variance for tandem parking is intended, must comply with the zoning regulations of *Zoning By-law, 1998* with respect to parking space dimensions, and aisle and driveway widths, and be approved through the City's normal development approval processes.
- (c) the subject zoning shall permit a parking lot as a principal use.

The Committee of Adjustment shall take into account the following conditions when granting a variance for tandem parking:

- (a) the minor variances with respect to tandem parking, minimum parking space dimensions, and minimum aisle widths are granted solely for the purpose of permitting tandem parking.
- (b) an attendant booth or kiosk is located on site.
- (c) that the parking lot driveway and the required aisle be kept clear of parked vehicles so that all vehicles entering or exiting the parking lot can do so in a forward direction.
- (d) that perimeter low-level landscaping be provided to reduce the visual impact of the parking lot while avoiding extensive screening that might pose traffic and personal safety hazards.
- (e) the minor variances terminate at such time as the lot is redeveloped for another use or at such time as the Temporary Use By-law (or any extensions to the Temporary Use By-law) under which the parking lot is permitted lapses.

In accordance with an Ontario Municipal Board order dated October 20, 1999, the following are details of the comments and discussion that took place between the City of Ottawa and the Regional Municipality of Ottawa-Carleton and David Gladstone on October 29, 1999, with City Staff's response. Written comments were to be submitted by both appellants following the meeting.

**Appellant: Mr. David Gladstone**

Comment

Mr. Gladstone stated that the Consultant's final report did not address all aspects of his appeal specifically as they pertain to reducing parking near pedestrian and cycling facilities.

Departmental Response

In discussion with Mr Gladstone, City staff advised that the portion of the appeal respecting parking near pedestrian and cycling facilities was not addressed in the Parking Study because Zoning By-laws cannot address such linear hard landscaping elements as land uses. In contrast, a transitway station is comparable to a train station which is a listed legal land use in *Zoning By-law, 1998* from which zoning provisions can be established (e.g. building heights, setbacks and parking standards). In addition, the Regional Municipal Official Plan policies are specific to reduced parking requirements for developments in the vicinity of transit stations and in areas served by transit which have a mix of community services conducive to pedestrian travel (e.g. Central Area). Consequently, the policies are not specific to pedestrian and cycling facilities but areas of the City that may be well served and conducive to pedestrian and other non-automotive modes of travel which would reduce the demand for automotive transportation.

Comment

David Gladstone stated that his appeal could be addressed if, as per the Official Plan Policies, *Zoning By-law, 1998* would include a policy statement which would allow for a reduction in the required parking on the basis of a parking study or variance application. As an alternative, Mr. Gladstone suggested that the City of Ottawa's cash-in-lieu of parking policy be modified so that the cost in lieu of providing the parking not be required, if it can be proven by the applicant that a lower parking supply will suffice.

Departmental Response

City staff have advised that zoning by-laws are intended to address specific zoning or development standards relative to legally defined land uses and cannot be used as a policy document. With respect to the cash-in-lieu of parking policy, applicants currently have the ability to make a case to reduce the cost of a parking space(s) to the Planning and Economic Development Committee. The reduction, although not frequently granted, is usually argued on the basis of low car ownership of tenants such as found in public housing (City Living) or on the ability of a business operator to prove that there is ample on-street parking available or that the business performs a neighbourhood service and caters to a walk-in clientele. There

are also deferred payment plans available for applicants who can demonstrate economic hardship. City staff have been requested to investigate the merit of amending the Official Plan describing how a variance could be made to reduce the parking requirement for a specific use in order to meet policies for encouraging walking, cycling and transit. City staff are currently considering this request.

#### Comment

David Gladstone also proposed that an alternative parking rate table be established in *Zoning By-law, 1998* with reduced parking rates which could be applied to areas of mixed use developments or other areas with a well integrated pedestrian and cycling networks that would warrant lower parking rates.

#### Departmental Response

Staff have advised that an alternative parking rate table currently exists now for the Central Area as proposed in the Central Area By-law which, in many instances, exhibits lower parking rates than other areas of the City because of its increased density, transit service and higher frequency of pedestrian travel. *Zoning By-law, 1998* further establishes a geographic area calculation for determining parking rates based on proximity to the Central Area. To further establish a parking rate table(s) for specific areas or neighbourhoods of the City that are conducive to pedestrian travel and display certain travel mode characteristics requires detailed parking surveys to determine car ownership patterns and modal split information on an area specific basis. This level of detail and information is beyond the scope of this particular Study and would require secondary planning to determine if such lower rates could be applied on an area specific basis.

### **Appellant: Regional Municipality of Ottawa-Carleton**

#### Maximum Parking Standards for Apartments

The Regional Municipality of Ottawa-Carleton did not find any rationale or recommendations that would support that part of their appeal which would establish a maximum parking rate for apartments. They have proposed that a maximum parking rate of 1.5 spaces apply to apartments in the Central Area and to Area's X, Y and Z in *Zoning By-law, 1998*.

#### Departmental Response

With respect to maximum parking standards for residential development, the modal split is not significantly influenced by the provision or lack of a parking space. Those commuters who utilise public transportation to access their place of employment will, in most cases, also own a vehicle that they need for other purposes. As a result, a parking space is also required to store a vehicle on site even for those who frequently use transit or walk or cycle to work.

The consultant has stated that if maximum parking rates are to be considered for apartments they should not be set at less than one space per dwelling unit. Currently, minimum parking rates for apartments in *Zoning By-law, 1998* are below one space per dwelling unit in Area X (.5 spaces per dwelling unit) and Area Y (.7 spaces per dwelling unit). Setting maximum rates below one space per dwelling unit will in most cases establish parking supply for an apartment building below market demand forcing parking onto the street unless public (e.g. City Living) or seniors housing is targeted.

#### Maximum Parking Standards for Post Secondary Institutions

The Regional Municipality of Ottawa-Carleton has noted that the portion of their appeal addressing maximum parking standards and reduced parking standards for post secondary institutions within 400 metres of a transitway station was also not addressed in the Consultant's report. They have suggested that a maximum parking limit be established for institutions within 400 metres of a transit station.

#### Departmental Response

In regard to establishing maximum and a reduced parking standard for post-secondary educational facilities, this aspect of the Regional Municipality of Ottawa-Carleton appeal was not included in the terms of reference for the Study. This issue must be studied on a case-by-case basis by way of a secondary planning process as the parking demands for each institution vary substantially. There is also a process in place to reduce parking for the University of Ottawa according to a site specific policy in the City of Ottawa Official Plan which aims for an optimal parking supply on campus. The Policy states that City Council will support parking reductions in parking supply on an incremental basis to not less than 1000 spaces via the cash-in-lieu of parking process which must be supported by a parking study. Furthermore, new development on campus may not have to provide parking or only a portion thereof if there is excess supply in another location on campus. This process cannot be universally applied to other post-secondary institutions as there are many variables to consider such as the presence of transitway stations, land use constraints, proximity of student housing accommodation and inner urban versus outer urban locations.

#### Maximum Parking Standards for Offices

The Regional Municipality of Ottawa-Carleton has proposed that maximum parking standards for offices within 400 metres of a transit station and for the entire Central Area be adopted. They have proposed a maximum limit of 1 space per 33 square metres per gross floor area for offices within 400 metres of a transit station and 1 space per 50 square metres of gross floor area in the Central Area. These standards are based on a statement in the Delcan final report which specifies that market demand for parking at large scale offices is 3 to 3.5 parking spaces per 100 square metres of gross leasable floor area and 4 to 5.5 spaces per 100 square metres of gross leasable floor area for retail uses.

### Departmental Response

*Zoning By-law, 1998*, has already established maximum parking standards for Primary and Secondary Employment Zones (Sections 409, 410 and 411) equivalent to 1 space per 50 square metres of gross leasable floor area. This maximum limit is more restrictive than the proposed maximum limit of 1 space per 33 square metres of gross leasable floor area for offices suggested by the Regional Municipality of Ottawa-Carleton. Primary and Secondary Employment Centres designated in the City of Ottawa Official Plan are zoned CE. The purpose of this zone is to ensure that uses which generate high levels of employment, such as offices, are located in Primary and Secondary Employment designated areas. Although, Primary and Secondary Employment Centres are not coincidental to all Transitway Stations in the City of Ottawa, the majority of employment centre designated areas are located adjacent to a transit station or are slated for future transit service (e.g Confederation Heights). Furthermore, employment centre zones provide high concentrations of office use in which to achieve modal split objectives.

In regard to a maximum parking standards for offices in the Central Area, there is a lack of empirical data other than the market demand figures quoted in the Consultant's report, in which to support a maximum which is suitable to the City of Ottawa. The Department cannot support a maximum parking requirement in the Central Area without such empirical data, particularly when the consultant's analysis has indicated that the City of Ottawa Parking requirements are substantially below market demand. It is also the Department's position that placing maximum parking standards on Office Development in the Central Area places the City of Ottawa at a competitive disadvantage with the neighbouring municipalities for office and retail development. Until a policy and zoning strategy is implemented which affects all local municipalities on an equal basis, by way of municipal reform or other process, the Department cannot support the proposed maximum parking standards.

### Shopping Centres

The Regional Municipality of Ottawa-Carleton supports reductions in food stores and community and local shopping centres. However, they are requesting that the City of Ottawa consider reducing the shopping centre requirement for development within 400 metres of a transitway to 1 space per 23 square metres of leasable gross floor area. This is the suggested rate at which shopping centre development would qualify for a regional development charge rebate without needing a rezoning or minor variance. The proposed local, community and regional shopping centre parking standards for *Zoning By-law, 1998* are slightly higher and would translate to 1 space per 20 square metres for and 1 space per 17 square metres of gross leasable area for local, community and regional shopping centres.

Departmental Response

The industry standard is 5.5 spaces per 100 square metres of gross leasable area which translates to 1 space per 18 square metres of gross leasable area. The suggested regional development charge parking standard is based on the industry standard less twenty percent. The Consultant's report concluded that a further reduction would not be appropriate based on the need to include a safety factor in the parking requirement for smaller shopping centres to protect against an imbalance in tenant mix that could lead to a parking shortage. The Report also states that there is a need to build in an over supply factor in the parking requirement to adjust for the "forgiveness provision" which does not require parking for office and medical facilities if such uses occupy less than 20 percent of the total gross leasable area. In addition, for regional shopping centres, there is a 25 space parking credit for each clearly delineated bus loading area located on a shopping centre site.

The consultant has further reviewed reducing the parking requirement as proposed to 4.3 spaces per 100 square metres of gross floor area and have calculated that parking demand would not be met as much as 70 percent of the time. This would mean that parking problems would result during all weekly peak shopping periods (i.e., all Friday evenings, Saturday and Sunday Afternoons) and result in serious failure during the busiest annual periods.

November 11, 1999

ACS1999-PW-PLN-0160  
(File: HRR3000/0110)

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

### **17. Rooming House Response Team and Rooming House Landlords Association Evaluation**

#### **Évaluation - Équipe d'intervention auprès des maisons de chambres et Association des propriétaires de maisons de chambres**

#### **Recommendation**

1. That the evaluation of the Rooming House Response Team and the Rooming House Landlords Association, attached as Document 1, be received.
2. That the Department report in one year on the Rooming House Response Team, the Rooming House Landlords Association and the option of regulating rooming houses through licensing.



November 22, 1999 (10:44a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

SW:sw

Contact: Stan Wilder- 244-5300 ext. 1-3116



November 22, 1999 (1:27p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

This report gives an information update and recommends a further report to evaluate the possibility of regulation through licensing in a year. There are no financial implications as a result of this report at this time.

  
November 22, 1999 (10:27a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

At its meeting of December 2, 1998, City Council directed that staff report in one year with an up-date on rooming house issues and initiatives, including an evaluation of the Rooming House Response Team (established in early 1997) and the Rooming House Landlords Association (organized in late 1997) and, depending upon the successes of those two initiatives, a review of the merits of regulating rooming houses through licensing.

Documents 1 through 4 report the progress and contributions of the Rooming House Response Team (RHRT) and the Rooming House Landlords Association (RHLA) during 1999. Included in the evaluation of the Response Team is a rooming house database update and a Participant Satisfaction Survey. The evaluation of the Landlords Association examines its accomplishments and works-in-progress, concerns and constraints from the City's perspective, and opportunities for further development.

In brief, the Response Team continues to receive strong support from the community. It is endorsed as a unique, directed and responsive solution to both acute and chronic problems at rooming houses. In terms of constraints to accomplishment, the Response Team is denied access to problematic rooming houses in a not inconsiderable number of cases, and is therefore not in a position to adequately address and resolve all problems reported to it.

The Rooming House Landlords Association, comprised of a dedicated group of volunteer rooming house landlords, is acknowledged to have worked diligently to assist in addressing rooming house related concerns. The evaluation does though suggest that there is room for improvement in the Association's efforts to address chronic rooming house issues. In particular, the Association needs to work more closely with the Response Team at individual addresses to ensure that peer advice and assistance are available at all stages of intervention.

## Consultation

All stakeholders, including rooming house landlords and tenants, Community Associations representing persons living near rooming houses, social service and health organizations, and participating enforcement agencies strongly endorse the work of the Rooming House Response Team, and consider the efforts of the Landlords Association to be laudable and worthwhile.

That support notwithstanding, persons living near rooming houses and their Community Associations continue to ask that the City introduce licensing, with its merits according to the community being these: it will ensure compliance with Building Code, Fire, Property Standards and Zoning regulations in all rooming houses (and not just in those to which the Response Team is called); it will facilitate access by inspection agencies because those inspections will be licensing pre-requisites and on-going requirements; it can prescribe and regulate what is an acceptable standard of house management; it can tailor regulation (special conditions) to address unique problems presented by just one house; and it offers an easy way for the City to close sub-standard houses. (It absolutely does not offer the last advantage noted but, in varying degrees, it can offer all other benefits listed.)

Rooming house landlords oppose licensing. It is their collective view that the most persistent and problematic concerns that remain for the communities surrounding rooming houses are presented by tenants (crime, noise, and other aberrant behavior arising from mental illness, or drug and alcohol use), and that it is neither possible nor reasonable to manage tenant behavior by licensing their landlords. In addition, the landlords question the merit of spreading limited inspection resources across all rooming houses - good and bad - when the more directed Response Team approach to problem houses has proven an efficient and effective use of resources. Finally, the landlords reject the view that licensing will make a positive contribution to the City's rooming house stock, suggesting that instead "good" landlords, over-burdened with regulation and other challenges inherent in rooming house management, will sell or convert their properties and that the "bad" houses will continue to present chronic compliance problems with new regulation and old.

It is the Department's view that the Response Team approach to rooming houses, together with a committed and productive Rooming House Landlords Association, represents the best, most directed and economical way of addressing rooming house problems. As a result there is no recommendation in this submission that licensing be implemented. Instead it is proposed that the Department report again in a year with an evaluation of the rooming house situation in Ottawa including up-dates on the Response Team, the Association and licensing if warranted.

## **Disposition**

The Department of Urban Planning and Public Works, Planning Branch to advise the Rooming House Landlords Association and other concerned parties of Council's disposition.

## **List of Supporting Documentation**

- Document 1 - Evaluation of the Rooming House Response Team and the Rooming House Landlords Association
- Document 2 - City of Ottawa Rooming Houses -- Fact Sheet - 1999
- Document 3 - Rooming House Response Team Participant Satisfaction Survey Results
- Document 4 - Rooming House Response Team Participant Satisfaction Survey Results: Comparison of January 1998 and July 1999 Responses
- Document 5 - Consultation Details

## Part II - Supporting Documentation

### Supporting Documentation

Document 1

#### 1. EVALUATION OF THE ROOMING HOUSE RESPONSE TEAM

##### 1.1 Description

The staff of the Rooming House Response Team consists of a City of Ottawa funded full-time Coordinator position and a purchase of service for a full-time Rooming House Community Worker. These staff respond to complaints from the public regarding chronic problem rooming house addresses. Once an address has been identified, the Coordinator sets up a Response Team for the address. Core members of the Response Team always include the Coordinator, Community Worker and affected ward councillor. Other agencies are called in to assist in dealing with issues as needed. In particular the Police, Property Standards, Zoning Enforcement, Health and Fire Departments are frequently asked to participate

##### 1.2 Response Team Activity Profile

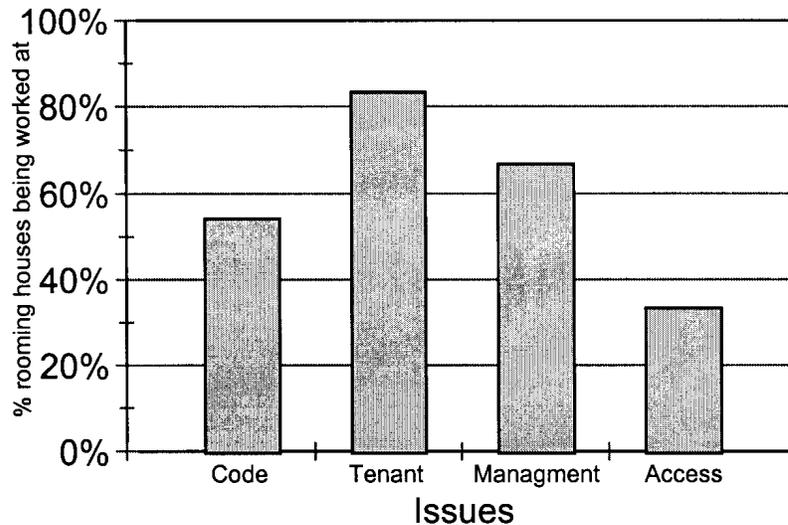
Over the past year there has been a steady increase in the number of properties that the Response Team is involved at and the level of involvement at each property. Between September 1998 and September 1999 the Response Team was active at 46 addresses (up from 23 the previous year) and held 26 community meetings (up from 14 the previous year). In part these increases were due to a greater awareness of the program. For example, landlords, requested more support to deal with tenant issues. Also, in January 1999, the Rooming House Response Team Community Worker position became full time, further allowing the Team to expand the number of addresses it works at.

A summary description of the work of the Rooming House Response Team over the past year is included in the following table:

<b>Rooming House Response Team Interventions</b>	<b>Number Sept '98 to Sept '99</b>
Properties where the Response Team has been active	46
Properties where intervention has improved the situation	42
Response Team facilitated community meetings	26
Meetings with landlords/superintendents	212
Community Worker visits to rooming houses	550
Meetings with other service providers	108

Over the past year the Coordinator and the Community Worker have spent a good part of their time solidifying existing working relationships and involving new resource people in a pro-active, effective manner. Primarily this has involved working with social service agencies, the Centretown Compliance Committee, and other City and Regional Departments. These different partnerships have arisen as a result of the wide range of issues the Response Team deals with at rooming houses. What follows is a summary of the issues the Response Team is involved in and the working relationships that have developed to deal with each issue.

## Rooming House Issues



Based on data collected by the Response Team, 83% of the properties worked at had tenant issues. This would include, for example, tenants with mental health problems and/or addictions issues. The strategy that has developed is to partner with other agencies to visit properties on a regular basis and to do interventions either as soon as possible after a crisis or to identify coming crises and work to prevent them. Agencies partnered with on a regular basis include: the Canadian Mental Health Association, the Royal Ottawa Hospital, the Somerset West Community Health Centre, the Centretown Community Health Centre; the Sandy Hill Community Health Centre, and Centre 454.

The Compliance Committee is a City/Regional forum comprised of staff, elected officials and community representatives, set up to respond to community concerns and to coordinate an interdepartmental response to problem addresses in the Centretown area. The procedure

which has developed is for the Compliance Committee to refer all problem rooming house addresses to the Response Team for action. The Response Team then reports back to the Compliance Committee on its progress at the address. In addition, the Response Team works closely with the newly hired Compliance Officers, who are based in the Urban Planning and Public Works Department of the City. This linkage is particularly relevant given that the Response Team data indicates that over 54% of the properties worked at have suspected or proven code violations. Code issues includes zoning, fire, and property standards issues.

In addition to working with the Compliance Officers, the Response Team is mandated to coordinate different City and Regional Departmental responses to problem addresses. Primarily this has involved developing close working relationships with Property Standards, Zoning Enforcement, Police, Health and Fire Department staff, and ensuring good communication between the different departments.

In addition to the tenant and code issues encountered by the Response Team, 67% of the properties the Response Team has worked with over the past year have management related issues. Lack of supervision, illegal evictions, and lack of rule enforcement are some of the most common management issues. Changing a landlord's management practices remains one of the biggest challenges of the Response Team. Many rooming house landlords have shown they are quite open to a cooperative approach in dealing with problems and to suggestions on what they might do different. Other landlords are simply unwilling to accept feedback.

At a further 33% of the properties worked at, access to the property has been an issue for the Response Team Community Worker. Many of these landlords simply do not wish to have the Community Worker involved in what the landlords view as their own problems. At times the effectiveness of the Response Team has been limited by this lack of cooperation. As a substitute for the Community Worker going into a property, the practice has developed of sending in a Compliance Officer from the City of Ottawa when the situation warrants.

### 1.3 Other Activities

Over the past year the Coordinator of the Response Team has also been actively involved in several initiatives related to homelessness. These have included the Federal government's Residential Rehabilitation Assistance Program, the locally based Alliance to End Homelessness and input in the development of the Region's Action Plan to Prevent and End Homelessness.

In January, 1999, the Canada Mortgage and Housing Corporation announced that Residential Rehabilitation Assistance Program (RRAP) funds would be made available for both rooming houses, shelters and non-profit housing providers. The goal of these funds was to provide financial assistance to bring up to code properties that served people who would otherwise be homeless. The Coordinator of the Response Team, in his role as City representative on the Alliance to End Homelessness, worked to promote the RRAP program to the housing community and facilitate their applications. The RRAP program saw the distribution of 3.2

million dollars in 1999 in Ottawa.

Throughout the past year the Coordinator attended meetings of the Alliance to End Homelessness. The Alliance is a multi-agency group that includes individuals who are or have been homeless. The goal of the Alliance is to work collaboratively to prevent and eliminate homelessness. The Coordinator was a member of the Alliance Steering Committee, which sets the overall direction of the Alliance, and was a member of the Alliance Data Collection Group which has worked to coordinate data collection related to homelessness in Ottawa.

In January, 1999, the Region began a series of consultations on homeless in Ottawa-Carleton. The Coordinator of the Rooming House Response Team participated in several working groups focusing on enabling access to housing, preventing homelessness by assisting people to stay housed, increasing housing supply and supports. These consultations were then used to assist in drafting the Action Plan to Prevent and End Homelessness.

#### 1.4 Rooming House Database Update

Another key part of the Response Team's mandate has been to confirm the status of addresses on the City's list of rooming houses and gather information on the number of rooms they contain and the characteristics of rooming houses. Document 2, "City of Ottawa Rooming Houses Fact Sheet, 1999" details the results of the most recent update of rooming house data.

The City's unverified list now indicates that there are 140 confirmed rooming houses, and another 39 unverified for a possible total of 179. In 1997, when the Response Team last collected data on rooming houses the total number of confirmed rooming houses was 180 with another 56 unverified, for a possible total of 236. This represents a substantial decline in the confirmed rooming houses of 22% from 1997 - 1999.

The accuracy of these figures is supported by the findings of the Regional Health Department. The Health Department, under its new mandate, is required to inspect every rooming house in the Region. Based on inspections during the summer of 1999 the Department was able to provide the City with a list of verified rooming house properties. It is worth noting that the Health Department made some effort to find new addresses. Both the Response Team and the Health Department have ended up with the same total number of confirmed rooming houses.

There may be several explanations for this apparent sudden decline in rooming house stock. For many years City efforts to update the data on rooming houses was sporadic and staff lacked resources to gather information. In the last two years the Response Team, using a variety of formal and informal means, has attempted to confirm or delete the addresses in the existing database. These increased efforts to collect data may simply reflect a decline which has been taking place over years, and has not only occurred since 1997.

A preliminary analysis of the data collected would suggest that the vast majority of lost stock is the result of conversions to apartments, shared dwellings and family households. Several factors have possibly played an important role in causing landlords to convert properties. In October of 1995 the Provincial Government decreased the shelter subsidy paid out by the Province from \$415 to \$325, forcing many landlords to reduce rents to match their tenants ability to pay. The result has been a decrease in the revenue generating capacity of rooming houses. In addition, rooming house landlords face an increasingly challenging business. Many deal with tenants living in extreme poverty coping with mental health and addictions issues. For many, the difficulties involved can become overwhelming and lead to a decision to convert.

*The Rooming House Response Team Coordinator proposes to undertake research to determine more accurately what is happening to the rooming house stock over the next year.*

### 1.5 Participant Survey

In July 1999, as part of the evaluation process of the Rooming House Response Team, an anonymous Participant Satisfaction Survey, similar to one done in January 1998, was distributed. Participants included tenants, landlords, community members, City and Regional Departments, social service agencies and councillors and others who had participated in Response Teams. Detailed results of this survey and how it compared to the last survey are attached as Document 3.

In general, there was strong support for the work of the Response Team. Even though it was recognized that the situations at the various rooming houses had not been resolved entirely 94% of respondents said there had been some improvement, up from 68% in the January 1998 survey.

All respondents supported continued funding of the Rooming House Response Team. Ninety-four percent were very much in favour, an additional 16% supported the continued funding to a fair degree. This also represents an increased level of support for continued funding over 1998.

*Comments and suggestions were made on the survey form which the Co-ordinator and Community Worker have incorporated into their current operations.*

### 1.6 Conclusion

The Rooming House Study Team has reviewed the findings from the Response Team Participant Survey, and is of the opinion that the Rooming House Response Team is an effective way to improve communication between parties at addresses that are undergoing difficulties. The Response Team by linking all parties to available resources, coordinating these resources and staying involved in problem situations, has been able to resolve issues

and affect improvements at many addresses. Both landlords and members of the community have demonstrated an ongoing support for this cooperative approach to dealing with rooming house issues.

## **2. EVALUATION OF THE ROOMING HOUSE LANDLORDS ASSOCIATION**

In November 1998, the City's Rooming House Study Team year-end evaluation of the Rooming House Landlords Association concluded that most of the Association's proposed functions had been undertaken. What was needed was continued monitoring, with periodic advice from the City. Staff recommended that the Association be evaluated in a year's time. In order to facilitate this evaluation, staff proposed several benchmarks against which to measure the landlords' progress. These are listed below followed by comments on how the Landlords Association has fared in regard to each benchmark.

### *2.1 Continue to participate in Response Teams and/or act in an advisory capacity in difficult situations.*

Whenever requested by the Response Team landlords from the Association have attended public meetings and provided advice on dealing with rooming house issues. Often, however, other landlords have not wished to have another landlord involved in response team meetings. This is a reflection of the fact that other landlords sometimes view members of the Landlords Association as competitors, do not wish to share their management problems publicly, or feel that they are not in need of assistance. For this reason members of the Landlords Association have infrequently been asked to participate in Response Team meetings.

The members of the Landlords Association have often assisted the City in getting the cooperation of other landlords. This assistance has been invaluable in creating an environment of cooperation and compliance that was part of the original objective of creating the Response Team and the Landlords Association as an alternative to licensing. In some instances, however, the intervention of the Landlords Association has not been sufficient to obtain cooperation from a landlord, particularly in regard to gaining access to a property. Some landlords continue to deny the Response Team Community Worker access to their properties and view the Community Worker's presence as interference in the management of their properties. Despite some sincere efforts, the Landlords Association has not, to date, been able to resolve this issue. In part, the problem the landlords face is that of policing one of their own. Landlords, for example, may be hesitant or uncomfortable confronting another landlord regarding their management practices.

2.2 *Work with the Response Team to develop stronger contacts with community associations concerned with rooming house issues.*

During the start up year of the Landlords Association several meetings with community associations occurred. At these meetings landlords were able to dialogue with community members in regard to rooming house issues. Over the past year these meetings appear to have been more infrequent. The landlords need to re-establish their contacts with community associations.

2.3 *Act as an advisory body to assist the City in identifying and developing new strategies for dealing with chronic rooming house issues.*

The members of the Landlords Association have demonstrated a willingness to look at new approaches to dealing with rooming house issues. Over the past year this has included working with the City to explore a superintendent training program. Several meetings were held with the Regional Government and a non-governmental group, Shelters Unlimited, to determine if there might be any support for a training program to increase the expertise in rooming house superintendents. Theoretically, this expertise would result in better-managed properties. Unfortunately, due to a lack of resources this idea was not realized.

2.4 *Continue to approach social service agencies to develop more resources for rooming house landlords.*

The landlords had several meetings with the Social Services Department at the Region to discuss issues of mutual concern; primarily issues related to the payment of rents by Social Services. The landlords are also working closely with the Region to examine the possibility of operating a women-only rooming house. In addition, representatives from the Landlords Association participated in the Region's public consultations to development its Action Plan to Prevent and End Homelessness.

2.5 *Continue to build Association membership and its functions.*

Despite some effort on the part of the Rooming House Landlords Association, other landlords have shown limited interest in getting involved. For the most part the Association remains a small group of committed rooming house landlords who are opposed to licensing and share the common goals of improving rooming house operation in the City and how rooming houses are perceived by the public. Landlords with problem properties have generally not become involved in the Association.

Landlords whose properties are being scrutinized by the Response Team have at times refused the assistance of a landlord from the Association. Some believe another landlord cannot provide relevant advice while others may simply not wish to have their business exposed to other landlords, who may after all be competitors.

2.6 *Continue to produce and distribute materials aimed at addressing rooming house issues*

Over the past year the Landlords Association produced the “Best Practices” pamphlet. The pamphlet is meant to provide all landlords with relevant, practical advice on how to better manage rooming houses. It is distributed by the Rooming House Response Team as another tool for assisting landlords in improving management practices. In addition, the Association produced several articles in the Ottawa Region Landlords Association newsletter. This was to update rooming house landlords with information and developments related to the good management of rooming houses.

On May 25<sup>th</sup>, 1999 the Landlords Association also organized an educational seminar on insuring rooming houses against fire for their membership. Although this is a particularly relevant topic for rooming house landlords, the seminar did not attract the number of attendees that were expected.

### Activities of the Rooming House Landlords Association, September 1998 - September 1999

Statistic	Number
Number of landlords in the Rooming House Landlords Association	60
Number of rooming house landlords in the City of Ottawa (estimate)	110
Meetings of the Landlords Association (for period of Sept 98 to Sept 99)	20
Response Team Meetings that the Landlords participated in	3
Instances of advice to the Response Team (no meeting)	13
Educational Seminars for other landlords	1
Meetings with community groups	2
Meetings with service providers (e.g. RMOC Social Services)	4

#### 2.7 Opportunities

In the past year the Rooming House Landlords Association has provided valuable assistance to the City of Ottawa's Rooming House Response Team and demonstrated a commitment to addressing community concerns. However, based on an overall analysis of the benchmarks laid out a year ago, there is a need for them to focus more on developing working alternatives to licensing. Recognizing that the Association alone cannot be expected to address all community concerns regarding rooming houses, they nonetheless represent an important resource in finding solutions to rooming house issues.

Over the next year, staff will continue work with the Landlords Association to focus on the benchmarks laid out above and to assist the landlords in fully realizing their potential to address community concerns regarding rooming houses. In particular it is suggested the landlords focus on the following objectives over the coming year:

1. Work with the Response Team to more closely coordinate involvement in Response Teams and attendance at community meetings.
2. Work with the Response Team to develop strategies to deal with chronic problems at rooming houses which have been targeted.
3. Re-establish regular contacts and dialogue with the community associations in regard to rooming house issues.

4. Develop strategies with the City to increase membership in the Association.
5. Continue to pursue and develop innovative strategies such as superintendent training.
6. Continue to work with social service agencies to develop more resources for rooming house landlords
7. Work with the Response Team to negotiate access to properties where access has been denied.
8. Continue to produce and distribute materials aimed at addressing rooming house issues.

Staff believe that the Rooming House Landlords Association, working in tandem with the Rooming House Response Team and concerned communities, is still an important part of the solution to rooming house problems. The introduction of licensing will jeopardize the cooperative approach with landlords and will, says the Association, lead to its dissolution.

## City of Ottawa Rooming Houses--Fact Sheet--1999

Over the last year, a concerted effort has been made to confirm or deny that the addresses on the City's unverified rooming house list were, in fact, rooming houses.

The database has been stored using the Access program, and is in a format that will allow the City to get answers to many questions. Verification on the existence of a rooming house, and the number of rooms it contains has come from a variety of sources, but municipal officials and their records are considered the most reliable. A significant number of address deletions were obtained from the Regional Health Department who, during the summer of 1999, visited all the addresses on the City's rooming house list.

### 1.0 Rooming House Stock

#### 1.1 How many rooming houses are there in the City of Ottawa?

We have confirmation of 140 rooming houses, and an additional 39 rooming houses remain unverified. This gives a total of 179 rooming houses.

*In 2000, staff intend to actively seek out new addresses that were not on the City's list: ie. newly established rooming houses.*

#### 1.2 How many rooms do the rooming houses contain?

Our "number of rooms" field is not complete as of yet (only 92 of the confirmed rooming houses have room data to date). Those 92 rooming houses contain 999 rooms, an average of 10.9 rooms per rooming house.

#### 1.3 How many rooming houses have no information on the number of rooms within them?

There are 48 rooming houses for which we have no "number of rooms" data.

We are hoping to complete the collection of this data with the assistance of the Rooming House Landlords Association, and through the Community Worker's contacts in 2000.

1.4 How big are the rooming houses?

Under 4 rooms:	2	(2%)
4-8 rooms in size:	54	(59%)
9-15 rooms in size:	20	(22%)
16-25 rooms in size:	10	(11%)
over 25 rooms in size:	6	(7%)

This information is based on the 92 rooming houses for which we have room data.

1.5 How old is the rooming house stock based on 140 rooming houses?

20 years old or less:	3 rooming houses	(2.1%)
21-40 years old:	4 rooming houses	(2.9%)
41-70 years old:	12 rooming houses	(8.6%)
over 70 years old:	121 rooming houses	(86.4%)

**ROOMING HOUSE RESPONSE TEAM  
PARTICIPANT SATISFACTION SURVEY RESULTS**

**The following chart summarizes the number of responses that were given in each range under each question, and contains the actual wording in the survey form. Please note that the number of responses may not equal the number of respondents as some respondents filled out surveys for multiple addresses. This survey was undertaken in July of 1999.**

The Rooming House Response Team approach involves pulling together the people that can assist in resolving different types of difficulties, developing and then implementing a strategy, and monitoring progress. The approach has emphasized open communication and co-operation between Team members in particular. This survey is intended to give you, as a participant, a way of providing the City of Ottawa with your views on how the approach has worked.

1. Please check one of the following:

I am a:	<u>5</u> landlord	<u>1</u> tenant
	12 neighbour	<u>3</u> community rep
	<u>4</u> health or social service provider	<u>1</u> police officer
	<u>1</u> Buildings Branch or fire inspector	<u>3</u> City/Reg Councillor

Please answer each of the following questions by circling the best answer:

2. Do you feel that you have been given an opportunity, through the Response Team approach, to explore the issues surrounding this rooming house?

		15	15
Not at all	Not very much	To a fair degree	Very much so

1 No answer

3. Do you feel that the other members on your Response Team now understand more fully the issues that concern you?

	7	24
Not at all	Not very much	To a fair degree
		Very much so

No answer

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4. Do you feel that communication has improved between the members of the Response Team?

	1	12	17
Not at all	Not very much	To a fair degree	Very much so

1 No answer

5. Do you feel that members of the Response Team work co-operatively to resolve issues?

	1	13	17
Not at all	Not very much	To a fair degree	Very much so

1 No answer

6. Do you feel that the monitoring work of the Response Team has assisted you in understanding the actions taking place at the rooming house?

	1	13	17
Not at all	Not very much	To a fair degree	Very much so

No answer

7. Has the Response Team approach improved the situation at the rooming house you are involved with?

	1	16	13
Not at all	Not very much	To a fair degree	Very much so

1 No answer

8. Do you support continued funding of the Rooming House Response Team?

		2	29
Not at all	Not very much	To a fair degree	Very much so

No answer

9. What could be done to increase the effectiveness of the Rooming House Response Team?  
SEE ATTACHED

10. Comments  
SEE ATTACHED

ROOMING HOUSE RESPONSE TEAM - PARTICIPANT SATISFACTION SURVEY,  
QUESTION 9

9. What could be done to increase the effectiveness of the Rooming House Response Team
Couple effective management response by owner to RHRT initiatives with regulatory ability to shut down problem Room Houses that do not improve
219 Daly has been a troubled rooming house for twenty years. In 1999, with the aid of the team, and the police, we have achieved a balanced resolution to the problem at hand.
I believe that RHRT approach is important in facilitating the potential for conflict resolution, gathering information on the tenants, and helping to make a sense of often disparate situations at eight troubled rooming houses in Sandy Hill. More interaction with Action Sandy Hill would be very useful.
Ensure the owners are present at meetings.
Have a meeting: Neighbour and Response Team and Landlord of the Rooming House. We are not against landlords but they should screen their tenants.
Create a local street committee to monitor developments and report to Rooming House Response. Consider expanding the mandate of R.H.R. Team to include Police Community Neighbourhood Watch; give local residents more power.
Monthly meetings at site.
I think that you are are doing all that is possible under the circumstances.
Provide City-owned vehicle to Response Team. Provide to neighbours information about rooming houses. Most neighbours have little knowledge of rooming houses and the Response Team only provides a limited amount of information.
Continued meetings are helpful. The actual owners not their representatives should attend to get a better understanding of neighbours issues.
Expand the number of team members for better area coverage. Implement a training program for on-site rooming houses managers.
1. More staff; 2. Return of peer support team.
More follow-up check-ups in person during the hot (windows open!) weather might help more, instead of just phone calls to neighbours.
If funding could be realized to augment the number of people on the Rooming House Response Team. For security reasons it would be beneficial to have at least two RH

9. What could be done to increase the effectiveness of the Rooming House Response Team
Community Workers to respond to cold calls and problem addresses.
The Rooming House Response Team needs more teeth. It should have the ability to enforce some of the community decisions.
Enact a by-law granting the Rooming House Response Team community worker access to problem properties.
Some kind of legal authority to permit inspections/consequences for non-compliant landlords.
Having a peer landlord available for the sessions on a fairly regular basis to negate the comments that nothing can be done and it is just the type of people that live in rooming houses.
Maintain status quo - individual work with landlord, clients, janitors. Continue the work with community agencies. Continue the group work with landlords and neighbours.

## ROOMING HOUSE RESPONSE TEAM - PARTICIPANT SATISFACTION SURVEY, COMMENTS

10. Comments
The RHRT does <u>not</u> address the excessive concentration of rooming houses in certain neighbourhoods. The City and Region should be <u>encouraging</u> a much wider dispersal in all areas of the City and region, not concentrated only downtown.
The Rooming House Response Team program should be continued as a cost-effective way to resolve social and neighbourhood turmoil.
The RHRT is an inexpensive, efficient, and reasonable way to handle community problems associated with troubled rooming houses. I very much support the RHRT and urge Councillors to continue the funding of this worthwhile project. I would not want to calm the community without RHRT.
Situation at rooming houses has much improved
I like the positive effect of Cyril's (superintendent) involvement
Communication was great with Ed Ritchie; he came around often to be sure things were alright.
The Response Team has been responding very fast when I called. I am very impressed by your work. Keep it up please. We need you. Thank you. G.L.
The Robinson Avenue Rooming House has undergone major renovations which are now stopped. Will it still be a Rooming House or an Apartment Hotel? How many renting units?
Thank you and keep up the good work.
My brief two meetings have been informative and have given me some positive connections for problems that frequently arise.
You have established an excellent rapport and open communication with concerned/affected residents. Thank you and continue your good work.
Rooming houses should be licensed by the City of Ottawa or by the Region. Public information on rooming houses is limited - more information should be available to public.
Thank you and keep up the good work.
Keep up the good work.
Ed Ritchie and local community police have worked well together to solve rooming house

10. Comments
problems, especially in Sandy Hill areas.
What do you do with owners who do the same thing? Windows all open - loud music, etc.? Perhaps they should also be spoken to, considering they're <u>new</u> to the neighbourhood!!
Keep doing as much as you can to increase awareness of the problems associated with Rooming Houses and apply for increased funding applicable to your service.
City Council and its Legal Department do not seem to have the desire to help the ordinary taxpaying citizen to keep their communities at a decent liveable level. I feel that our Social Welfare laws should be enhanced to help those people who cannot help themselves. More controlled shelters, etc.
The fact that various municipal departments are now aware of the numerous ongoing problems at the rooming house is most important to us.
Have only been involved with two property addresses.
Thanks for the great work.
Keep up the good work! - Councillor Little
The Rooming House Response Team is vital to the police in assisting and monitoring problem rooming houses as well as coordinating community meetings, etc. The Regional Police greatly appreciate their support.
This is a very valuable process to bring everyone together to work towards a common solution. It does work!!
I feel we are on the cutting edge in our attempts to maintain the housing stock for the homeless and attempting to ameliorate the various problems which arise and keep levels of communication open with all who are involved.

**Rooming House Response Team Participant Satisfaction Survey Results**  
**Comparison of January 1998 and July 1999 Responses**

Document 4

Question	Positive Responses (to a fair degree or very much so)		Negative Responses (not at all or not very much)	
	Jan. 98	July 99	Jan. 98	July 99
2. Do you feel that you have been given an opportunity, through the Response Team approach, to explore the issues surrounding this rooming house?	82%	96%	11%	0%
3. Do you feel that the other members on your Response Team now understand more fully the issues that concern you?	81%	100%	8%	0%
4. Do you feel that communication has improved between the members of the Response Team?	78%	97%	8%	3%
5. Do you feel that members of the Response Team work co-operatively to resolve issues?	92%	97%	4%	3%
6. Do you feel that the monitoring work of the Response Team has assisted you in understanding the actions taking place at the rooming house?	85%	97%	7%	3%
7. Has the Response Team approach improved the situation at the rooming house you are involved with?	68%	94%	18%	3%
8. Do you support continued funding of the Rooming House Response Team?	96%	100%	0%	0%

In addition to conducting the Participant Satisfaction Survey, detailed in Document 3 of this report, and to receiving on-going feedback and comment throughout the year as the Response Team works in the community, the Department hosted a public meeting on October 7, 1999 to provide a more structured opportunity for stakeholders to comment on rooming house issues. The meeting was attended by about 45 people, including landlords (10), neighbours of rooming houses, tenants, social service providers and community association representatives and City Councillors.

### **On the Rooming House Response Team**

Public support for the work of the Rooming House Response Team, as expressed at the meeting, remains strong. Several community members suggested that the Response Team be given increased powers and more staff, and that its mandate be expanded to include non-rooming house properties. One community member proposed that the work of the Response Team be more widely publicized. Another suggested that mortgage holders of problem properties be approached and asked to become part of the process of addressing community concerns. Someone suggested that the Response Team look at how other cities have dealt with rooming house issues. Several community members, while supporting the work of the Response Team, felt that other tools, including licensing, were needed to address chronic problems.

### **On the Rooming House Landlords Association**

The Rooming House Landlords Association received a number of suggestions on how it could better address community concerns. Several community members thought that the Landlords Association needed to work more closely with the Rooming House Response Team and get more actively involved at addresses where there are chronic problems. It was also suggested that the Association expand its membership and try to get some of the rooming house landlords who have problems to join.

One community member who lives near a rooming house in Sandy Hill was unable to attend the community consultation sent a letter to relay his concerns. While expressing his support for the Response Team, the community member proposed that the City use its zoning authority to control the number and size of rooming houses. He also expressed support for licensing.

### **On Licensing**

About two-thirds of the three-hour meeting was spent in discussion of licensing. It continues to be much wanted by residents who live near rooming houses and it is vigorously opposed by landlords. The reasons for both the support of and the opposition to licensing have been enumerated already under the Consultation section of this report.