

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

**Agenda 5**  
**Ordre du jour 5**

**Tuesday, February 22, 2000 - 9:15 a.m.**  
**Le mardi 22 février 2000 - 9 h 15**

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

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



- |    |   |                              |
|----|---|------------------------------|
| 7. | <b>Signs By-law Minor Variance - 900 St. Laurent Boulevard</b><br><b>Dérogation mineure de l'Arrêté municipal sur les enseignes - 900, boulevard St. Laurent</b><br>Ref.: ACS2000-PW-PLN-0011 | 55<br><br>OT4 - Rideau       |
| 8. | <b>Signs By-law Minor Variance - 1554 Carling Avenue</b><br><b>Dérogation mineure de l'Arrêté municipal sur Les enseignes - 1554 Rue Carling</b><br>Ref.: ACS2000-PW-PLN-0021                 | 65<br><br>OT7 - Kitchissippi |
| 9. | <b>Demolition - 708 Brierwood Avenue</b><br><b>Réglementation des démolitions - 708, avenue Brierwood</b><br>Ref.: ACS2000-PW-PLN-0018  | 75<br><br>OT7 - Kitchissippi |

**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

- |     |   |                                    |
|-----|---|------------------------------------|
| 10. | <b>Site Plan - Extension of Agreement - 33 George Street</b><br><b>Plan d'emplacement -Prorogation de l'entente - 33, rue George</b><br>Ref.: CC2Z2000051 | 79<br><br>OT5 - Bruyère-Strathcona |
|-----|---|------------------------------------|

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus  
AML

January 31, 2000

ACS1999-PW-PLN-0040  
(File: OZSS1997/002)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT10 - Alta Vista-Canterbury

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

Action/Exécution

## 1. Zoning - Commercial Properties on Kilborn Avenue Zonage - Propriétés commerciales sur l'avenue Kilborn

### Recommendation

That an amendment to the *Zoning By-law, 1998*, as it applies to 1655 Kilborn Avenue, from CG[450] F(1.0)) to a CL F(1.0) exception zone, be APPROVED, as detailed in Document 2 and shown on Document 4.



February 1, 2000 (11:05a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



February 2, 2000 (9:48a)

Approved by  
John S. Burke  
Chief Administrative Officer

DJ:dj

Contact: Douglas James - 244-5300 ext. 1-3856

### Financial Comment

N/A.



February 1, 2000 (8:33a)

for Mona Monkman  
City Treasurer

BH:cds

## **Executive Report**

### Reasons Behind Recommendation

#### Context

Prior to the recent construction of a commercial plaza at 1655 Kilborn Avenue, a meeting was held in the community to discuss the associated Site Plan proposal. Although this meeting was held to talk about issues such as parking and vegetative planting, concerns over the types of uses that would be permitted in the proposed plaza, such as restaurants, were voiced. In view of these concerns, the Ward Councillor asked the Department to consider undertaking a study of not only the site at 1655 Kilborn Avenue, but also the four other commercial shopping plazas located along Kilborn Avenue. These four plazas were seen as having similar characteristics. The four commercial properties along Kilborn Avenue are 1783-1801 Kilborn Avenue, 1655 Kilborn Avenue, 1221-1227 Kilborn Avenue and 1220 Rooney's Lane (at the corner of Rooney's Lane and Kilborn Avenue) (see Document 3). This study was included on the Departmental 1999 work program and has been undertaken to determine if the uses allowed by the current zoning for these sites is appropriate.

This submission investigated the four affected properties along Kilborn Avenue with respect to the current zoning, the locational characteristics and history of each site and makes recommendations as to the zoning of these properties.

#### Rationale

##### **1221-1227 Kilborn Avenue and 1220 Rooney's Lane**

These two commercial plazas are located opposite each other at the corner of Kilborn Avenue and Rooney's Lane, which is located at the western end of Kilborn Avenue by Bank Street. Adjacent to the property at 1221-1227 Kilborn Avenue is a medical lab and a place of worship. Adjacent to the plaza at 1220 Rooney's Lane is an animal hospital and an office building with a parking structure. On the opposite side of Kilborn Avenue are the rear yards of homes, which are oriented to Utah Street to the east. These two plazas are along the extreme western boundary of the Alta Vista residential community adjacent to the commercial uses found on Bank Street and are zoned CDF(2.0). This zoning allows a wide range of commercial uses, including offices, retail, a personal service business and all types of restaurants.

The proximity of these commercial properties to Bank Street, an arterial roadway, and their separation from the residential community to the east, help substantiate their current commercial zoning. Consequently, given the above-noted characteristics, the Department is recommending that the zoning of these properties be maintained.

### **1783-1801 Kilborn Avenue**

This site is presently zoned CG[392] SCH 131, 132 and 133. This is a restrictive site-specific zoning that allows a limited number of commercial uses. Uses permitted are a bank, convenience store, medical facility, office, personal service business, post office, retail food store or retail store. The size of these commercial establishments are all restricted to maximum sizes. More specifically, Schedules 131, 132 and 133 all pertain to the size of one of the bays located in the plaza, presently occupied by a trust company.

This property is surrounded on four sides by low-density residential dwellings. The site specific zoning of this property was imposed and modified over time, as a result of negotiations between the City and the owner, compliance with policies in the City's Official Plan, neighbourhood compatibility, applications to the Committee of Adjustment and through orders by the Ontario Municipal Board (OMB). All of the zoning changes to the site resulted from concerns raised by the community and the property owner.

Given the extensive consideration that already has taken place on this property to ensure the ability of the plaza to fit within the community, the Department is not making any recommendations on changing the present zoning.

### **1655 Kilborn Avenue**

This property is occupied by a relatively new development and is zoned CG[450]F(1.0), which is a general commercial zone allowing a wide range of commercial uses. Like the plaza at 1783-1801 Kilborn Avenue, it is located in the heart of the Alta Vista residential community. To the north, east and south of the property are low density residential dwellings, while to the west is Kilborn Park.

In 1996, the Department completed a rezoning of this property and the property immediately to the east. At that time, the subject property was occupied by a gasoline service station and a rezoning of this site was undertaken with a view to encouraging residential development on the property. The amendments to Zoning By-law Number Z-2K, approved by City Council, allowed single detached, duplex, semi-detached and row dwellings. In fact, should this property be occupied by any of the residential uses mentioned above, commercial uses were not permitted. This previous zoning, however, did not examine restricting commercial uses should that be the only type of development on the property, but focussed solely on encouraging residential development of the property. This study expands on the previous rezoning and addresses the concerns of commercial uses on the property.

When determining the appropriate zoning for the site, one has to consider the present Official

Plan designation and the relevant policies. Consequently, the appropriate zoning for this property has to comply with the intent of Sections 3.6.2.d) and e) relating to neighbourhood-serving uses in residential areas and non-residential uses in residential areas: the uses permitted on the site must be compatible with the surrounding residential neighbourhood. These policies in the Official Plan contain criteria by which to evaluate an appropriate zoning for this site. These include:

- Prohibiting uses with the potential to generate significant amounts of traffic and parking. These should be oriented towards major collector or arterial roadways.
- Permitted uses must complement adjacent residential uses, provide a needed service and are better located on lands designated Residential Area than in other areas as designated in the Official Plan.
- Such commercial locations must be isolated from or at the periphery of existing concentrations of residential development.
- Uses allowed by the zoning are compatible with existing residential uses.
- The uses allowed by the zoning, in proximity to other like uses, do not in the City's opinion represent a concentration which should more appropriately be developed under a designation other than Residential Area.

Consideration must also be given to the fact that there are other commercial plazas along Kilborn Avenue and that to the west is the Bank Street commercial district. These are all within easy driving or walking distance of the surrounding community and offer a range of commercial services to satisfy the needs of the community. Consequently, the Department believes it appropriate to limit the commercial uses allowed on this site.

Given the foregoing, a more restrictive commercial zone, with uses that are intended to serve the local community and reduce the amount of non-local traffic, is appropriate and desirable for this property.

The City's new Zoning By-law contains zoning categories that reflect the locational characteristics of the residential area. Therefore, it is the Department's position that a Local Commercial (CL) exception zoning is appropriate for the property. The CL zone is a local commercial zone that permits a limited number of commercial uses, however, those permitted are all directed towards serving the local community. The exception proposed would allow an instructional facility, as this is the category of use of the Tae kwon do studio presently on site. The City is removing service station as a permitted use as this use is more appropriately located along a major collector or arterial roadway.

The Department is also recommending limiting the size of the commercial uses on site. This recommendation will help ensure that a permitted use does not grow to a size that would have a tendency to draw many customers from elsewhere in the city or region; thus increasing the amount of traffic into the area, to the detriment of the surrounding community. This approach has been utilized at the plaza located at 1783-1801 Kilborn Avenue. In that instance, the maximum size of the bays in that plaza have been limited to their existing size. It is the Department's intention to take a similar approach for this property.

The Department notes that the gross floor area of the largest bay on the property is approximately 277 square metres and that the remaining bays in the building are nearly the same size. In determining the appropriate size of commercial uses on the property, consideration must be given to certain factors. While there is the possibility of expansion of the commercial plaza on the site, unlike 1783-1801 Kilborn Avenue, this property is not surrounded on four sides by single detached dwellings: to the west is Kilborn Park. Furthermore, the largest existing bay is 277 square metres, which is typically the size of a small store. Considering the development potential of the site, the location of the property within the surrounding neighbourhood, the implications on the surrounding neighbourhood and the desire to create a commercial development that serves only the local population, the Department is recommending a maximum gross leasable area of 280 square metres for each commercial use.

### Economic Impact Statement

There is no anticipated Economic Impact with this rezoning study.

### Environmental Impact

As the site is already developed, there is no anticipated Environmental Impact.

### Consultation

A meeting in the area was held by the Ward Councillor. Approximately 150 people attended. A copy of the staff report was circulated to the owners of the properties included in the study, as well as to the local Community Associations and interested parties.

## **Disposition**

Department of Corporate Services, Statutory Services Branch to notify property owner (Jasaab Holdings Limited, 1655 Kilborn Avenue, Ottawa, K1H 6M7, Attention: Joe Saab), the Corporate Finance Branch, Revenue Section, Assessment Control Supervisor and the Regional Municipality of Ottawa-Carleton, Plans Administration 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 Work to prepare and circulate the implementing by-laws.

## **List of Supporting Documentation**

- |            |   |
|------------|---|
| Document 1 | Explanatory Note                                      |
| Document 2 | Details of Recommended Zoning                         |
| Document 3 | Location Map of Commercial Sites along Kilborn Avenue |
| Document 4 | Location Map of Site Proposed to be Rezoned           |
| Document 5 | Compatibility With Public Participation               |

## Part II - Supporting Documentation

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.

The Planning Branch has undertaken a minor zoning study of commercial properties along Kilborn Avenue. As a result of this study, the City is proposing changes to the zoning of the property located at 1655 Kilborn Avenue. The subject property is presently occupied by a commercial plaza.

### Current Zoning Designation

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

The subject property is currently zoned CG[450]F(1.0). This is a general commercial zone that allows a wide range of residential and commercial uses. Some of these uses include apartment buildings, high-rise apartment buildings, townhouses, retail store, all types of restaurants, repair shop and public hall. The [450] represents an exception in the zoning by-law, which in this instance also allows an automobile service station on the property. The F(1.0) relates to the maximum allowable gross floor area of the buildings on the property. In this instance, the area of the building(s) on the property may equal one times the area of the lot.

### Proposed Zoning Designation

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

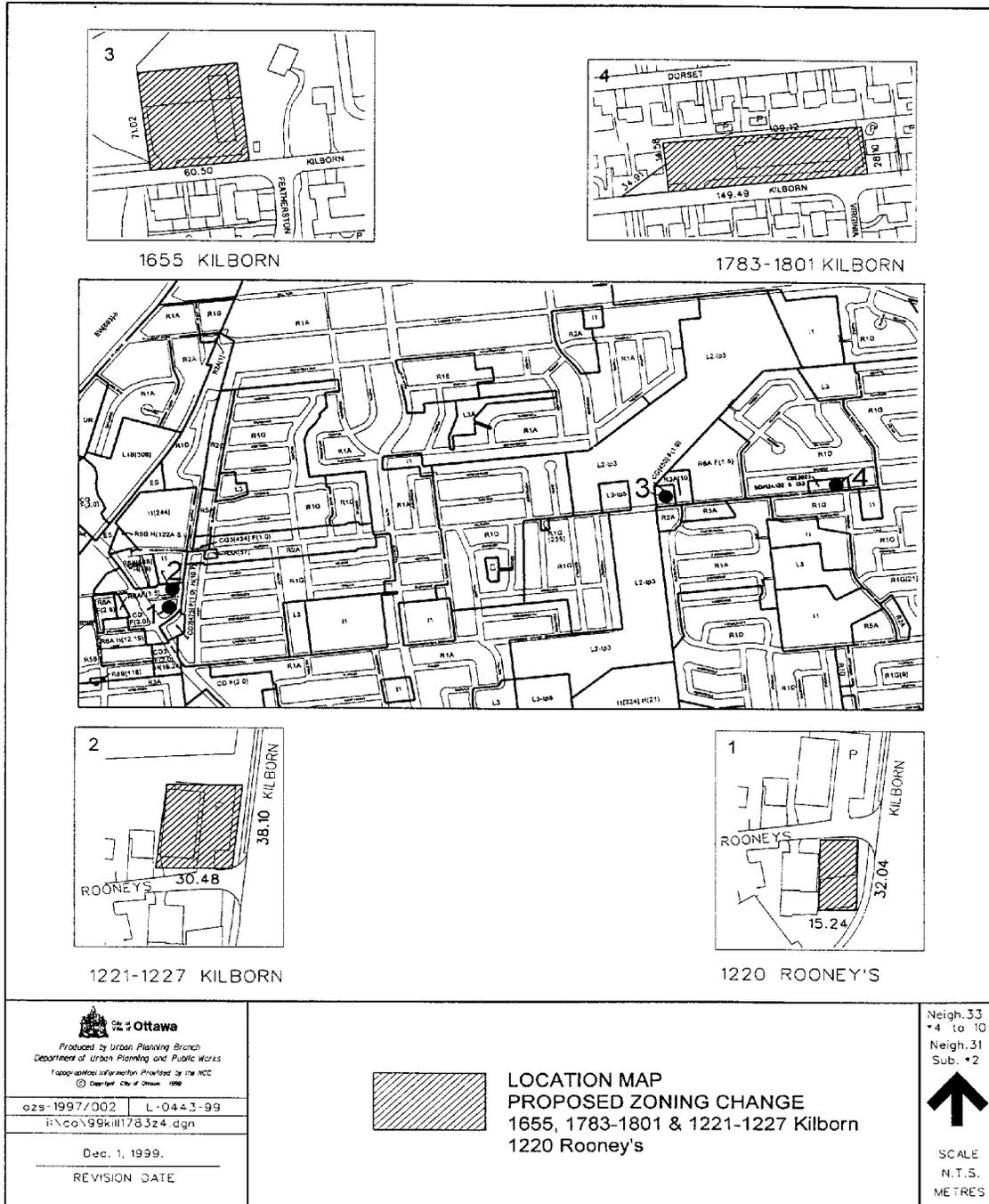
The subject property is proposed to be zoned as a CLF(1.0) exception zone. This is a local commercial zone that allows a large number of residential uses as well as a limited number of commercial uses. Uses permitted under the CL zone include apartment buildings, townhouses, detached houses, a convenience store, a personal service business, a retail food store and a retail store. The proposed exception on the subject property will allow an instructional facility, and a maximum gross leasable area for a commercial use on the property would be 280 square metres. The service station use that is currently permitted would no longer be a permitted use. The F(1.0) relates to the maximum allowable gross floor area of the buildings on the property. In this instance, the area of the building(s) on the property may equal one times the area of the lot.

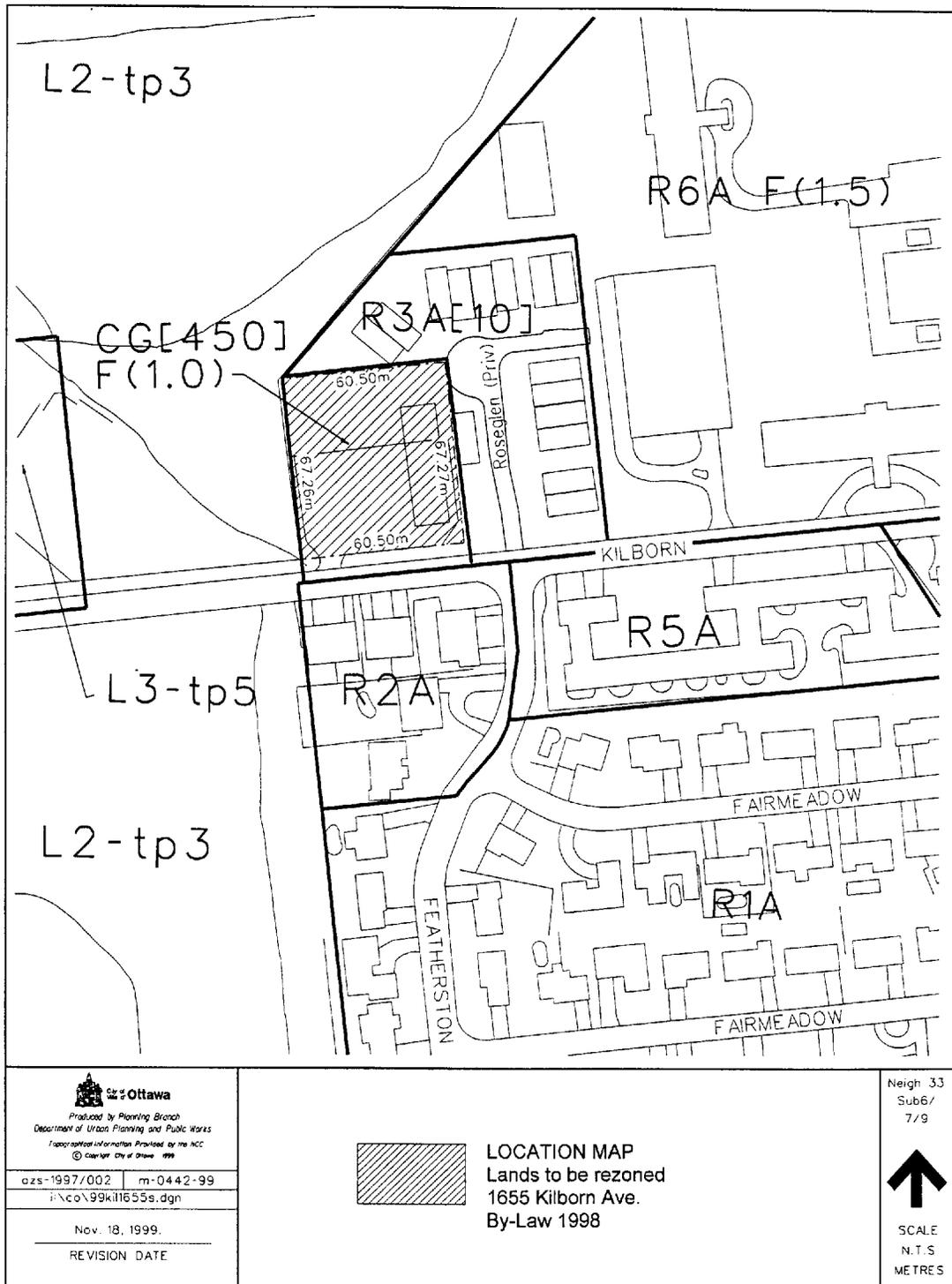
DETAILS OF RECOMMENDED ZONING, THE ZONING BY-LAW, 1998

- Allow an Instructional Facility as an additional permitted use.
- Prohibit an automobile service station.
- For uses permitted in section 284, each separate occupancy must not exceed 280 square metres in gross leasable area.

Location Map of Commercial sites along Kilborn Avenue

Document 3





## COMPATIBILITY WITH PUBLIC PARTICIPATION

Document 5

NOTIFICATION AND CONSULTATION PROCESS

A public meeting to discuss the proposed development of the property at 1655 Kilborn Avenue was held on September 19, 1996. This meeting was attended by over 150 people. This study resulted from the concerns expressed at that meeting. As the meeting took place in 1996, consultations between the Ward Councillor and concerned members of the public have indicated that this remains an important issue.

A copy of the staff report was circulated to the owners of the properties in the study, as well as to the local community groups and interested citizens.

APPLICATION PROCESS TIMELINE STATUS

This application, which was initiated at the request of the Ward Councillor, was not subject to a project management timeline or mandatory information exchange.

Councillor's Comments

Councillor Higdon is aware of this application.

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February 3, 2000

ACS2000-PW-PLN-0003  
(File: OZP1999-038)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT10 - Alta Vista-Canterbury

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

Action/Exécution

## 2. Zoning - 600 Peter Morand Crescent Zonage - 600, croissant Peter Morand

### Recommendation

That the application to amend Zoning By-law, 1998 to change the zoning from I2D [300] F(0.5) Sch. 71 to a new I2D [300] F(0.5) Sch. 71 to permit a parking lot for a period not exceeding two years, as detailed in Document 2, be APPROVED.



February 4, 2000 (10:28a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

PML:pml

Contact: Patrick Legault, 244-5300, Extension 3857



February 7, 2000 (3:30p)

Approved by  
John S. Burke  
Chief Administrative Officer

### Financial Comment

N/A



February 4, 2000 (8:59a)

for Mona Monkman  
City Treasurer

BH:ari

## **Executive Report**

### Reasons Behind Recommendation

#### Background

The Ottawa Hospital - General Campus has requested the subject property be rezoned to permit a parking lot on a temporary basis for a period of two years. A previous rezoning on the subject property to permit temporary parking, which was approved by City Council January 21, 1998, for a period of two years, expired January 20, 2000. This rezoning would re-introduce the temporary parking for an additional two years.

The request to permit temporary parking for an additional two years is based on a number of factors. Hospital staff have indicated that the restructuring of Ottawa's hospitals and the closure of the former Riverside and Grace Hospitals have resulted in the absorption and transfer of certain services to the General Campus. This has increased the number of patient beds and visits to the hospital, which has correspondingly increased the demand for parking. In turn, this has required the hospital to commit all garage space for visitor parking, thereby forcing staff to park elsewhere. Further, the renovation of the former Riverside Hospital into a diagnostic clinic has temporarily transferred this function to the General Campus. Over the next 24 months, as renovations progress, this function will be transferred back, on a graduating basis, to the Riverside Campus.

Hospital staff have also indicated that plans to construct a parking garage are being studied, in addition to reviewing the current parking configuration and making parking re-adjustments to meet client demands. All this has necessitated the General Campus to request the continuation of utilizing the parking facilities at the Ottawa Life Sciences and Technology Park for the next 24 months. Up to 270 parking spaces have been requested to be rented for temporary parking, which will accommodate the staff parking to be removed from the garage on the General Campus.

The previous parking agreement between the Province (owner of the property at the time of writing this report) and the General was for up to 125 cars, and it expired at the end of 1999. The Province retained the ability to cancel the agreement, in whole or in part, at any time with 60 days notice. The hospital was responsible for matters such as snow clearing, issuing parking passes and liability for any damage, claims etc.. A new agreement will be required, subject to the temporary rezoning being approved. Parking would be limited to a maximum of 270 spaces, which is the additional parking not required for current Life Science Park users. Should a facility within the Life Sciences Park require any of the affected parking, there will be a provision in the agreement which would allow the owner to either modify or cancel the agreement with 60 days written notice.

### Official Plan

The subject property is designated Major Institutional Area on Schedule “A” - Land Use, of the City’s Official Plan. This designation is generally intended to promote and facilitate the provision of a range of uses on major institutional lands which are compatible with both the institution and adjacent neighbourhood. These designations are generally located on large parcels of land and are characterised by uses which serve all parts of the City. This designation includes, but is not limited to, hospitals, post-secondary educational facilities, jails and detention centres and major health care complexes and related research facilities.

The proposed temporary parking lot at the Ottawa Life Sciences and Technology Park (Park) conforms with the Official Plan’s Temporary Use Policy, Section 13.17, which states that it may be desirable for City Council to permit uses for temporary periods that do not conform with the Zoning By-law. These temporary uses may be permitted subject to consideration of the need and appropriateness of the temporary use and to ensure the direction of the Official Plan is not adversely affected.

### Zoning

The site is currently zoned I2D [300] F(0.5) Sch.71, which is a site specific zoning for a biomedical and life sciences park, within the Major Institutional Zone designation. The zoning permits all the standard uses within the I2 zone, with the addition of laboratory. The proposed rezoning would add parking lot as a temporary permitted use for a period of two years. The temporary parking would be limited to a maximum of 270 cars.

There is presently one building within the Park which has an area of 3,716 square metres, which is a multi-tenant facility constructed in 1994 which houses research and development facilities, laboratories and offices. This facility utilizes approximately 32 of the 387 parking spaces provided in an existing communal parking lot constructed for Park tenants. As there are presently no other tenants, the balance of the parking spaces would not be used. The proposal would be to rent up to 270 parking spaces to the General Campus to accommodate displaced staff parking on the hospital site for visitors.

### **Economic Impact Statement**

There is no potential economic impact resulting from this rezoning.

### **Environmental Impact**

The Municipal Environmental Evaluation Process (MEEP) Checklist indicates that there will be no negative impacts as a result of this application.

## Consultation

There were six responses received as a result of the public notification, who identified concerns respecting: the lack of parking on the General Campus, existing traffic and parking congestion in the area, a requirement to provide permanent solution to parking problem, limiting the amount of public parking, and reject the application until funding secured for parking facility.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner (Ontario Development Corporation, 56 Wellesley Street West, 6<sup>th</sup> floor, Toronto M7A 2E7) and agent (Richard Hirst, The Ottawa Hospital - General Campus, 501 Smyth Road, Ottawa, K1H 8L6), the Corporate Services Branch, Revenue Section, Assessment Control Supervisor and the Region of Ottawa-Carleton, Plans Administration Division, of City Council's decision.

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

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

## List of Supporting Documentation

- |            |  |
|------------|--|
| Document 1 | Explanatory Note   |
| Document 2 | Details of Recommended Zoning  |
| Document 3 | Location Map   |
| Document 4 | Municipal Environmental Evaluation Process Checklist (on file with City Clerk)                           |
| Document 5 | Compatibility with Public Participation Policy/Input From Other Departments or Other Government Agencies |

## Part II - Supporting Documentation

Document 1

### THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW -99

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

This amendment affects the zoning of the property located north of Smyth Road, east of the Ottawa General Hospital complex, south of a hydro corridor adjacent to the Riverview Park community and west of the Perley and Rideau Veterans' Health Centre. The site is presently occupied by a four storey building and a 387 space parking lot. The attached location map shows the location of the subject property.

#### Current Zoning

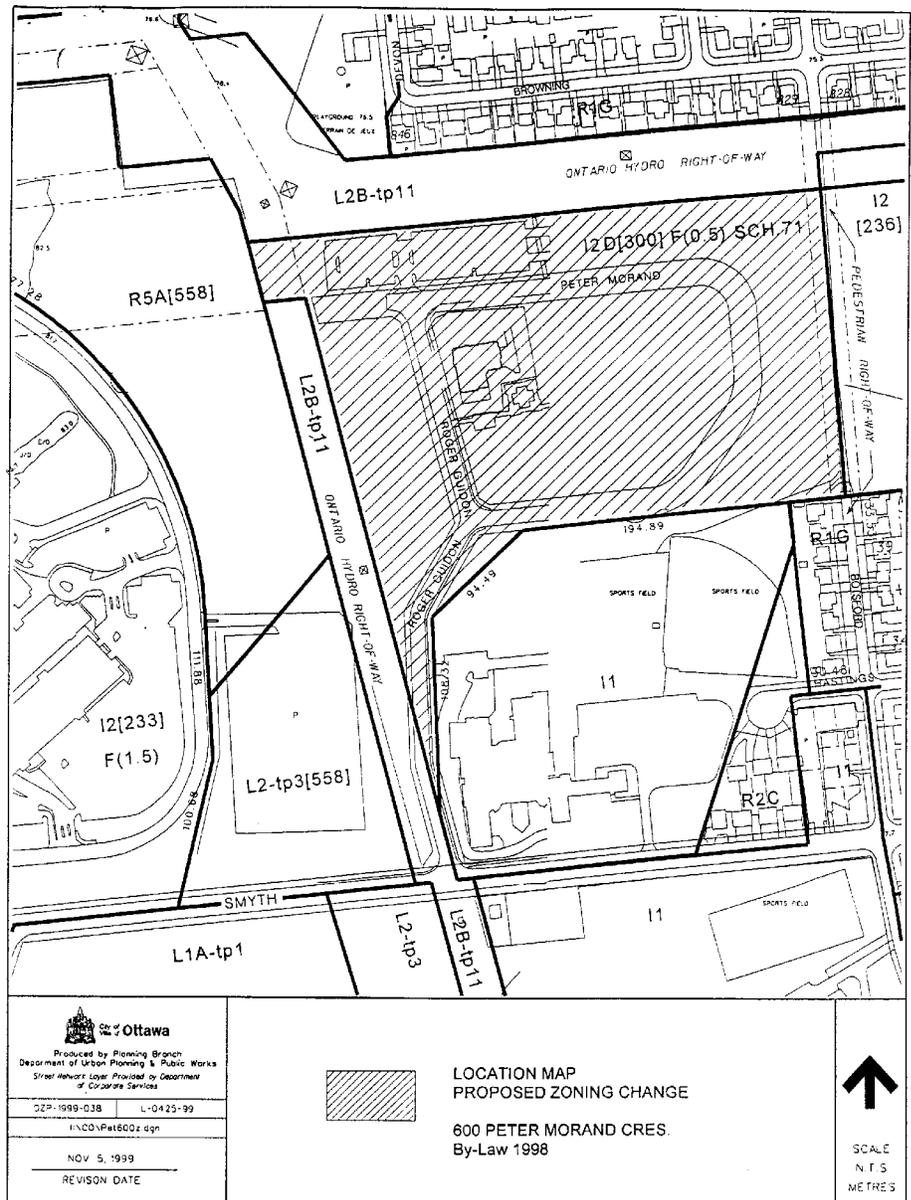
The current zoning of the subject property is I2D [300] F(0.5) Sch.71. This is a major institutional zone permitting all the uses in the standard I2 zone with the addition of laboratory as a permitted use. In addition, laboratory and research and development centre do not have to be on the same lot as the standard permitted uses, and the requirement that the cumulative total of the gross floor area occupied by these uses does not exceed 10% of the floor space index of the lot, or 55,740 square metres, whichever is less, does not apply. Other regulations relate to prohibiting obnoxious or offensive odours from the permitted uses, locating all storage within the principle use building, landscaping the total land area, and to lot size, parking and loading spaces. Further, exception [300] outlines provisions within Schedule 71 providing for a maximum building height of 15 metres for Area "A", 10.7 metres for Area "B", and that at least 40% Areas "A, B and C" must be landscaped area.

#### Proposed Zoning

The proposed zoning would be a new I2D [300] F(0.5) Sch. 71 which would permit a temporary parking lot for a period not exceeding two years, and would limit the number of temporary parking to a maximum of 270 spaces. The temporary zoning would permit the parking of hospital staff cars, until such time as the overall hospital restructuring has taken place and a solution to the parking issue has been determined.

DETAILS OF RECOMMENDED ZONING

1. That a parking lot be permitted within the I2D [300] F(0.5) Sch.71 zone for a period not exceeding two years from the passing of the subject By-law.
2. That the number of temporary parking spaces not exceed 270.



NOTIFICATION AND CONSULTATION PROCESS

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

SUMMARY OF PUBLIC INPUT

There were six responses to the public notification, which outlined the following concerns:

1. The application again highlights the lack of parking on the General Hospital campus.
2. The area is already plagued by traffic and parking congestion.
3. Before proceeding with the application, the City should require that the Life Sciences Park and Hospital report on both the current status of parking on their property and the anticipated future parking requirements for every year from 2000 to 2010.
4. Provide a plan to show how permanent parking facilities will be provided to eliminate the need for temporary parking zoning requests in future.
5. There should be a commitment to community that there will be permanent parking facilities provided by 2002, before the current application is approved
6. Object to another parking lot for the General.
7. The hospital has no intention of looking for a permanent solution.
8. If there is insufficient money staff will have to use OC Transpo.
9. Using transit would be a reasonable solution to ease traffic and congestion.
10. Hospital has ignored parking problem even though they have received money in the past.
11. Continuing to support their short-sightedness only makes problem worse.
12. It is time for General to make a commitment to build a parking garage, in lieu of ignoring problem and using band-aid solutions to resolve issues. Other temporary lots have been approved twice before.

13. In order for Planning Committee to approve the application, the General should be forced to make a commitment in writing to build a parking garage over the next two to five years. If said commitment cannot be made application should be rejected.
14. Hospital has known for some time about this problem and is unwilling to make a commitment to a permanent solution. It cannot use the argument of financial inability to pay for the required parking *ad infinitum*.
15. Previous temporary parking permitted in order for the Hospital to build a garage, which have apparently been put on hold. The need is greater now, particularly with planned expansion. Hospital should make firm commitment to build garage before zoning considered.
16. Previous staff reports outlined request for temporary parking required to permit parking for staff displaced from Hospital site during construction of a multi-storey parking garage. This application does not mention this as an excuse.
17. As long as the General has access to land it does not own there is no incentive to build a parking garage.
18. Why is public paying \$10.75 per day and staff paying \$2.13 a day.
19. Included in the application must be a timetable and a firm commitment from the General to build a 1,500 car garage, and plan of action to do so.
20. There is no length of term for temporary parking. Lapsing should coincide with the expiry of other applications (2 years).
21. It should be made clear that the temporary zoning on Peter Morand covers only the balance of the 387 parking spaces on the communal lot of which 42 are already used by the existing research building.
22. The parking allotment for the General should be reduced by the equivalent amount of new building construction in the Life Sciences Park should any new buildings be constructed.
23. First preference would be to disallow temporary parking, as the General has not lived up to past commitments. They have had 6 years to build a garage. Difficult for volunteer community groups to be forced to come back to Planning Committee every 2 years to protect community against the General with its high priced consultants, staff and lawyers on an issue that has a simple solution - build a garage. The stated use of public parking for staff is a contradiction as adequate public parking is past due. It is the public who need the parking more than staff, and the 1,500 car garage will satisfy both staff and public shortages.

24. Reject application to force the hands of the real culprits, the ones who hold the purse strings of the Ontario health-care system, to come up with the funding for the hospital to build a proper facility to meet the parking needs of its employees.

#### Response to Comments

1. As outlined in the body of the report, the Ottawa Hospital - General Campus is attempting to deal with the issue of providing parking for their fluctuating needs. Circumstances determining the operations, functions and funding of both the region wide hospitals and the General are dynamic and changing, which has made a permanent solution to the parking issue difficult to address. There remain plans to review the construction of a parking garage, in addition to other solutions for adjusting the current parking configuration on-site.
2. The hospital is currently using the subject property for staff parking, and proposes to extend this use for an additional two years. Therefore, there would be no additional traffic generated on the road system, and the continued use of this lot will minimize potential for additional parking within the adjacent neighbourhoods.
3. Hospital staff have indicated that they reviewing their current and proposed parking requirements.
4. See 3. above
5. The staff recommendation is based on the rationale for the current need for the temporary parking. As stated, it is recognized that the hospital administration is dealing with a number of issues with respect to its function and operation, and associated funding to deal with these issues. A commitment for funding the construction a permanent facility can only be sought from the Provincial Government, who have indicated in the past, they will not fund the construction of parking garages. A steering committee comprised of CHEO, the General, the Rehabilitation Centre and the University of Ottawa are reviewing the parking issue. Options include an extension to the existing parking garage at either end, or the construction of a new parking garage financed and operated by the private sector, in addition to reviewing the expansion of the existing lots.
6. The subject temporary parking is currently being used by hospital staff, within an existing parking lot in the Ottawa Life Sciences and Technology Park that is underutilised.
7. The hospital has indicated they are examining the option of a parking garage as a permanent solution to the parking issue.

8. It is the hospital's contention that transit usage alone cannot adequately address the parking issue.
9. See 8. above.
10. See 7. above.
11. See 1. above.
12. See 1. above.
13. See 5. above.
14. See 5. above.
15. See 5. above.
16. See 5. above.
17. See 7. above.
18. The amount the hospital is charging for parking is not an issue with regards to this rezoning application.
19. See 7. above.
20. The subject temporary zoning will be for a period of 2 years.
21. The agreement between the Province(owner of the property at the time of writing this report) and the General was for up to 125 cars, and expired at the end of 1999. A new agreement will be required, subject to the temporary rezoning being approved. The temporary parking would be limited to a maximum of 270 spaces and can be adjusted to meet any changing requirements within the Life Sciences Park.
22. See 21. above.
23. The proposal is to permit a temporary "parking lot" within the Life Sciences Park. The circulation outlined public parking as the requested use, when in fact this was the term used under the old zoning By-law. The term under By-law, 1998 is "parking lot" which does not distinguish between public or private. One of the objectives, in the short term, is to relocate as much staff parking in these temporary facilities as possible, to free up the main parking lot on the hospital grounds for visitors.

24. It is not clear whether this would achieve the stated objective. See 5. above.

### **APPLICATION PROCESS TIMELINE STATUS**

The applications which were submitted on November 1, 1999, were subject to a project management timeline, as recommended by the “A Better Way Task Force”. Process charts which established critical milestones, were prepared and circulated as part of the technical circulation and early notification process. The applications were processed within the established timeframe as a result of a requested revision to the applications and consideration of the amendment.

### **COUNCILLOR’S COMMENTS**

Councillor Alan Higdon is aware of this application.

February 3, 2000

ACS2000-PW-PLN-0006  
(File: ACS1997/1301-041  
PD1A4130)

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- Centretown Heritage Conservation District** **Zonage- District de conservation du patrimoine du Centre-ville**

#### **Recommendation**

That the *Zoning By-law, 1998* be amended by applying a Heritage Overlay to all of the lands located within the boundary of the Centretown Heritage Conservation District as outlined on Document 1.



February 4, 2000 (9:08a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



February 7, 2000 (3:34p)

Approved by  
John S. Burke  
Chief Administrative Officer

DL:dl

Contact: David Leclair - 244-5300 ext. 1-3871; Stuart Lazear - 244-5300 ext.1-3855

#### **Financial Comment**

N/A



February 4, 2000 (8:49a)

for Mona Monkman  
City Treasurer

BH:ari

## Executive Report

### Reasons Behind Recommendation

The Centretown Heritage Conservation District Study, a comprehensive study of the heritage resources in the central part of the Centretown neighbourhood, was initiated in September, 1994 following the approval of the study terms of reference by City Council in June, 1994. Extensive public consultation was carried out over the course of the study with property owners, tenants, business and community associations and three public meetings were held. An Action Report recommending the designation of part of the study area as a heritage conservation district under Part V of the Ontario Heritage Act (OHA) was approved by City Council on May 7, 1997. This was followed by the preparation of designation By-law 269-97 which was subsequently passed by City Council on February 17, 1998. In accordance with the OHA, a hearing by the Ontario Municipal Board (OMB) was held to approve the designation by-law and the decision of the OMB was issued on July 21, 1998. The OMB approved the district with the exception of a portion of the district in the north-west corner; the final OMB approved boundary for the heritage conservation district is as illustrated in Document 1.

The Action Report approved by City Council on May 7, 1997 included a recommendation to review the zoning for the Centretown Heritage Conservation District and areas adjacent to support the heritage designation. In order to implement appropriate zoning measures to assist in the maintenance of the heritage character of the Centretown Heritage Conservation District, it is recommended that a heritage overlay be placed on these lands. The heritage overlay (Sections 14-19 of the *Zoning By-law, 1998*) is a zoning tool which encourages the preservation of heritage buildings by requiring that any additions to an existing building are undertaken in a manner which complements and respects its height, bulk, size, floor area, spacing and location. As well, the overlay exempts a number of land uses from the provision of additional parking spaces in order to facilitate the adaptive reuse of heritage buildings.

### Consultation

Public Consultation on this matter took place during consideration of the designation of the Centretown Heritage Conservation District. As this submission is intended as a technical implementation measure only, no further consultation 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 implementing by-law to City Council.

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

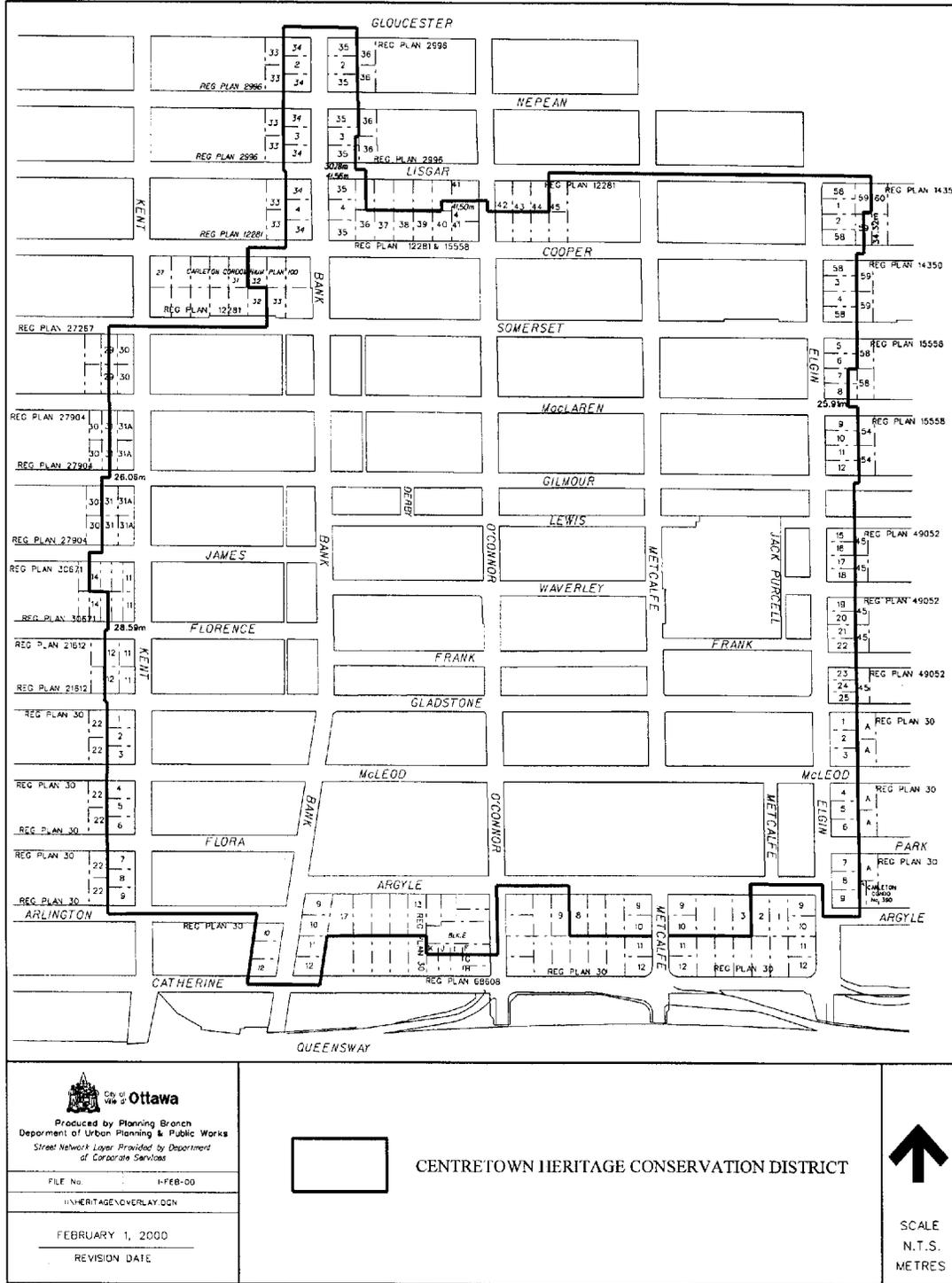
## **List of Supporting Documentation**

Document 1    Centretown Heritage Conservation District

Part II - Supporting Documentation

Centretown Heritage Conservation District

Document 1



February 14, 2000

ACS2000-PW-PLN-0009  
(File: LBT-3200-500)

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

**4. Ontario Municipal Board Appeals against the *Zoning By-law, 1998*  
Appels interjetés devant la Commission des affaires municipales de  
l'Ontario contre l' Arrêté municipal sur le zonage de 1998**

**Recommendation**

That the amendments to the *Zoning By-law, 1998* resulting from the issue resolution process for the Ontario Municipal Board appeals against the new zoning by-law, be APPROVED, as detailed in the recommendations column of Document 2.



February 14, 2000 (1:45p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



February 16, 2000 (8:28a)

Approved by  
John S. Burke  
Chief Administrative Officer

DL:dl

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

## Financial Comment

N/A.



February 14, 2000 (1:30p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

This report outlines the progress made with respect to the appeals against the *Zoning By-law, 1998*. Since the last such appeals report, dated November 4, 1999, a number of appeals have been withdrawn. Document 1 indicates the status of these and the remaining appeals. Since the last appeals report, Urbandale Corporation, David Gladstone, Andrew Doyle Investments, Ottawa-Carleton Homebuilders Association, Richcraft Homes Ltd., Old Ottawa South Community Association, and Capital Parking et al have withdrawn their appeals, bringing the number either withdrawn or dismissed/ resolved at the Ontario Municipal Board (OMB) to 33 of the original 41 appeals. The appeal by the Regional Municipality of Ottawa-Carleton has, at their request, been adjourned by the OMB. In addition, another 2 appeals are expected to be withdrawn. Discussions are continuing with the remaining five appellants, Centretown Citizens Ottawa Corporation, the Ottawa-Carleton District School Board, the Ottawa-Carleton Catholic District School Board, Les Filles de la Sagesse d'Ontario and Inglenook Developments Inc..

Attached as Document 2 are staff recommendations to resolve two of the remaining appeals, Les Filles de la Sagesse d'Ontario and Inglenook Developments Inc., both of which are scheduled to proceed to an OMB hearing on March 27, 2000. Staff has been in contact with both appellants independently and worked towards solutions to their appeals. The recommended zoning amendments are considered reasonable and acceptable from a land use planning perspective, as discussed in Document 2. It must be noted that if Council is unable to support the staff recommendations contained in this report, then planning consultants would need to be retained to support Council's position on these matters at the OMB.

### Consultation

In its review of the outstanding appeals, staff exchanged correspondence and telephone calls with the appellants and undertook site visits prior to finalizing its recommendations.

## Disposition

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

Office of the City Solicitor to forward implementing by-law 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 | Status of Appeals Against The Zoning By-law, 1998  |
| Document 2 | Proposed Resolution to Two of The Remaining Appeals Against The <i>Zoning By-law, 1998</i> |
| Document 3 | Location and Zoning- 711-713 Montreal Road   |
| Document 4 | Location and Zoning- 1454 Clementine Boulevard   |

## Part II - Supporting Documentation

### STATUS OF APPEALS AGAINST THE ZONING BY-LAW, 1998

Document 1

Appellant	Appellant Name	Appeal Status	OMB Date
1	Urbandale Corporation	withdrawn	
2	20 Vic Management Ltd.	withdrawn	
3	D..Kenneth Gibson	withdrawn	
4	1155519 Ontario Inc.	withdrawn	
5	Toth Holdings Ltd.	withdrawn	
6	Andrew Axline	withdrawn	
7	AEB Holdco	withdrawn	
8	University of Ottawa	withdrawn	
9	David Gladstone	withdrawn	
10	Mastomattei Holdings	withdrawn	
11	Centretown Citizens Ottawa Corp.	partially withdrawn-all issues but downzonings withdrawn	to be determined
12	RMOC	partially withdrawn- (items 3,4,11,12 withdrawn)	adjourned (as of Jan.13/00)
13	David McNicholl	dismissed	
14	898640 Ontario Inc.	withdrawn	
15	Claridge Residential Inc.	withdrawn	
16	Andrew Doyle Investments	withdrawn	
17	Minto Developments Inc.	withdrawn	
18	Ottawa-Carleton Home Builders Association	withdrawn	
19	Richcraft Homes Ltd.	withdrawn	
20	Chris Jalkotzy	withdrawn	
21	O-C District School Board	deferred by OMB	after Sept., 2000
22	O-C Catholic District School Board	deferred by OMB	after Sept., 2000
23	Old Ottawa South Community Association	withdrawn	
24	James A Colizza Architect Ltd.	withdrawn	
25	Louis Lepage	withdrawn	

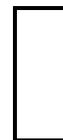
Appellant	Appellant Name	Appeal Status	OMB Date
26	Carsons A. Unsworth / Scott and McRae	withdrawn	
27	Helen Anderson	withdrawn	
28	Les Filles de la Sagesse d'Ontario	outstanding	Mar.27, 2000
29	NCC	withdrawn	
30	M. Denison and M.R.Denison in trust	withdrawn	
31	1155323 Ontario Ltd.	withdrawn	
32	Capital Parking et al	withdrawn	
33	Ontario Hydro	withdrawal pending Nov.23 PEDC appeals report	Mar.27, 2000
34	Jim Kargakos	resolved at OMB	
35	Cognos and Investors Group	withdrawn	
36	Arnon Corp.	withdrawn	
37	Metcalfe Realty Co. Ltd.	withdrawal, in part- rest pending Nov.23 PED appeals report	to be determined
38	Canada Post Corp.	withdrawn	
39	Lois K. Smith	withdrawn	
40	Inglenook Developments Inc.	outstanding	Mar.27, 2000
41	The Canada Life Assurance Co.	withdrawn	

**LEGEND**

Withdrawn,  
dismissed or  
resolved at OMB



Expected Withdrawal



Proceeding to  
OMB or unknown

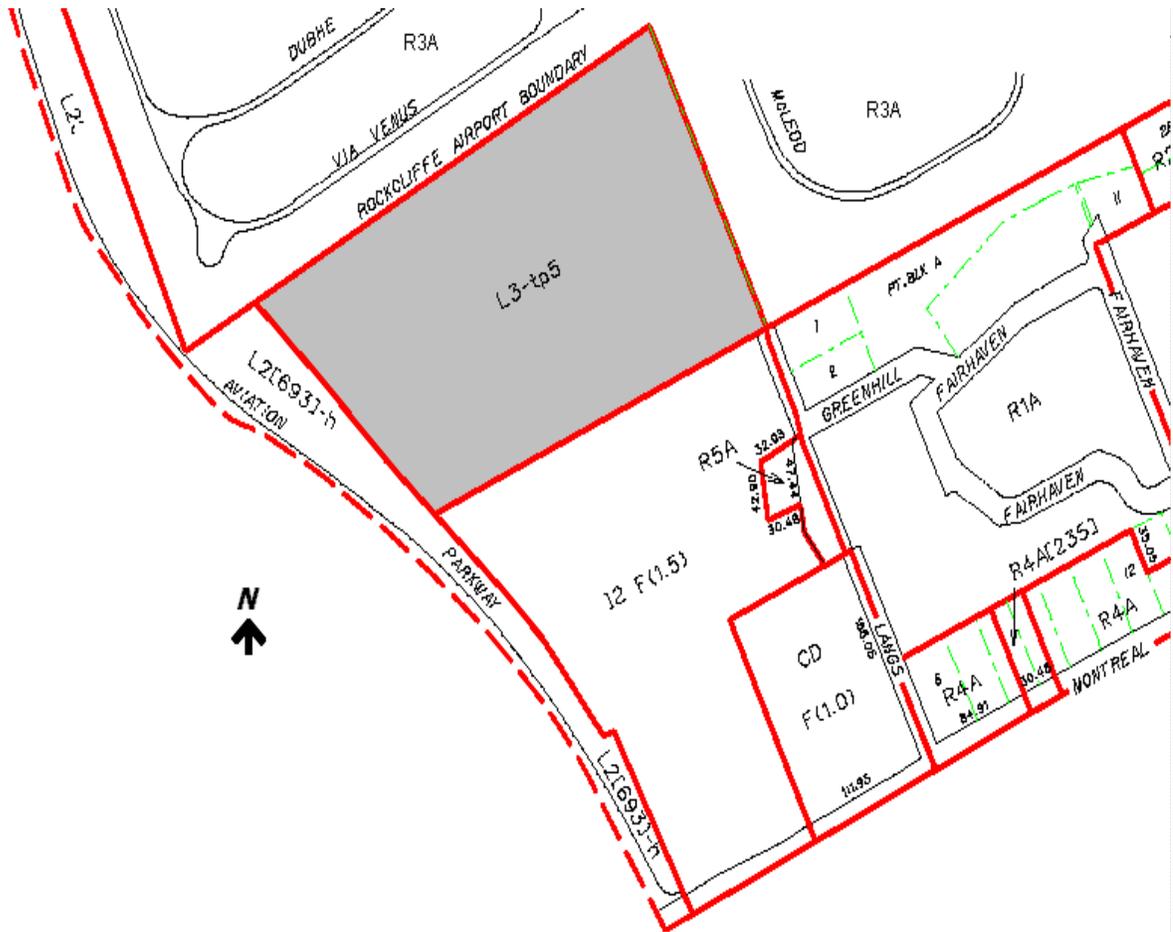
## PROPOSED RESOLUTION TO TWO OF THE REMAINING APPEALS AGAINST THE ZONING BY-LAW, 1998

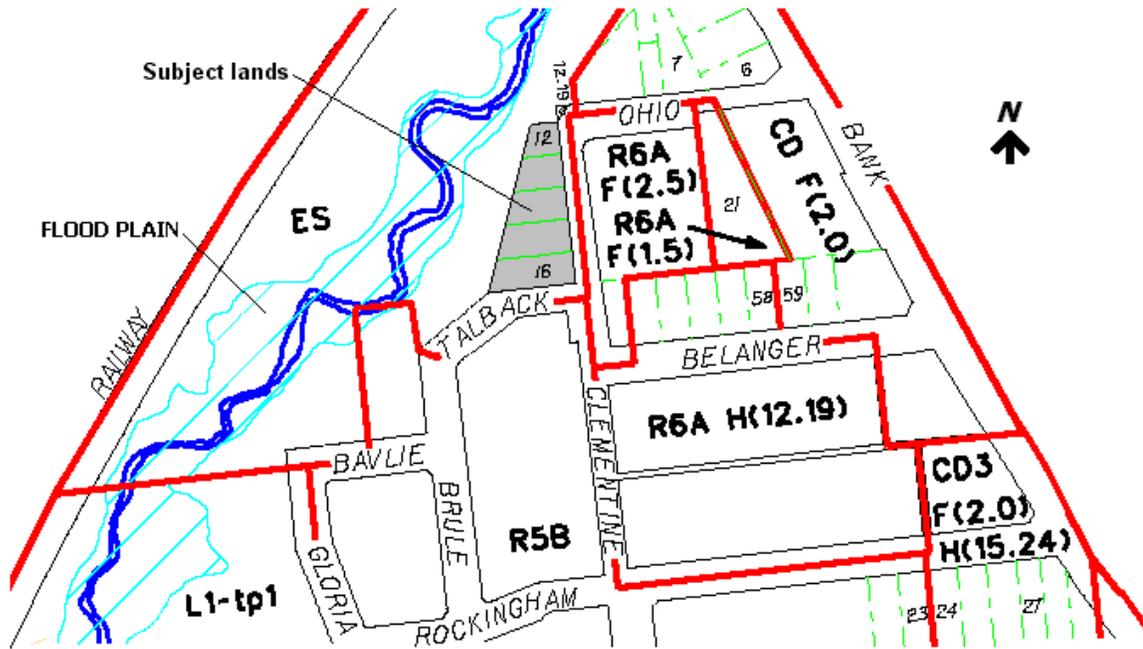
APPELLANT	ZONING BY-LAW REFERENCE	PARTICULARS OF APPEAL	DISCUSSION	RECOMMENDATIONS	COMMITTEE RECOMMENDATION /ACTION (PEDC)
28. Les Filles de la Sagesse d' Ontario	Zoning Map 24-3	-711-713 Montreal Road- the appellant feels that the L3-tp5 zoning is inappropriate as there are no planning studies undertaken to justify the zoning, and the zoning does not adhere to Official Plan policies or proper planning principles; the three year time limit is a permanent downzoning as there are no opportunities to extend the time limit (expropriation, in effect-land sterilized)	-the L3-tp5 zoning was placed on these lands to reflect the nature of the previous "P" zoning under By-law Number Z-2K, pending determination of the ultimate zoning for these lands through the NOSS implementation study. -however, lifting the three year time limit by removing the temporary "tp5" subzone would not be in conflict with the Official Plan, as the L3 Zone was in fact created to be applied to leisure/natural areas such as this which were previously zoned "P" and are located in the Residential Area designation of the Official Plan -it is also proposed that an exception (exception [698]) be added to the zoning of these lands to permit the same range of uses allowed in the "tp5" subzone and under the former "P" zoning (cemetery, community centre, community health and social service centre, court house, ecclesiastical residence, emergency services, municipal office, place of worship, retirement home, recreational uses, various government uses) -this would be consistent with the approach used for both the National Capital Commission and Ontario	That the lands located at 711-713 Montreal Road as shown on Document 3 be rezoned from L3-tp5 to L3 [698]	

APPELLANT	ZONING BY-LAW REFERENCE	PARTICULARS OF APPEAL	DISCUSSION	RECOMMENDATIONS	COMMITTEE RECOMMENDATION /ACTION (PEDC)
			<p>Hydro lands, and would not compromise the development review process, as any future development plans for this site for uses other than the above would still be subject to a rezoning</p> <p>-it should be noted that an application to subdivide the subject lands for detached, semi-detached and townhouse lots has recently been submitted to the Region for consideration- as well, a rezoning application for these lands has also recently been filed with the City</p>		
40. Inglebrook Developments Inc.	Zoning Map 31-2	<p>-1454 Clementine Boulevard- the appellant has had ongoing discussions with City regarding rezoning and developing the subject property from P to R5 under By-law Number Z-2K</p> <p>-the appellant is of the opinion that the ES zoning boundary should exclude this site as it is not part of the environmentally</p>	<p>-the lands in question were zoned "P" under previous Zoning By-law Number Z-2K</p> <p>-the entire lot was placed in an ES Zone under the <i>Zoning By-law, 1998</i> to provide appropriate zoning controls to address the unstable slope along the western lot line abutting Sawmill Creek</p> <p>-however, it has since been determined by Environmental Management that the boundary of the Greenway System abutting this site is located at the 73 metre height contour line, which essentially defines the top of the unstable slope</p> <p>-consequently, the ES Zone should only apply to those lands located at or</p>	<p>That the lands located at 1454 Clementine Boulevard be rezoned to place those portions of the site which are located above the 73 metre elevation contour line as shown on Document 4 in an R5B Zone</p>	

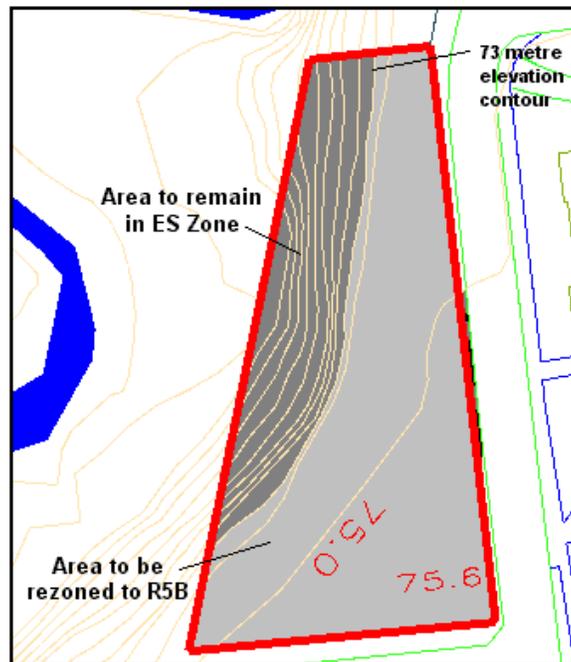
APPELLANT	ZONING BY-LAW REFERENCE	PARTICULARS OF APPEAL	DISCUSSION	RECOMMENDATIONS	COMMITTEE RECOMMENDATION /ACTION (PEDC)
		sensitive area	<p>below the 73 metre contour- the remainder of the site can be zoned to permit some opportunity for development</p> <p>-as all of the surrounding area is zoned to permit apartment (R5) or high-rise apartment buildings (R6), it is proposed that these lands be rezoned to R5B, to permit a range of residential uses up to and including a low rise apartment building not exceeding 13.5 metres in height, similar to adjacent lands located to the south along Clementine Boulevard</p> <p>-appropriate measures would still have to be undertaken through the site plan and building permit approval processes to ensure the safety of development abutting this unstable slope</p>		

LOCATION AND ZONING- 711-713 MONTREAL ROAD





Site Map



**LOCATION AND ZONING- 1454 CLEMENTINE BOULEVARD**

January 31, 2000

ACS1999-PW-PLN-0037  
(File: OZP1999/001)

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

### 5. Zoning - 220-226 Elgin Street

Zonage - 220-226, rue Elgin

### Recommendation

That an application to amend the *Zoning By-law 1998*, from CN6F(4.0) to a new CN zone to permit a bar at 220-226 Elgin Street be **REFUSED**.



February 1, 2000 (10:42a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



February 2, 2000 (10:00a)

Approved by  
John S. Burke  
Chief Administrative Officer

GH:gh

Contact: Gordon Harrison - 244-5300 ext. 1-3868

### Financial Comment

N/A.



February 1, 2000 (8:38a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

The recommendation of **REFUSAL** is based on the following considerations:

- Schedule A - Land Use within Volume I - Primary Plan of the Official Plan has designated this portion of Elgin Street as “Neighbourhood Linear Commercial Area”. The Neighbourhood Linear Commercial Areas provide for the main street and store-front-type of commercial development. The objectives of linear commercial areas in the Plan are to accommodate a range of retail, office, service and community uses, to reduce negative impacts on the adjacent residential areas and to facilitate pedestrian interest and community interaction through uses that are compatible with adjacent residential areas. The applicant is proposing a cigar club and lounge which under the Zoning By-law 1998 is defined as a bar. It is the Department’s position that a bar use is not a neighbourhood-serving use. Historically this use has had negative impacts on the surrounding area and generally does not represent compatible development. Based on the above, the Department believes that this proposal would not meet the objectives of the current Official Plan designation for Elgin Street.
- The Department acknowledges that the proposed use may be a unique type of bar (the application was initially requesting a private club, but was recently amended to reflect the intended use of the property as a bar). A Planning Report accompanying the application refers to the use as a non-traditional bar whose target client group includes the legal and financial professionals located in the immediate vicinity. The report stated that the business objective is to create an elegant environment in which members can meet and/or entertain business colleagues, clients and prospective clients outside the formal atmosphere of the office place. The Department further acknowledges the applicant’s statement that the bar use is similar, in terms of performance characteristics, such as hours of operation and peak busy periods, to the permitted restaurant uses in this area. Nevertheless, it is the Department’s opinion that the unique features mentioned above which are used to support the application are characteristics that cannot be contained in a Zoning By-law nor can they be readily controlled, short of City enforcement officers inspecting the site on a continual basis to ensure compliance and to ensure that the bar is functioning as stated. As a result, there is no guarantee that this particular bar use will remain operational at this location in the future, and that another bar use, similar to those presently found along Elgin Street would replace it (existing bars and night clubs in this commercial strip enjoy legal non-conforming rights following the enactment of Zoning By-law 1998). Additionally, it has been the Department’s policy not to encourage and/or promote the continuation of non-conforming uses on a site or in an area, as these uses have been deemed to be no longer desirable.
- The approval of this application will create an undesirable precedent that could result in

other property owners along this strip applying to establish bars either at grade or on the upper floors of their buildings. In terms of this application, the applicant is proposing a second floor bar to be located above an existing ground floor restaurant. While a number of bars currently operate along Elgin Street, their effect on the surrounding residential community (i.e., traffic, parking, and loss of neighbourhood commercial uses) have been shown to be detrimental to the long-term health and vibrancy of the street. The new CN zoning that is now in place, which does not permit bars, is intended to maintain a healthy mix of commercial uses along with neighbourhood serving-uses.

- The Department is finalizing recommendations of a planning study for Elgin Street in which a study team of merchants, property owners, and residents have proposed a number of land use changes. Among these are limiting the size of restaurants and prohibiting restaurants on the upper floors. It was determined through the study that permitting restaurants on upper floors encourage large scale restaurant operations occupying entire buildings and drawing patrons region-wide, thereby not necessarily functioning as a neighbourhood-serving use. Further, upper floors would be more suitable for office or residential uses which are not considered appropriate for the ground floor. The intent is to encourage a mix of uses which will serve the surrounding community. The proposal for an upper floor bar would not be consistent with the proposed land use changes in the Elgin Street Study. The recommendations resulting from this study will be presented in a separate Departmental submission to Planning and Economic Development Committee this spring.
- Accompanying this submission to Planning and Economic Development Committee is a Cash-in-Lieu of Parking application (TPL1999/001) for nine parking spaces. Under the Zoning By-law 1998, 17 spaces are required for this use, however, since eight parking credits apply to this building and no parking can be provided on site, the applicant requested a cash-in-lieu payment for the remaining nine spaces. The Department is unable to support the cash-in-lieu of parking request (see rationale in the accompanying submission).

### Economic Impact Statement

Due to the nature of the zoning amendment there is no anticipated economic impact.

### Environmental Impact

An Environmental Impact Checklist was completed and no potential impacts were identified.

## Consultation

One comment opposing the application was received from the Centretown Citizens Community Association as a result of the posting of the sign and the notification to Community Groups. Several telephone calls were also received requesting clarification of the proposed amendment.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify owner (Mr. Avrom Evenchick, 454 Roger Road, Ottawa, K1H 5B8), agent (1. Delcan Corporation, 2001 Thurston Drive, P.O. Box 8004, Ottawa, K1G 3H6, Attention: Douglas A. Grant, 2. Ms Donna Chevrier, c/o Dunn's Famous Deli, 220 Elgin Street, Ottawa, K2P 1L7) and the Region 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.

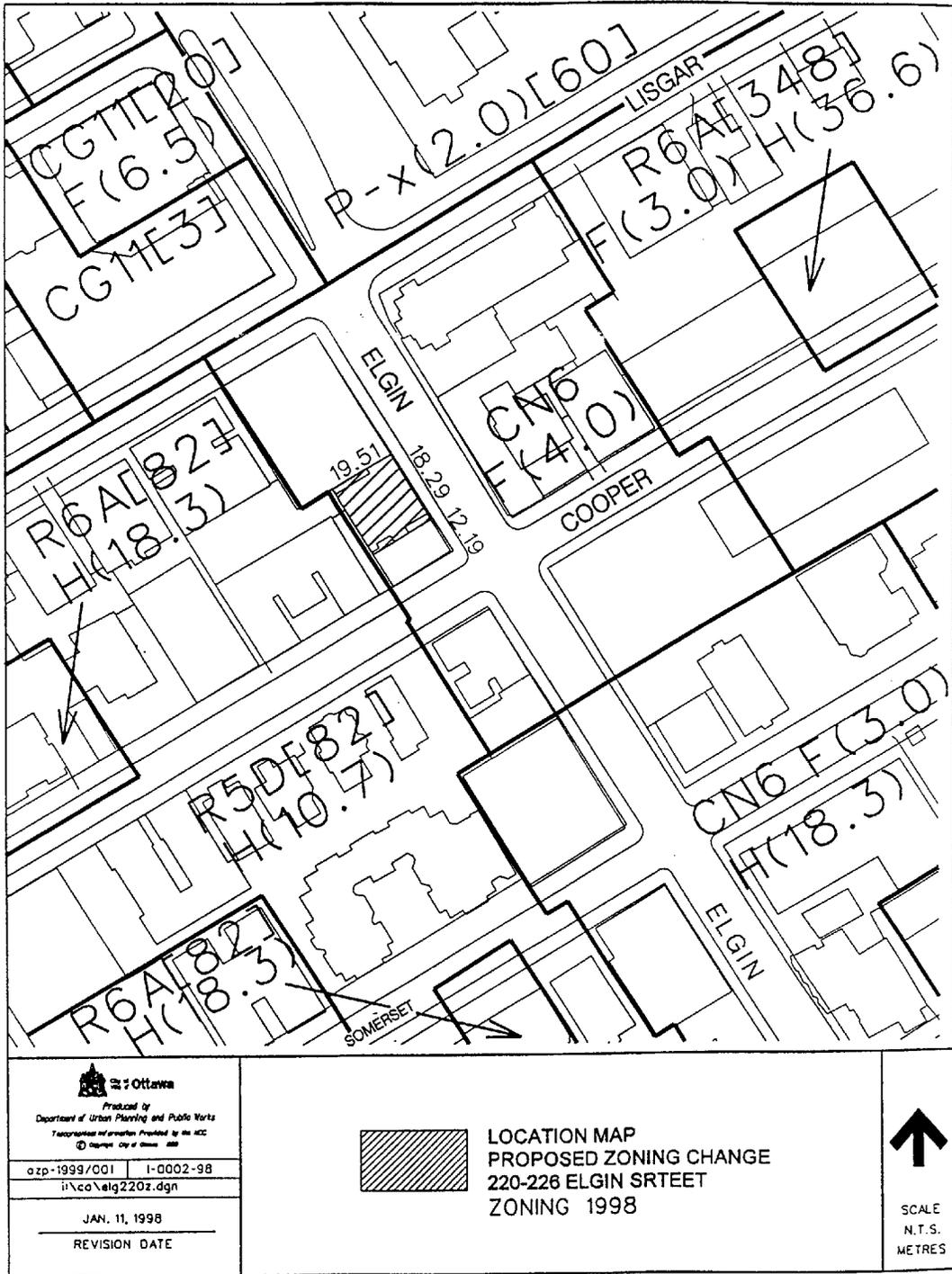
## List of Supporting Documentation

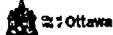
- |            |  |
|------------|--|
| Document 1 | Location Map   |
| Document 2 | Municipal Environmental Evaluation Process Checklist (on file with the City Clerk) |
| Document 3 | Consultation Details   |

**Part II - Supporting Documentation**

Location Map

Document 1



  
 Produced by  
 Department of Urban Planning and Public Works  
 Transcription of graphics Provided by the ACC  
 © Copyright City of Ottawa 2000  
 ozp-1999/001 | I-0002-98  
 ii\co\elg220z.dgn  
 JAN. 11, 1998  
 REVISION DATE

 LOCATION MAP  
 PROPOSED ZONING CHANGE  
 220-226 ELGIN SRTEET  
 ZONING 1998

  
 SCALE  
 N.T.S.  
 METRES

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.

SUMMARY OF PUBLIC INPUT

One comment was received from the Centretown Citizens Community Association which strongly opposes allowing a second-floor bar in the subject location. The association indicated that Elgin Street clearly does not need more bars, and second-floor bars do not contribute to street-level vitality. They mentioned that the space in question would be much better used as office space, say for lawyers.

Councillor's Comments

Councillor Arnold provided the following comments:

1. I did not support his Application in its previous version as a 'private club'. I am more strongly opposed to a 'licenced lounge/bar' use in this location. The proposed bar will have an even more negative impact on the adjacent community, and the health of the Elgin Street commercial area by attracting additional traffic, creating on-street parking problems, and diminishing the potential for the mix of retail and service uses that are desirable for the area.
2. There is already a severe shortage of on-street parking spaces in the immediate area. This has been identified by earlier Elgin Street area parking and land use studies. Cash-in-lieu of parking will worsen that problem.
3. There are loading and garbage storage conflicts with the adjacent residential buildings and the restaurant uses in this block (Lisgar to Cooper) of Elgin Street. Another large restaurant/bar cannot be accommodated.
4. A bar, with its late night traffic, attracts noise and nuisance to the neighbourhood.
5. There is an oversaturation of restaurants and bars on Elgin Street. The zoning is intended to serve the needs of the residential community and the Central Area.

### APPLICATION PROCESS TIMELINE STATUS

This application, which was received on January 5, 1999, was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart, which established critical milestones, was prepared and circulated as part of the technical and early notification process. This application was processed within that the 135 calendar day timeframe established for processing Zoning amendment applications as the applicant changed the proposal midway through the process, in October 1999, to reflect the intended use of the property as a bar. The applicant's Planning Report was subsequently amended and received on November 24, 1999.

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January 31, 2000

ACS1999-PW-PLN-0049  
(File: TPL1999/001)

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

## 6. Parking - Cash-in-lieu - 220-226 Elgin Street

**Stationnement - Règlement financier - 220-226 rue, Elgin**

### Recommendation

That an application to provide cash-in-lieu of nine parking spaces for a bar located at 220-226 Elgin Street be **REFUSED**.



February 1, 2000 (11:46a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

GH:gh

Contact: Gordon Harrison - 244-5300 ext. 1-3868



February 2, 2000 (9:45a)

Approved by  
John S. Burke  
Chief Administrative Officer

### Financial Comment

The Cash in Lieu of Parking formula calculates the value at \$51,090.00, and normally be credited to the Parking Development Reserve.



February 1, 2000 (11:10a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

The recommendation for **REFUSAL** is based on the following considerations:

This application is for cash-in-lieu of parking for nine spaces for a bar to be located on the second floor of an existing two-storey commercial building. The ground floor presently contains a restaurant operation while the second floor is vacant. The property is located on the west side of Elgin Street between Lisgar and Cooper Streets. The application was initially submitted requesting a private club, but was recently amended to reflect the intended use of the second floor space as a bar.

According to the City of Ottawa parking regulations under Zoning By-law 1998, the applicant must supply a total of 17 parking spaces for the proposed bar use. There presently exists eight parking credits for this property and no parking can be provided on site as the building occupies most of the lot. The applicant is, therefore, seeking permission to give the City a cash payment in-lieu of nine parking spaces that cannot be provided.

This application is being brought forward to Planning and Economic Development Committee as the Department is recommending refusal. Our position is based on the following Official Plan factors when considering Cash-in-Lieu of Parking applications:

- Acceptance of Cash-in-Lieu of Parking applications is appropriate where the existing parking supply in the surrounding area can accommodate the on-site parking deficiency.

A Planning Report was prepared by the applicant's consultant that addressed the proposed bar use and a reduction in the associated parking requirement. This report acknowledged that the City's 1994 Elgin Street Parking Review found that, for the blocks bounded by Lisgar Street, Somerset Street, Metcalfe Street and Cartier Street, on-street parking was fully used. In its conclusion, the report appears to imply that any parking deficiency that may result from the proposed use would be off-set by the availability of off-street public parking lots in the area. While the availability of parking supply in an area is a consideration in determining the acceptance of cash-in-lieu requests, it should be noted that all of the public parking lots mentioned in the report are privately owned, with the exception of the Region of Ottawa-Carleton facility, and privately owned public parking lots which have the potential to be redeveloped thereby eliminating the parking supply.

Departmental staff are of the opinion that the area is one of the busiest sectors in the city with block face occupancy rates of 100% during the weekday peak period 12:30 to 1:00 pm. Weekday on-street occupancies in the blocks surrounding the subject site range from 80% to 120%. The majority of the parking problems occur in the evening where all blocks are consistently at or well-above capacity. An approval of a Cash-in-Lieu of Parking application will exacerbate the existing parking problems in the area.

- Acceptance of Cash-in-Lieu of Parking applications is appropriate where it does not negatively impact on the livability of adjacent residential areas.

As indicated above there is no available on-street parking during the peak periods (mid-day and evenings). As well, the adjacent streets, which are predominantly residential, are operating near or above capacity. It is the Department's position that approval of a bar would be inappropriate and would negatively impact on the livability of the adjacent areas.

- Accompanying this submission is a Zoning amendment application (OZP1999/001) to amend the Zoning By-law to permit a bar on the second floor of the existing building on the site. The Department is unable to support the amendment (see rationale in accompanying submission).

## Environmental Impact

The recommendation falls within the MEEP Automatic Exclusion List (as per Appendix 3.0 - Section II MEEP Guidelines for Applications).

## Consultation

In accordance with the notification policies approved by City Council, a sign was posted on the property and a circulation to community groups was undertaken. Two comments of objection were received.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify owner (Mr. Avrom Evenchick, 454 Roger Road, Ottawa, K1H 5B8 ) and agent (1. Delcan Corporation, 2001 Thurston Drive, P.O. Box 8004, Ottawa, K1G 3H6, Attention: Douglas A. Grant, 2. Ms Donna Chevrier, c/o Dunn's Famous Deli, 220 Elgin Street, Ottawa, K2P 1L7) of City Council's decision.

**List of Supporting Documentation**

- Document 1    Location map
- Document 2    Consultation Details

Part II - Supporting Documentation

Location Map

Document 1



**CONSULTATION DETAILS**

Document 2

In accordance with the notification policies approved by City Council, a sign was posted on the property and a circulation to community groups was undertaken. Two comments of objection were received from the Centretown Citizen's Ottawa Corporation (CCOC) and the Centretown Citizens Community Association (CCCA).

Centretown Citizen's Ottawa Corporation

This group indicated that Elgin Street has more than a sufficiency of bars and other establishments which have put a severe strain on the neighbourhood for the last ten years. CCOC further stated that, as owners of two residential buildings containing over 150 units within two blocks of the proposed site, they are extremely concerned about overflow parking onto side streets and the attendant noise late at night from Elgin Street patrons. They would be pleased to see the upper floor of this building be used either as office space or, preferably, residential uses and would look more favourably on a cash-in-lieu application for such uses.

Citizens Community Association

This group indicated that since a Cash-in-Lieu of Parking application is required for the new second-floor bar, which new use they strongly oppose, they will not be supporting the application for relief from providing the required parking.

COUNCILLOR'S COMMENTS

Councillor Arnold provided the following comments:

1. I did not support his Application in its previous version as a 'private club'. I am more strongly opposed to a 'licenced lounge/bar' use in this location. The proposed bar will have an even more negative impact on the adjacent community, and the health of the Elgin Street commercial area by attracting additional traffic, creating on-street parking problems, and diminishing the potential for the mix of retail and service uses that are desirable for the area.
2. There is already a severe shortage of on-street parking spaces in the immediate area. This has been identified by earlier Elgin Street area parking and land use studies. Cash-in-lieu of parking will worsen that problem.
3. There are loading and garbage storage conflicts with the adjacent residential buildings and the restaurant uses in this block (Lisgar to Cooper) of Elgin Street. Another large restaurant/bar cannot be accommodated.
4. A bar, with its late night traffic, attracts noise and nuisance to the neighbourhood.

5. There is an oversaturation of restaurants and bars on Elgin Street. The zoning is intended to serve the needs of the residential community and the Central Area.

#### APPLICATION PROCESS TIMELINE STATUS

This application, which was received on January 5, 1999, was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart, which established critical milestones, was prepared and circulated as part of the technical and early notification process. This application was not processed within the 100 calendar day timeframe established for processing Cash-in-Lieu of Parking applications as the applicant changed the proposal midway through the process, in October 1999, to reflect the intended use of the property as a bar. The applicant's Planning Report was subsequently amended and received on November 24, 1999.

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February 7, 2000

ACS2000-PW-PLN-0011  
(File: JPD4840STLA 00900)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT4 - Rideau

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

Action/Exécution

**7. Signs By-law Minor Variance - 900 St. Laurent Boulevard**  
**Dérogation mineure de l'Arrêté municipal sur les enseignes - 900,**  
**boulevard St. Laurent**

**Recommendations**

1. That the application to vary the Signs By-law 311-90, to permit relief from the maximum area and dimension height provision of the by-law to install an oversized ground mounted identification sign adjacent to St. Laurent Boulevard, as detailed in Document 2 and illustrated in Documents 4, 5 and 6, be REFUSED.
2. That a minor variance to increase the dimension height limitations of the by-law, as detailed in Document 2, Details of Recommended Minor Variance, be APPROVED.



February 7, 2000 (2:17p)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



February 9, 2000 (10:05a)

Approved by  
John S. Burke  
Chief Administrative Officer

DRB:drb

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

## Financial Comment

N/A.

  
February 7, 2000 (1:32p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

The applicant is requesting relief from the sign area and dimension height limitations of the by-law to increase the maximum permitted sign face area from 6.77 square metres to 9.66 square metres and the overall height from 5.27 metres to 8.23 metres.

Currently there are two ground-mounted identification signs located on the subject property, one located adjacent to McArthur Avenue and the second adjacent to St. Laurent Blvd. Chrysler Canada is proposing to replace the ground sign adjacent to St. Laurent Boulevard (Reference Document 6). The applicant contends that the requested variances are necessary to improve visibility for passing motorists and accommodate the standard Chrysler corporate sign structure installed in other cities.

The property is located on the south-west corner of St. Laurent Boulevard and McArthur Avenue, within a Level 3 Use zone (CD 2 F(0.75)) and occupied by a Chrysler automobile dealership. Area land use within the immediate area is primarily street-oriented retail commercial.

Based on the area and dimension limitations of the by-law, and taking into consideration the scale of the second existing ground sign located adjacent to McArthur Avenue, the by-law limits the amount of additional signage to a maximum of 6.77 square metres at an overall height of 5.27 metres.

Relief from the by-law is considered when it can be demonstrated that there are circumstances warranting special consideration to deviate from the established parameters of the by-law. In this regard, the intent of the by-law is to permit adequate signage for identification and advertising purposes without creating excessive scale or sign proliferation, previously experienced on Bank Street between Heron and Walkley Roads.

The Chrysler dealership property is located on a corner lot at the intersection of two Regional roads and fronting onto a four-lane divided arterial roadway. The proposed sign

would be located directly adjacent to St. Laurent Boulevard, clearly visible to both north-bound and south-bound traffic. The building, which has been effectively signed, is located close to the roadway and is also clearly visible. In terms of safety, the sign would be clearly visible to south-bound traffic well in advance of an anticipated turn onto the property.

With respect to the upcoming new Signs By-law, while the existing by-law limits the height of the sign to 5.27 metres the new by-law would permit a maximum height of 8 metres. The new by-law would have no effect on the maximum permitted area indicated above.

The Department is of the opinion that the applicant has not demonstrated adequate justification to warrant relief from the area limitation of the by-law. However, in light of the anticipated changes to the by-law, a height increase only to the new maximum limitation of 8 metres is considered acceptable. Therefore, it is recommended that the application as submitted be refused and that the recommended height increase only would be consistent with the purpose and intent of the by-law.

## Consultation

In response to the standard early notification to area businesses/community groups, six responses (four in support and two against the application as submitted) were received. Specific comments are provided within Document 2. The Ward Councillor indicated verbally that he is not in support of the application as submitted.

## Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Albert Rondeau, c/o Bert Signs Inc., 106-5460 Canotek Road, Gloucester, Ontario, Mr. Cyr, Chrysler Canada Inc., c/o Tax Department, P.O. Box 1621, Station A., Windsor, Ontario, N9A 4N6.

## List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Requested Minor Variance
Document 3	Location Plan
Document 4	Site Plan
Document 5	Elevation Drawing
Document 6	Photographs

**Part II - Supporting Documentation**

## FACT SHEET

Document 1

Signs By-law - Minor Variance  
 Address - 900 St. Laurent Boulevard  
 JPD4840/STLA00900

Current Zoning:	CD 2 F(0.75)
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Automotive Dealership
Site Plan Control (Cross Reference):	Application 27928
Existing Signs Under Permit: (For the Subject Occupancy)	Two identification ground signs and one directional ground sign
<b>Requested:</b>	<b>Permitted or Maximum allowable:</b>
Type: On-Premises ground sign	Permitted - To replace one existing identification ground signs
Classification: Identification sign	Permitted
Illumination: Proposed	Permitted
Location: Setback 1 metre from the front property line	Permitted
Area of Face: 9.66 sq. m.	Not Permitted - Site maximum 8.63 sq.m. Existing second sign area 1.86 sq. m. Remaining available area 6.77 sq. m.
Sign Height: 8.23 m.	Not Permitted - Maximum 5.27 m.

## NOTES:

### **Details of Requested Minor Variance**

Document 2

Relief from articles 1.1.3.3.(c) and 1.1.4.1.(b) of Schedule A of By-law 311-90, as amended, to permit one on-premises illuminated identification ground sign that has a maximum:

- area limitation of 9.66 square metres, and
- dimension height limitation of 8.22 metres.

### **Details of Recommended Minor Variance**

Relief from articles 1.1.3.3.(c) and 1.1.4.1.(b) of Schedule A of By-law 311-90, as amended, to permit one on-premises illuminated identification ground sign that has a maximum:

- area limitation of 5.27 square metres, and
- dimension height limitation of 8.0 metres.

### **Consultation Details**

In response to the standard early notification circulated to area residents and businesses located within 30 metres of the subject property, the ward councillor and business/community groups, six responses were received, four in support of the application and two against. The following specific comments were provided.

#### **In Support**

- ▶ A higher ground sign means better visibility.

#### **Against**

- ▶ The existing sign is large enough to be visible from a distance.
- ▶ A larger sign would be an “eye sore” and not fit into the surrounding environment.
- ▶ Please ensure that my view would not be blocked.

**Ward Councillor**

Councillor Cannings provided verbal comments expressing concern that given the location of the subject property on a visible corner lot the minor variance is not considered necessary.

**Region of Ottawa Carleton**

The Regional Environment and Transportation Department has no objections to the subject minor variance application subject to the following:

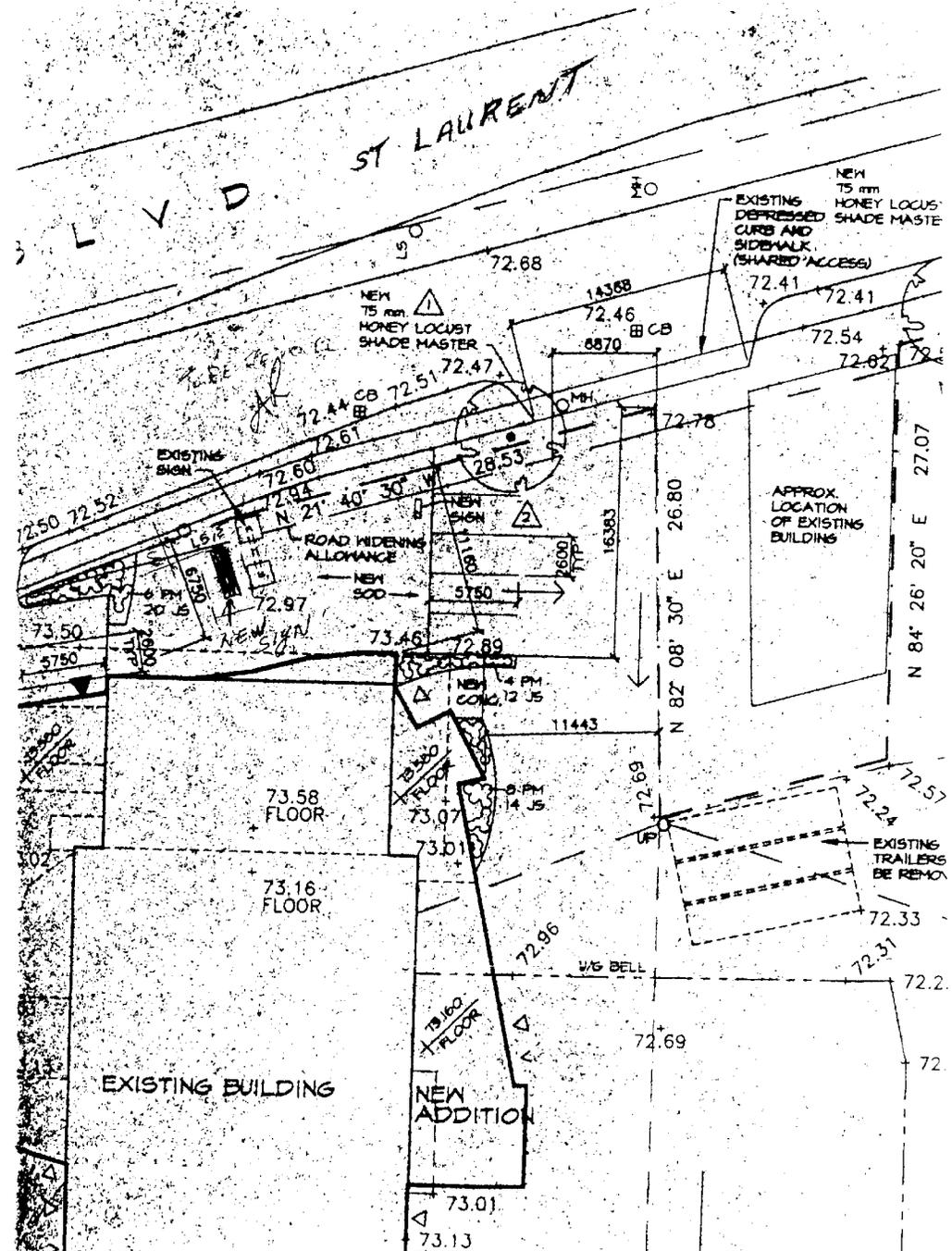
- the sign must be located on private property but not less than 20 metres from the existing centre-line of St. Laurent Blvd. (Regional Road 26).
- the sign should be a minimum distance of 10 metres from any traffic signal head.

**Departmental Comments**

The proposed sign is to be located entirely on private property and the issuance of the sign permit will be subject to the sign providing a minimum 20 metre setback from the existing centre-line of the road.

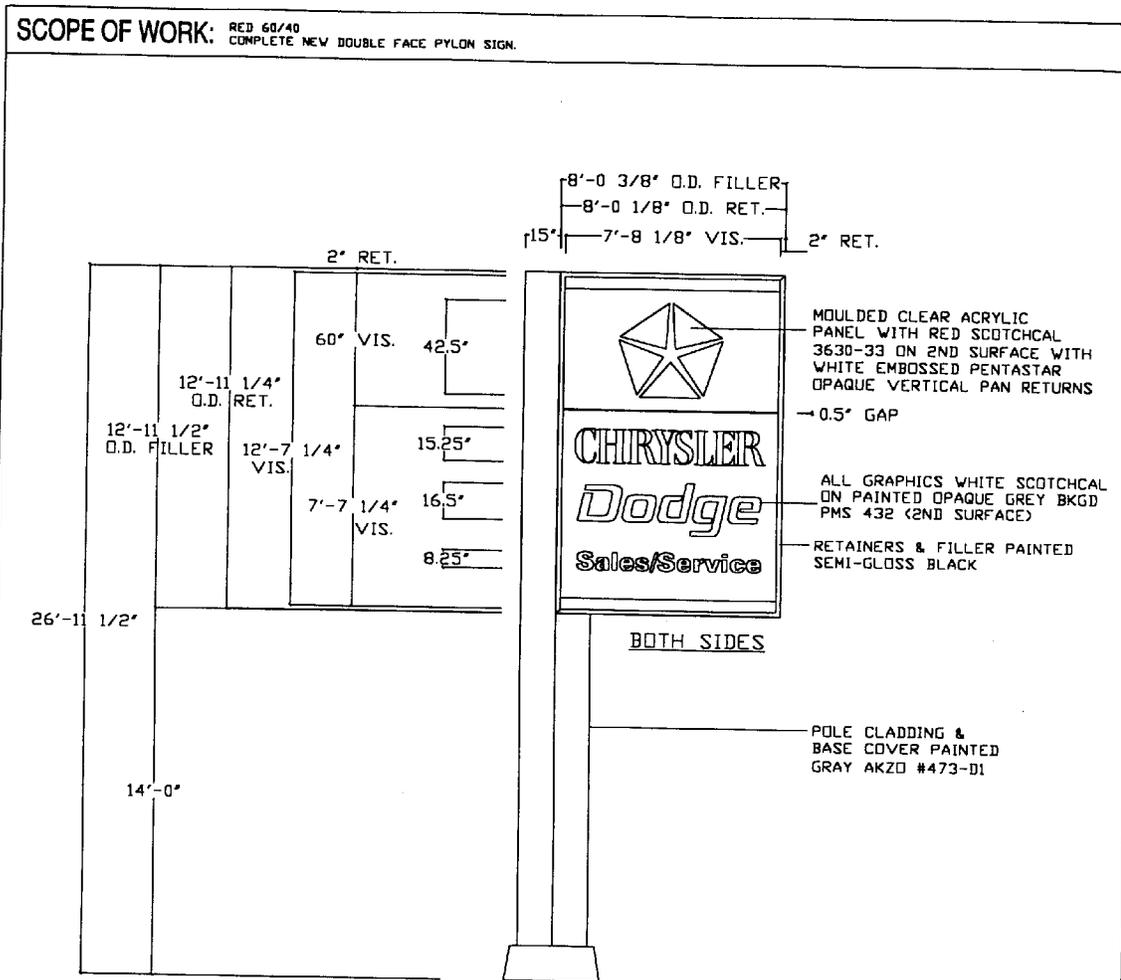
The sign will be located north of the existing access road and, therefore, will not be within close proximity of the adjacent land use. As such, the sign would not pose a visual obstruction.





ELEVATION DRAWING

Document 5



REV.	DESCRIPTION	DATE	APPROVED	
			SALES	C/S
R	X	X		

**TEKSIGN INC.**  
6415 WISCOUNT ROAD, MISSISSAUGA, L4V 1H5 TEL: (905) 877-6381 FAX: (905) 877-6389

CUSTOMER: CHRYSLER CHRYSLER/DODGE/SALES/SERVICE  
ENGLISH RED 8 FT. PYLON 40/60

JOB TITLE: MASTER DRAWING

SIGNATURES	DATES	W/D No.	Company Design.
Drawn: KAH	08.04.99	VARIOUS	\\ENG\CHR\30032
Checked: <i>PPA 08/26/99</i>			
Sales:		30032-A	0
Dist. Service:		Scale: AS SHOWN	Sheet: 1 of 1



Viewing north-west



Viewing south-west



February 15, 2000

ACS2000-PW-PLN-0021  
(File: JPD4840CARL1554)

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

## 8. Signs By-law Minor Variance - 1554 Carling Avenue

### Dérogation mineure de l'Arrêté municipal sur Les enseignes - 1554 Rue Carling

#### Recommendation

That the application to vary the Signs By-law 311-90, to permit relief from the maximum dimension height limitations of the by-law to install a ground mounted identification sign adjacent to Carling Avenue, subject to the special condition detailed in Document 2, be APPROVED.

February 16, 2000 (7:29a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DRB:drb

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

February 16, 2000 (8:47a)

Approved by  
John S. Burke  
Chief Administrative Officer

#### Financial Comment

N/A.

February 15, 2000 (3:49p)

for Mona Monkman  
City Treasurer

BH:cds

## **Executive Report**

### **Reasons Behind Recommendation**

The applicant is requesting relief from the by-law to increase the maximum dimension height limitation from 6.18 metres to 8.22 metres. The proposal is to replace the existing sign located in the north-west corner of the property adjacent to the vehicular entrance from Carling Avenue (Ref. Document 4).

The property is located on the south side of Carling Avenue just west of the Queensway overpass and is zoned CE 3[351]F(1.0)SCH 68, which allows the subject automotive dealership. Area development is a mix of retail commercial and office uses.

The applicant contends that the proposed sign is necessary for better visibility and that it is the standard sign format for most Chrysler dealerships. On a property of this scale, the Signs By-law currently restricts the maximum height of a sign structure to 6.18 metres. The above notwithstanding, based on City Council approved recommendations resulting from the Signs By-law Study policy report, one of the upcoming changes to the by-law will be to increase the maximum height of ground signs located in the higher intensity commercial areas to 8 metres. In this case, while the proposed sign at 8.22 metres would be very close to the new by-law parameters, given that both the property and the location of the sign are clearly visible to both a major Regional collector roadway and the Queensway, there are no justifiable circumstances that would warrant an increase over the new by-law height limitation. As such, the proposed sign would be acceptable with a slight reduction in the height to 8 metres.

There have been no negative comments received in response to the early notification and the Ministry of Transportation (also having jurisdiction) is not opposed to the application.

In light of the above, the Department is prepared to support an increase in height to the maximum that will be permitted under the new by-law, 8 metres. The recommended increase would be in keeping with the general intent and purpose of the by-law.

### **Consultation**

In response to the standard early notification to area businesses/community groups, seven responses, all in support of the application, were received. Specific comments are provided within Document 2. The Ward Councillor is aware of the application.

## Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Albert Rondeau, c/o Bert Signs Inc., 106-5460 Canotek Road, Gloucester, Ontario; Mr. Cyr, Chrysler Canada Inc., c/o Tax Department, P.O. Box 1621, Station A., Windsor, Ontario, N9A 4N6.

## List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Recommended Minor Variance
Document 3	Location Plan
Document 4	Site Plan
Document 5	Elevation Drawing

**Part II - Supporting Documentation**

## FACT SHEET

Document 1

Signs By-law - Minor Variance  
 Address - 900 St. Laurent Boulevard  
 JPD4840/STLA00900

Current Zoning:	CE 3[351] F(1.0)SCH 68
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Automotive Dealership
Site Plan Control (Cross Reference):	N/A
Existing Signs Under Permit: (For the Subject Occupancy)	One identification ground signs 8'-11 1/2"x25'-0"
<b>Requested:</b>	<b>Permitted or Maximum allowable:</b>
Type: On-Premises ground sign	Permitted - Proposal to replace existing ground signs
Classification: Identification sign	Permitted
Illumination: Proposed	Permitted
Location: In same location as existing sign (Ref. Document 4)	Must be set back 1 metre from property line
Area of Face: 102.00 sq.. metres	102.69 sq. metres
Sign Height: 8.22 metres	6.18 metres

## NOTES

## DETAILS OF RECOMMENDED VARIANCE

Document 2

Relief from article 1.1.4.1.(b) of Schedule A of By-law 311-90, as amended, to permit an increase in the maximum permitted dimension height limitation from 6.18 metres to 8.00 metres, subject to the following special condition:

- that either curb landscaping or bollards must be installed within .6 metres of the structural support post

## Consultation Details

In response to the standard early notification, circulated to area residents and businesses located within 30 metres of the subject property, the ward councillor and business/community groups, seven responses were received all in support of the application.

The following specific comments were provided:

- The proposal seems quite reasonable and the increased height will assist with visibility.

## Ward Councillor

Councillor Shawn Little is aware of the application.

## Region of Ottawa-Carleton

The Regional Environment and Transportation Department has no objections to the minor variance application subject to the following:

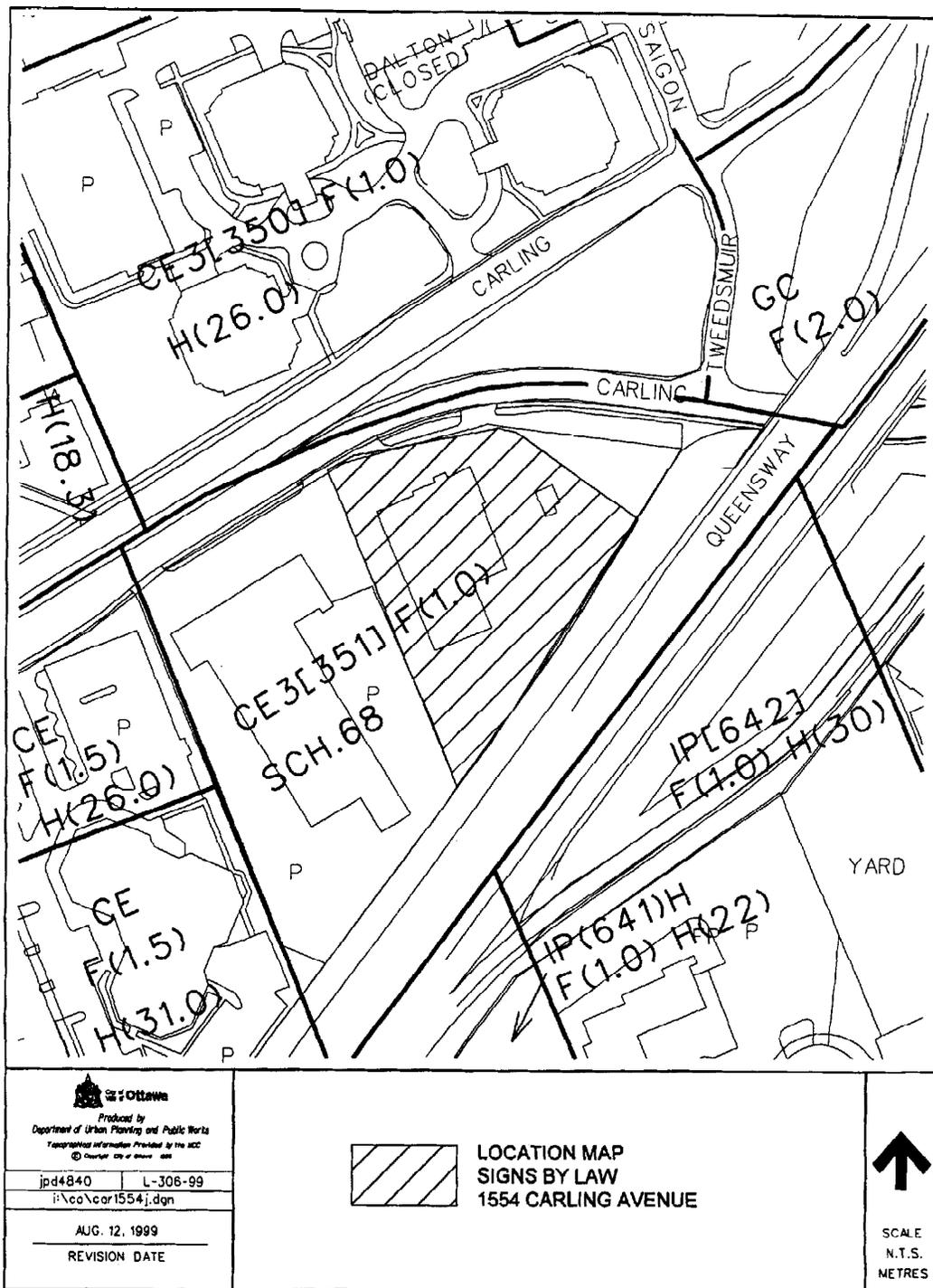
- the sign must be located on private property but not less than 20 metres from the existing centre-line of Carling Avenue. (Regional Road 38).
- the sign should be a minimum distance of 10 metres from any traffic signal head.

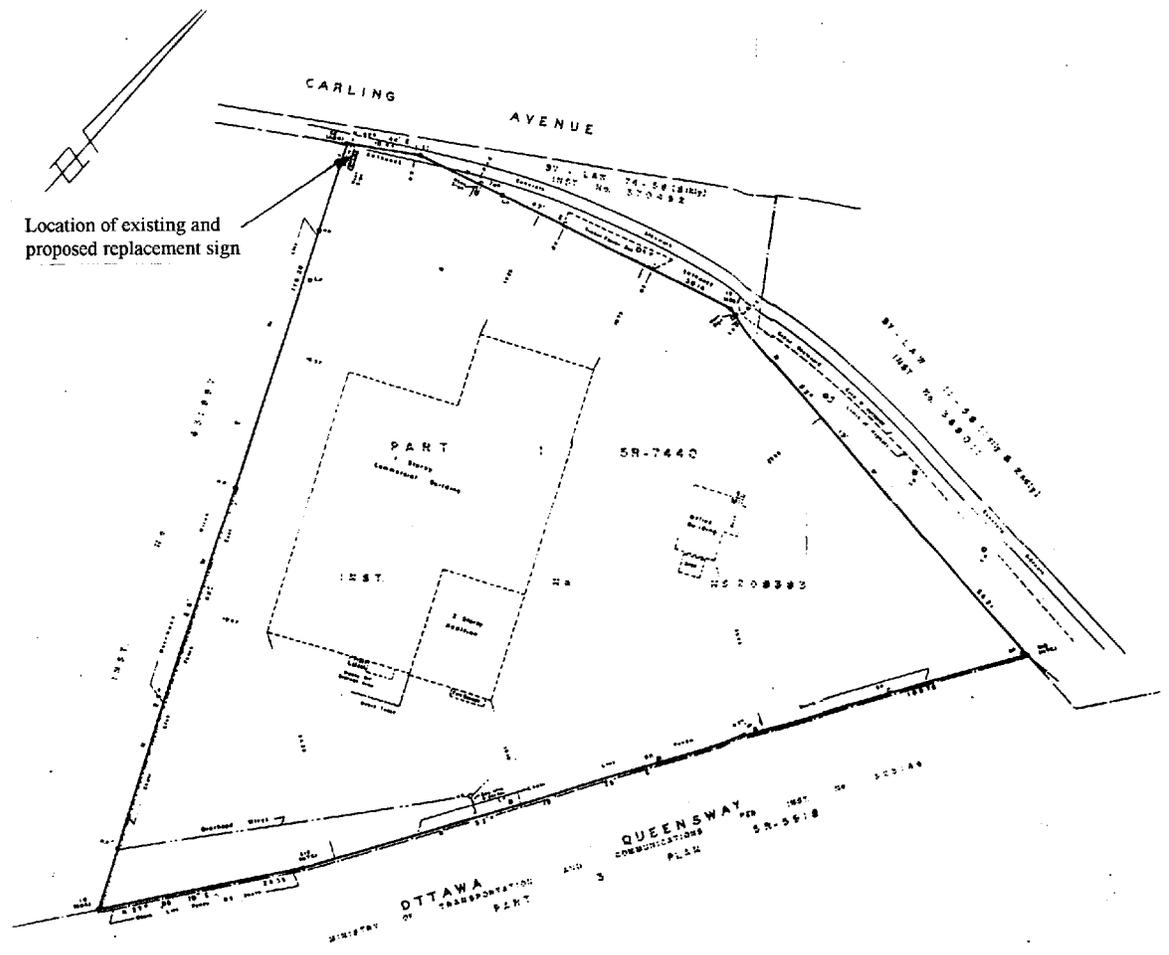
## Ministry of Transportation

There is no objection to the increase in the proposed height of the sign, as the height falls within Ministry policy. Since the sign falls within Ministry jurisdiction, a permit from the Ministry must be obtained.

Departmental Comments

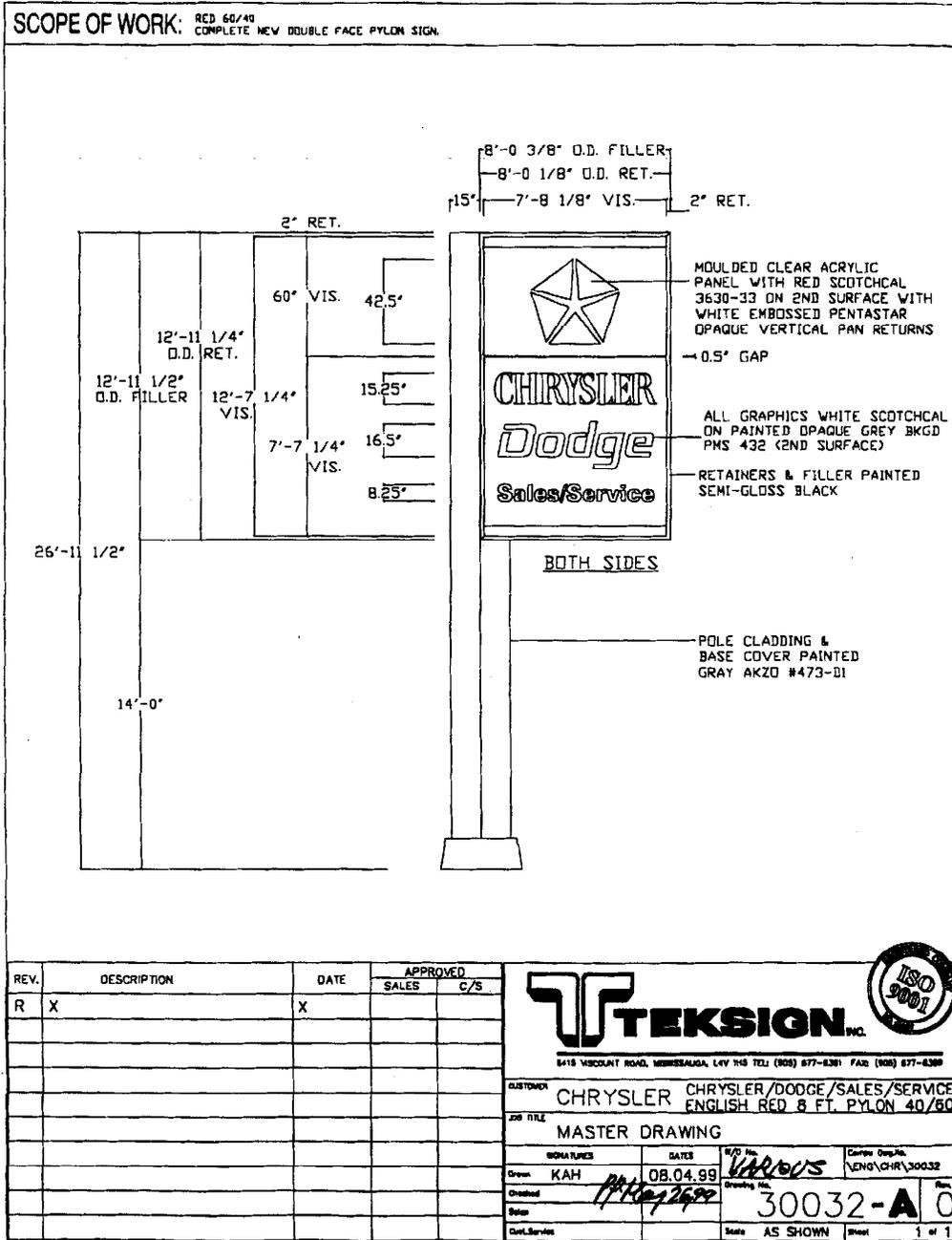
The proposed sign is to be located entirely on private property and the issuance of the sign permit will be subject to the sign providing a minimum 20 metre setback from the existing centre-line of Carling Avenue. The applicant has been advised that a permit from the Ministry of Transportation is also required.





ELEVATION DRAWING

Document 5



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February 4, 2000

ACS2000-PW-PLN-0018  
(File: OMD1999/03)

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

## 9. Demolition - 708 Brierwood Avenue

### Réglementation des démolitions - 708, avenue Brierwood

#### Recommendation

That the Demolition Control Application for 708 Brierwood Avenue, be **APPROVED**.

February 7, 2000 (11:26a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

REK:rek

Contact: Robert Konowal, 244-5300 ext. 3869

February 7, 2000 (3:05p)

Approved by  
John S. Burke  
Chief Administrative Officer

#### Financial Comment

The proposed replacement building is expected to be substantially complete within 2 years of satisfaction of the Committee of Adjustment conditions.

February 7, 2000 (10:39a)

for Mona Monkman  
City Treasurer

BH:cds

## **Executive Report**

### **Reasons Behind Recommendation**

The recommendation of APPROVAL to permit the demolition of a residential building at 708 Brierwood Avenue is based on the following points of consideration:

#### **Background**

Demolition Control does not normally apply where permits for replacement housing have been issued. In this case, the owner has made application for Building Permits to provide replacement housing but is not able to have the permits issued prior to the issuance of a Demolition Permit. This circumstance is due to conditions imposed by the Committee of Adjustment in its approval of the severance of the subject property to create two building lots. In its decision of May 28, 1999, the Committee granted the severance conditional upon the Applicants providing “evidence that the dwelling known municipally as No. 708 Brierwood Avenue has been demolished.” Until the severance is effected, the proposed development does not comply with the Zoning By-law and consequently, Building Permits for replacement housing cannot be issued and Demolition Control must apply.

#### **1. Impact on Housing Supply**

A strategic aim of the Official Plan is to conserve the existing housing stock. One means of conserving the existing stock of housing is by controlling the demolition of dwelling units. To this end, the Official Plan contains a specific policy that does not permit the loss of housing through demolition unless replacement units are provided by the proponent.

This application is required for technical reasons. The applicant is intending to provide replacement housing but is unable to secure Building Permits prior to demolition due to a previous Committee of Adjustment decision affecting the lands.

#### **2. Impact on Heritage Resources**

According to Department records the existing building has no heritage value.

### **Consultation**

There was no Early Notification undertaken as the application is essentially required for technical reasons. Councillor Shawn Little is aware of the application.

### APPLICATION PROCESS TIMELINE STATUS

This application which was received on December 10, 1999, was processed in advance of the maximum 110 calendar day timeframe established for the processing of demolition applications.

### **Disposition**

Department of Corporate Services, Statutory Services Branch to notify the Agent/Applicant (D. Cassone, Cassone Construction, 272 Billings Avenue, Ottawa, Ontario, K1H 5L3) of City Council's decision.

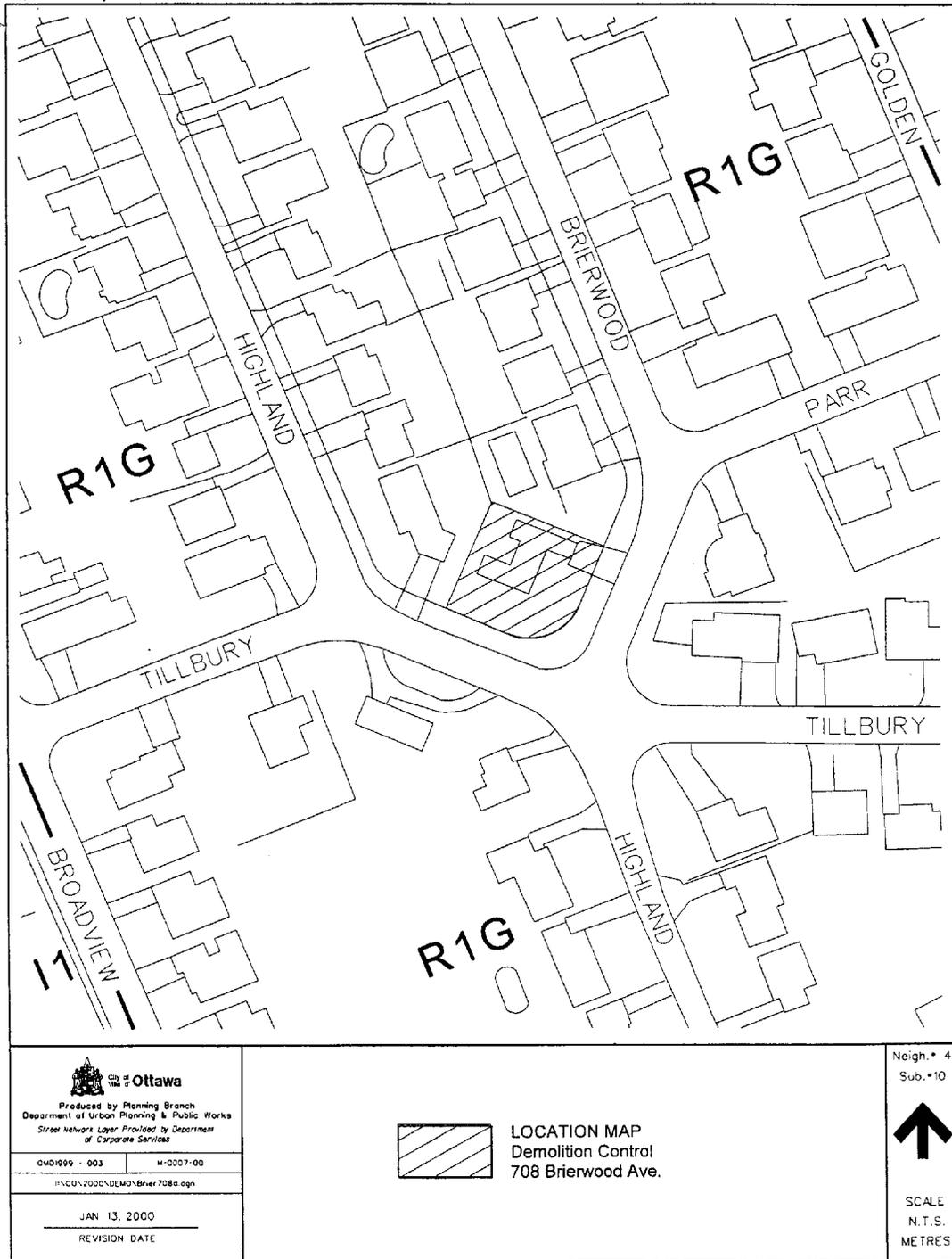
### **List of Supporting Documentation**

Document 1    Location Map

**Part II - Supporting Documentation**

Location Map

Document 1



February 15, 2000

CC2Z2000051  
(File: ACC3540/0200/2000)

Ward/Quartier  
OT5 - Bruyère-Strathcona

**10. Site Plan - Extension of Agreement - 33 George Street**  
**Plan d'emplacement -Prorogation de l'entente - 33, rue George**

FROM/EXP.: Councillor Émard-Chabot

DATE: February 15, 2000

Inquiry/Demande de renseignements

Suggestion/Proposition

Motion/Motion

Other/Autre

---

Moved by Councillor Émard-Chabot

WHEREAS at the Planning and Economic Development Committee meeting of May 11, 1999, the Committee approved a Site Plan Control application to permit the construction of a new apartment building at 33 George Street (Ref.: ACS 1999-PW-PLN-0036, File: OSP 1998/75);

AND WHEREAS the Registered Owner did not sign the required Site Plan Control Agreement within six months of the approval date;

AND WHEREAS the Site Plan Control Approval granted on May 11, 1999 has, therefore, lapsed;

AND WHEREAS the owner wishes to construct the building as approved by the Planning and Economic Development Committee;

BE IT THEREFORE RESOLVED THAT the Site Plan Control Approval granted by the Planning and Economic Development Committee on May 11, 1999 be reinstated;

AND BE IT FURTHER RESOLVED that the time required to sign the required Site Plan Control Agreement be extended to August 16, 2000.