

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

**Agenda 8**  
**Ordre du jour 8**

**Tuesday, April 25, 2000 - 9:15 a.m.**  
**Le mardi 25 avril 2000 - 9 h 15**

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

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

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

Minutes 7 (April 11, 2000)

Procès-verbal 7 (Le 11 avril 2000)

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### Action Items

#### Articles pour exécution

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| 2. | <b>Official Plan Amendment - Ottawa Macdonald-Cartier International Airport: Noise Policies</b><br><b>Modification du Plan directeur - Aéroport International Macdonald-Cartier d'Ottawa: politiques sur le bruit</b><br>Ref.: ACS1999-PW-PLN-0113 | <b>57</b><br><br><br><b>OT8 - Mooney's Bay</b>        |
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| 5. | <b>Zoning - 40 Mann Avenue</b><br><b>Modification de Zonage - 40 avenue Mann</b><br>Ref.: ACS1999-PW-PLN-0180  | <b>113</b><br><br><br><b>OT5 - Bruyère-Strathcona</b> |
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| 9.  | <b>Heritage Alteration - 453 Laurier Avenue East</b><br><b>Transformation d'un bâtiment historique - 453 Laurier Avenue East</b><br>Ref.: ACS2000-PW-PLN-0049  | 233<br><b>OT5 - Bruyère-Strathcona</b> |
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| 11. | <b>Application for New Construction in a Heritage Conservation District - 358 Cooper Street</b><br><b>Demande concernant une nouvelle construction dans un district de conservation du patrimoine - 358, rue Cooper</b><br>Ref.: ACS2000-PW-PLN-0051 | 251<br><b>OT6 - Somerset</b>           |

**Presentation****Présentation**

- |     |  |                  |
|-----|--|------------------|
| 12. | <b>10:30 a.m. / 10 h 30</b><br><b>National Capital Commission - Core Area Concept of Canada's Capital</b><br><b>Commission de la capitale nationale - Concept de coeur de la capitale du Canada</b><br>Ref.: CC2Z2000127 | <b>City Wide</b> |
|-----|--|------------------|

**Members' Reports - Enquiries**

**Rapports des membres - demandes de renseignements**

Councillor/Conseillère Elisabeth Arnold, Chairperson/Présidente

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

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

**Councillors' Reports - Enquiries**

**Rapports des Conseillers - demandes de renseignements**

Councillor/Conseiller Jim Bickford

13. **4120 A to L Riverside Drive**  
**4120 A - L, promenade Riverside**  
Ref.: CC2Z2000132

**261**

**OT8 - Mooney's Bay**

AML

April 7, 2000

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

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT7 - Kitchissippi

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

Action/Exécution

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

**Recommendations**

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



April 10, 2000 (11:44a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

RKg:rkg

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



April 11, 2000 (1:04p)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

N/A.

  
April 10, 2000 (9:56a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

#### Recommendation 1

##### Background

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

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

##### Land Use and Zoning Issues

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

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

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

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

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

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

#### Recommendation 2

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

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

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

ii) Wellington Square Townhouse Development

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

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

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

### Recommendation 3

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

1. Wellington/Somerset Area

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

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

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

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

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

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### 2. Takaki Automotive

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

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

### 3. NCC Lands

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

### 4. 123 Stirling Avenue

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

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

5. 961 and 967 Wellington Street

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

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

6. Scott Street (Parkdale Avenue to Merton Street)

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

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

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

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

### 8. 1446 Scott Street

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

### 9. Transitional Parking

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

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

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

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

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

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

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

11. 131 -133 Holland Avenue

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

project.

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

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

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

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

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

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

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

#### Recommendation 4

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

#### Economic Impact Statement

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

#### Environmental Impact

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

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

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

## Consultation

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

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

## Disposition

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

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

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

## List of Supporting Documentation

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

**Part II - Supporting Documentation**

Document 2

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

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**Land use  
Utilisation du sol**



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THE STATEMENT OF COMPONENTS

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

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

## **PART A - THE PREAMBLE**

### 1.0 Purpose

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

### 2.0 Location

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

### 3.0 Basis

#### 3.1 Background

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

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

### 3.2 Context of the Amendment

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

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

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

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

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

### 3.3 Rezoning

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

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

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

## **PART B - THE AMENDMENT**

### 1.0 The Introductory Statement

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

### 2.0 Details of the Amendment

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

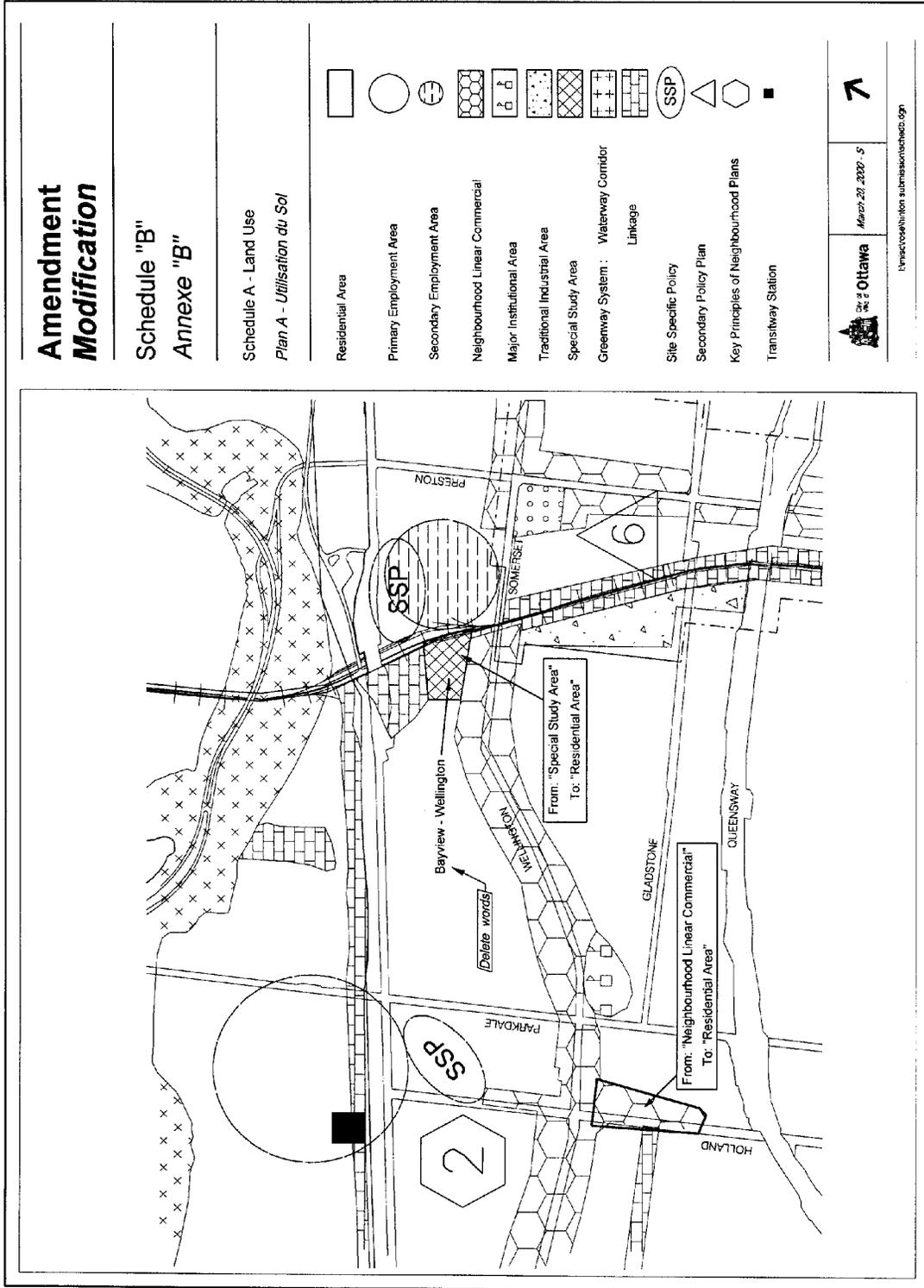
#### 2.1 Schedule “A” - Land Use is amended to include the following changes as shown on Schedule “B” attached hereto:

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

### 3.0 IMPLEMENTATION AND INTERPRETATION

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





## DETAILS OF RECOMMENDED ZONING

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

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

**991 - 999 Wellington Street**

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

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

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

The following provisions apply:

The following uses are prohibited:

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

The following additional use is permitted:

- automobile service station.

The following provision applies:

Section 75 (4) does not apply.

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

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

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

The following uses are prohibited:

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

The following additional uses are permitted:

- automobile dealership
- parking lot.

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

From: CN3 F(2.0)

To: R5A

**961 Wellington Street**

From: CN3 F(2.0)

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

The following additional use is also permitted:

- apartment building.

**967 Wellington Street**

From: CN3 [354] F(2.0)

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

**Area B**

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

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

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

The following uses are prohibited:

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

The following additional uses are permitted:

- gas bar
- automobile service station.

**1404 Scott Street (WUSC)**

From: R4D[116]

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

The following uses are prohibited:

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

The following additional uses are permitted:

- gas bar
- automobile service station.

The following provisions apply to an office use:

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

**1446 Scott Street**

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

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

The following uses are prohibited:

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

The following additional use is permitted:

- gas bar.

The following provisions are deleted from exception [124]:

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

**Transitional Parking Area**

From: R5A-p

To: R5A

The rezonings apply to the following properties:

120 Stirling

122 Stirling

124 Stirling

126 Stirling

172 Armstrong

283 Carruthers

285 Carruthers

289 Carruthers

From: R5D-p

To: R5D

## 26

The rezonings shall apply to the following properties:

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

## Area C

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

From: CN3 F(2.0)

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

The following uses are prohibited:

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

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

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

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

The following uses are prohibited:

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

## AREA WIDE

### **Neighbourhood-serving uses**

From: R4D and R4F

To: The following new CL subzone:

## 28

The rezonings apply to the following properties:

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

The only non-residential uses permitted are as follows:

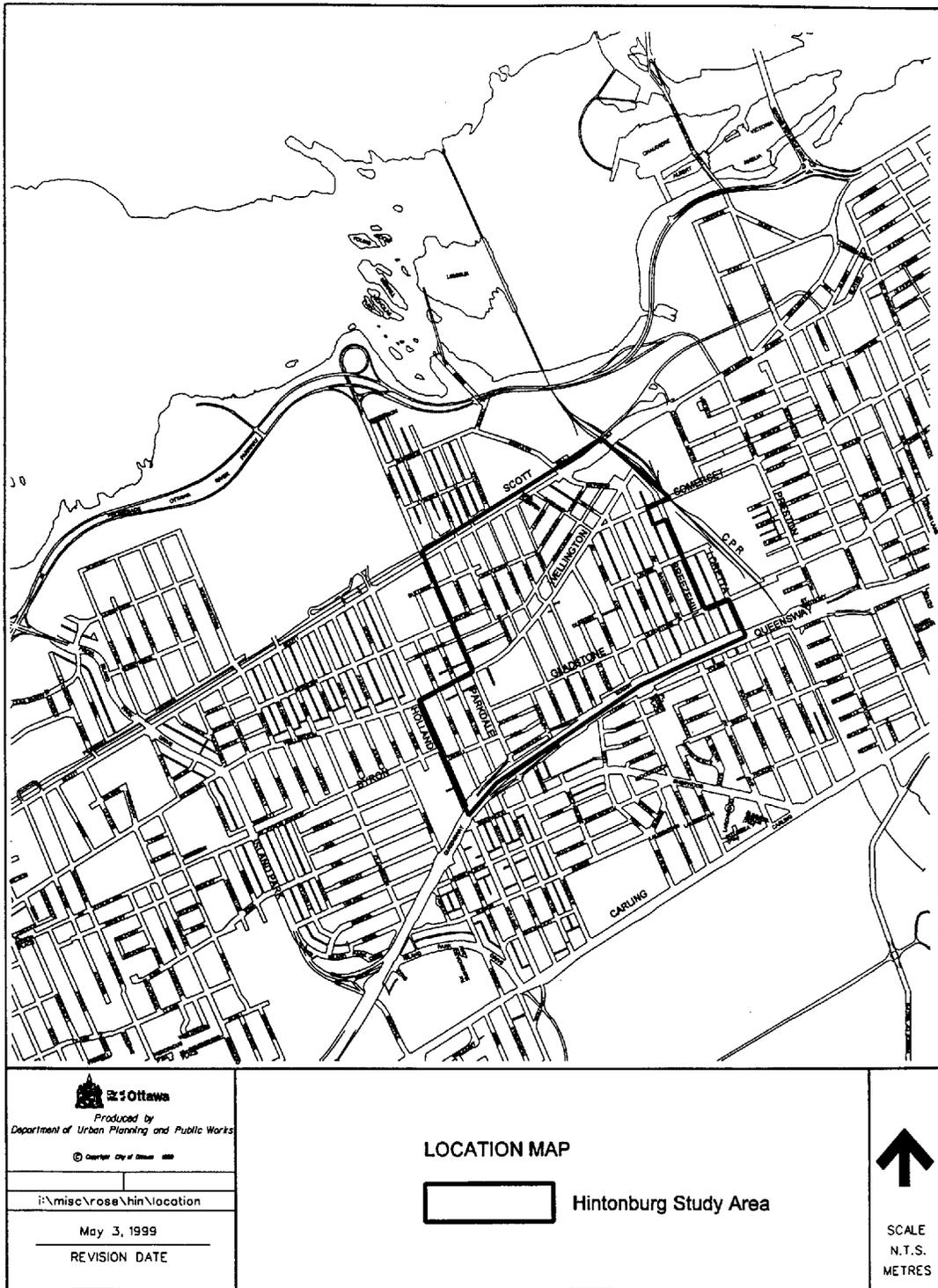
- automated teller
- convenience store
- day care
- laundromat
- personal service business
- artist studio
- repair store.

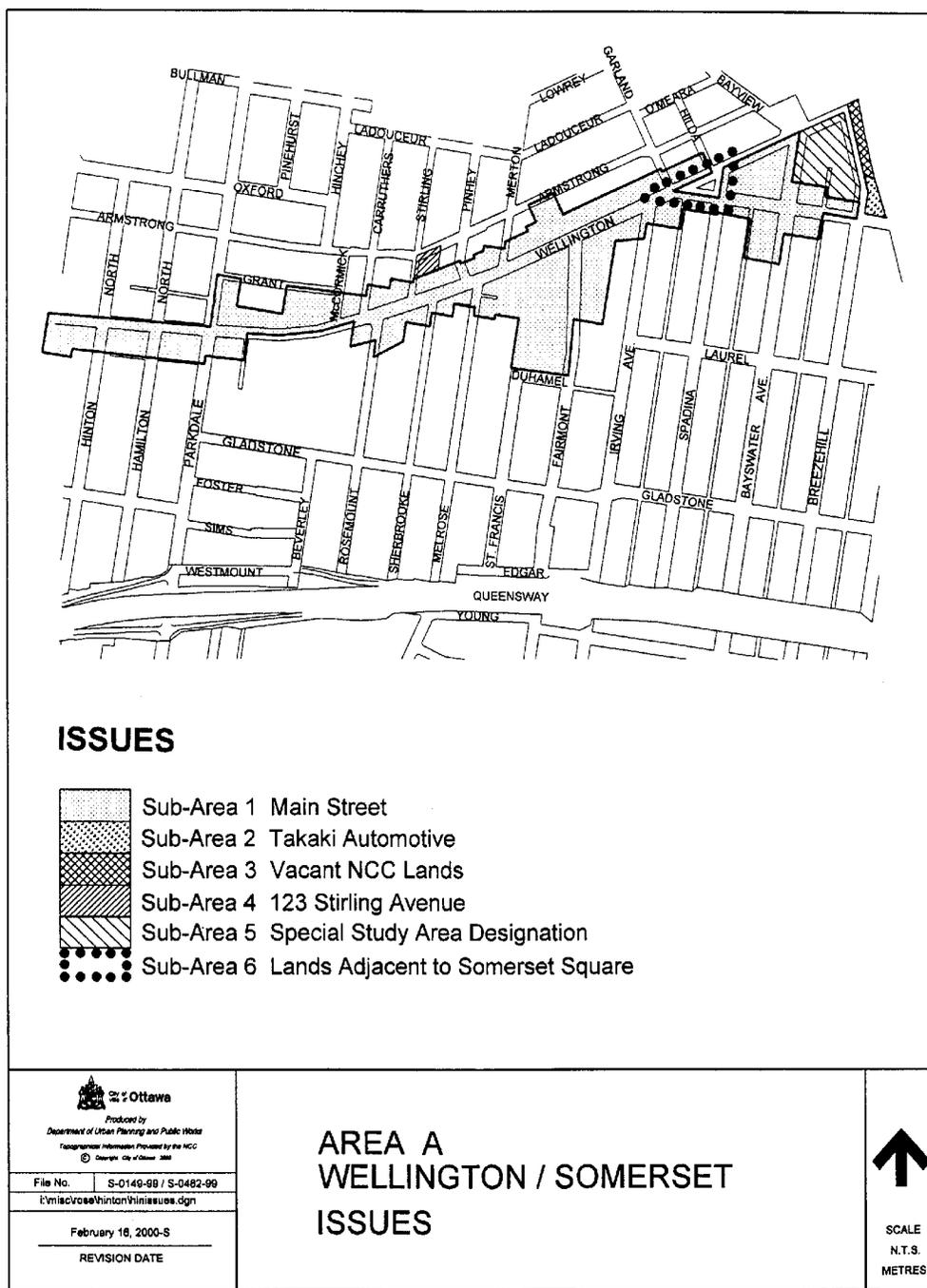
The non-residential uses listed above must:

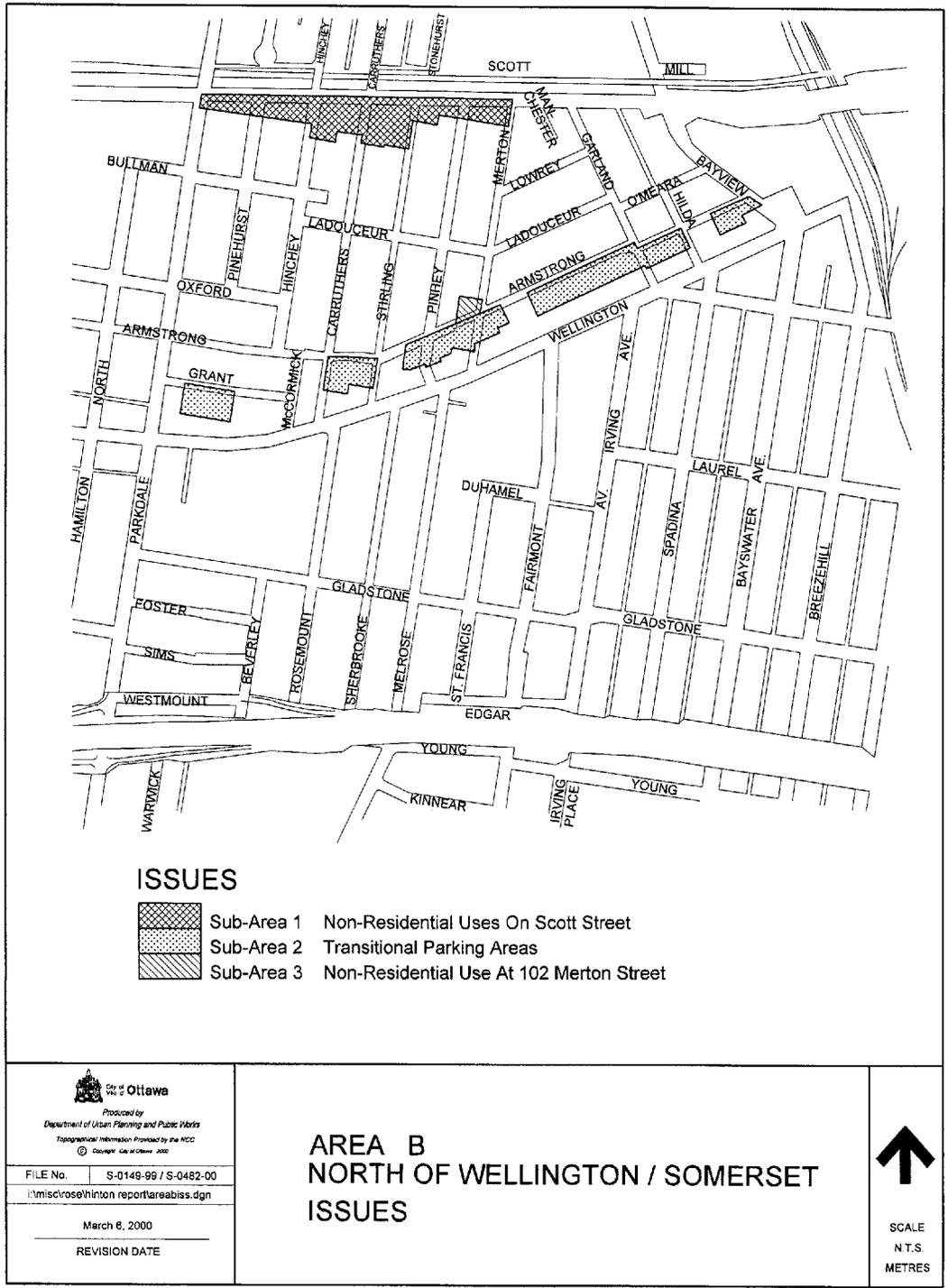
- a) be located on the ground floor and
- b) may not cumulatively exceed 200 sq.m. in gross leasable area per building.

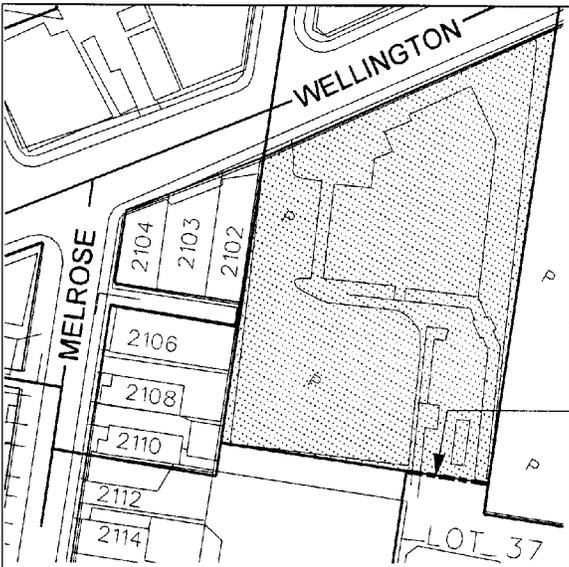
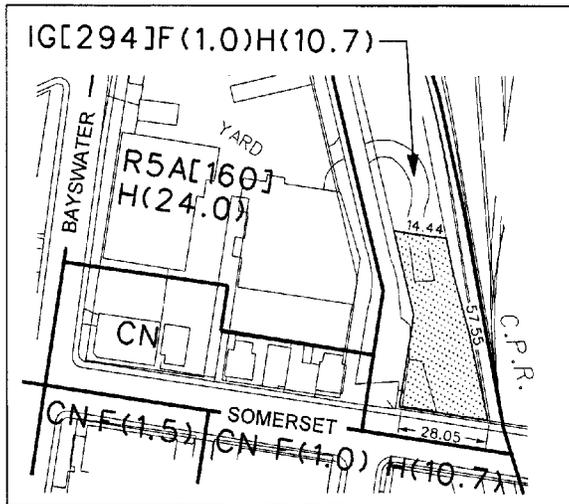
The following use is prohibited:

- apartment building.





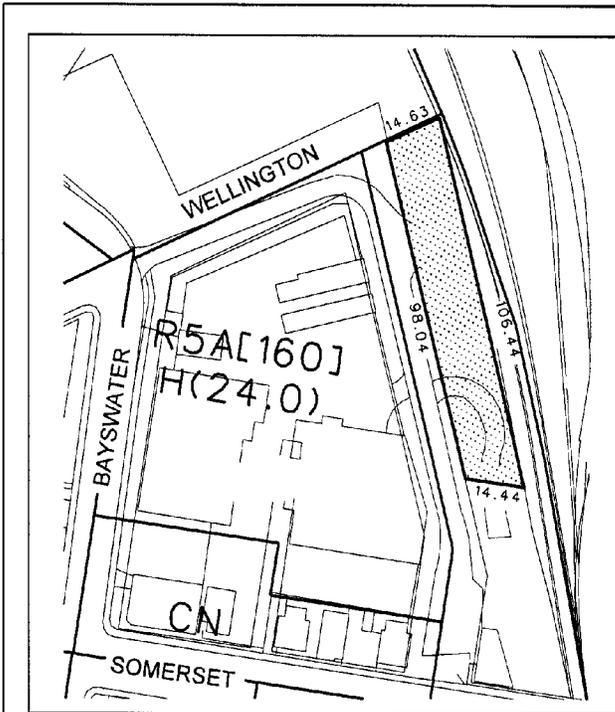


	<p><b>Hintonburg Community Centre</b>  <b>1064 Wellington St.</b>                  From: L3                  To: CN3 H(19)</p> <p style="text-align: right;">New Zoning Line</p>	
	<p><b>Takaki Automotive</b>  <b>47 Breezehill Ave. N</b>                  From: IG[294] F(1.0) H(10.7)                  To: CN3 [Ex] H(19)</p>	
<p style="text-align: center;"> <b>City of Ottawa</b>                  Produced by Planning Branch                  Department of Urban Planning and Public Works  <small>Topographical Information Provided by the MOC                  Copyright City of Ottawa 2000</small></p> <p>File No. M-0149-99 / S0482-99                  i:\misc\rose\hintonburg\submission\sec2.dgn</p> <p>March 7, 2000-S                  REVISION DATE</p>	<h2 style="margin: 0;">ZONING RECOMMENDATIONS</h2>	<p>Neigh #9                  Sub. #6, 7                  9 &amp; 10</p> <p style="text-align: center;"></p> <p>N.T.S.                  METRES</p>



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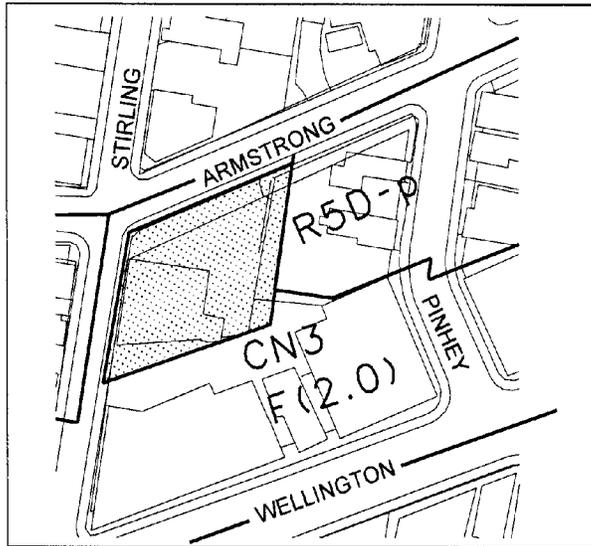


**N.C.C. Land**

**27 Breezehill Ave. N**

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

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



**Former Stirling Tavern**

**123 Stirling Ave.**

**From: CN3 F(2.0)**

**To: R5A**


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**ZONING RECOMMENDATIONS**

Neigh #9  
Sub. #6,7  
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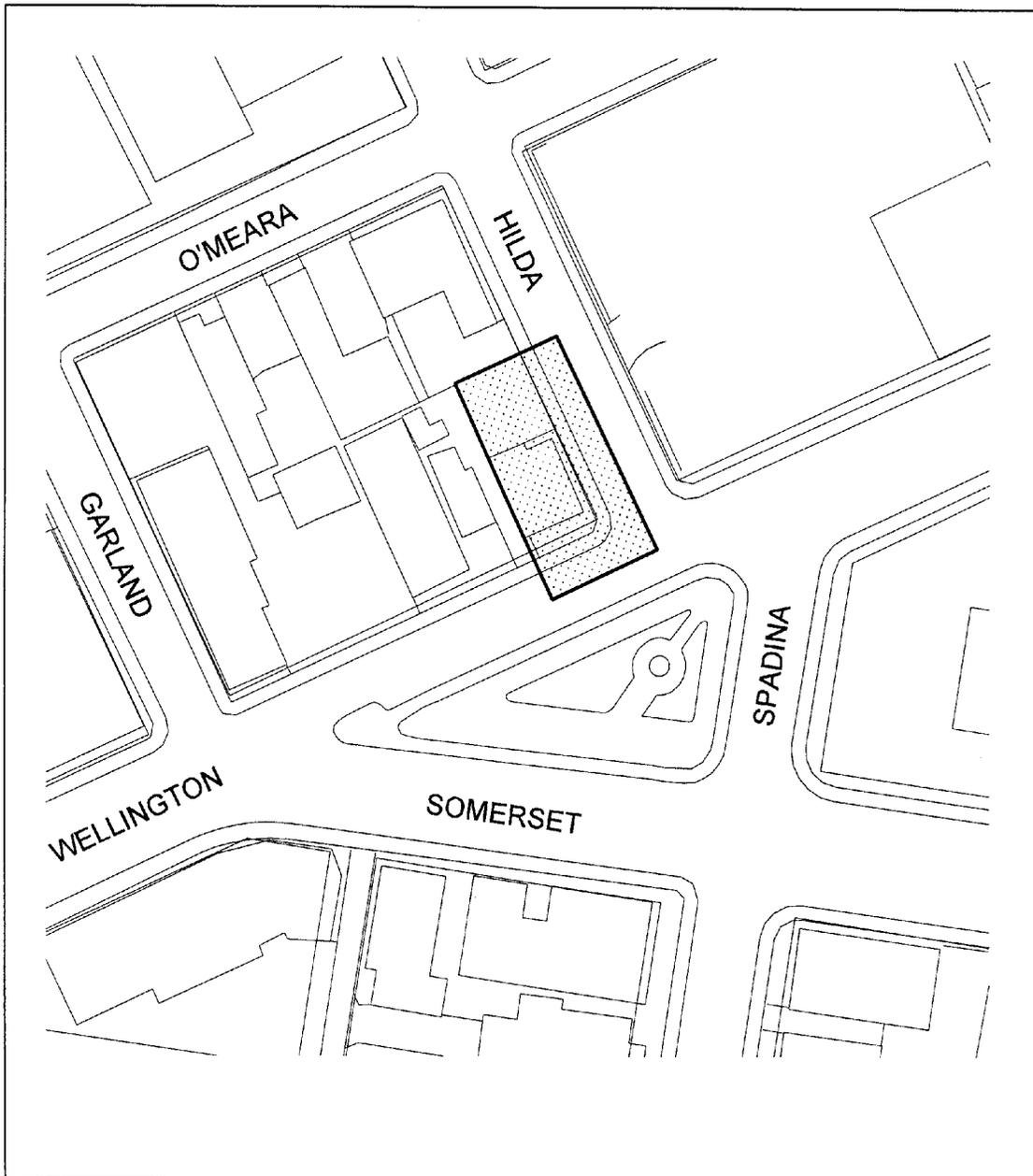


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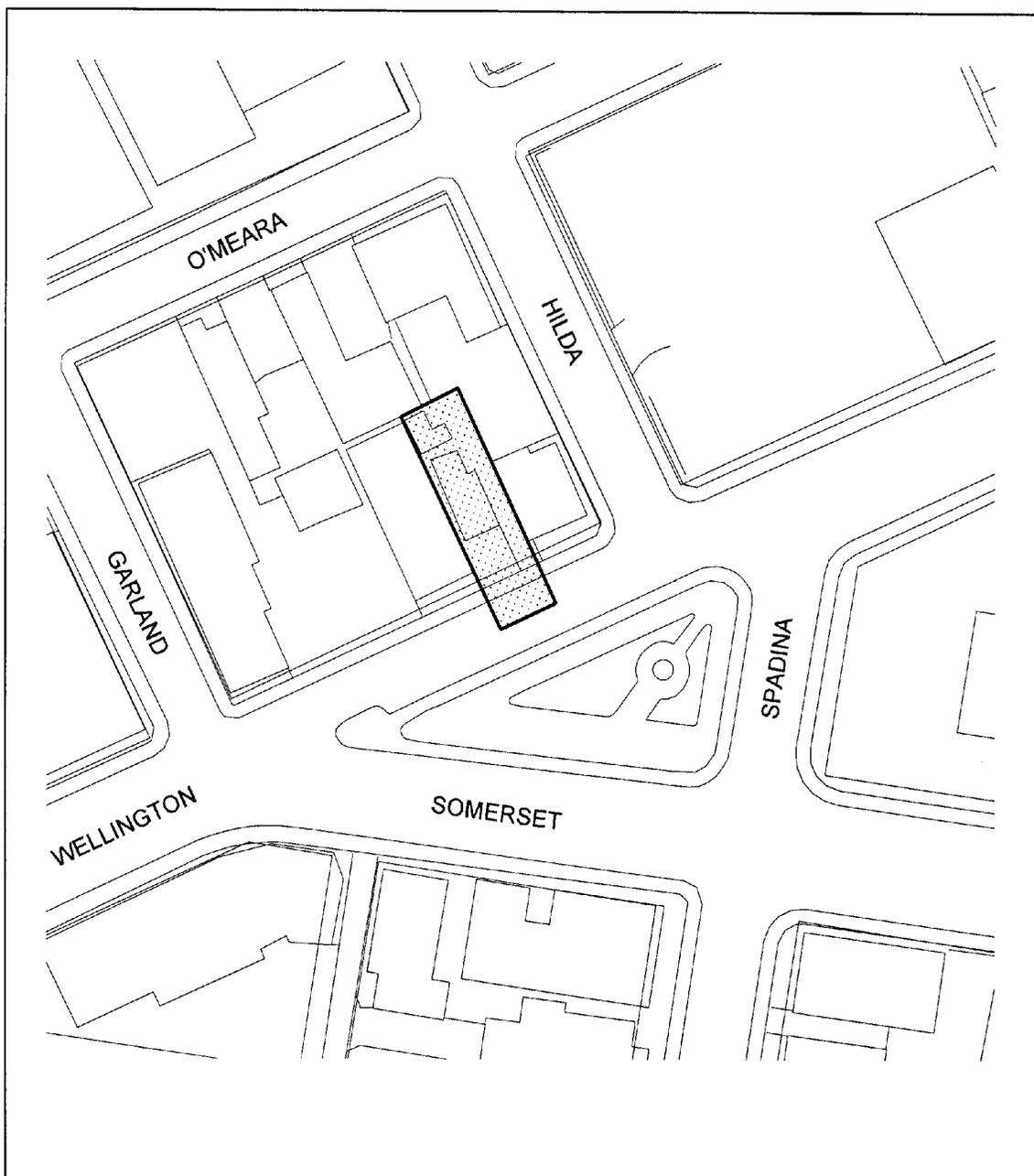
**Hintonburg  
Community Centre**  
1064 Wellington St.  
From: L3  
To: CN3 H(19)

**Takaki Automotive**  
47 Breezhill Ave. N  
From: IG[294] F(1.0) H(10.7)  
To: CN3 [Ex] H(19)

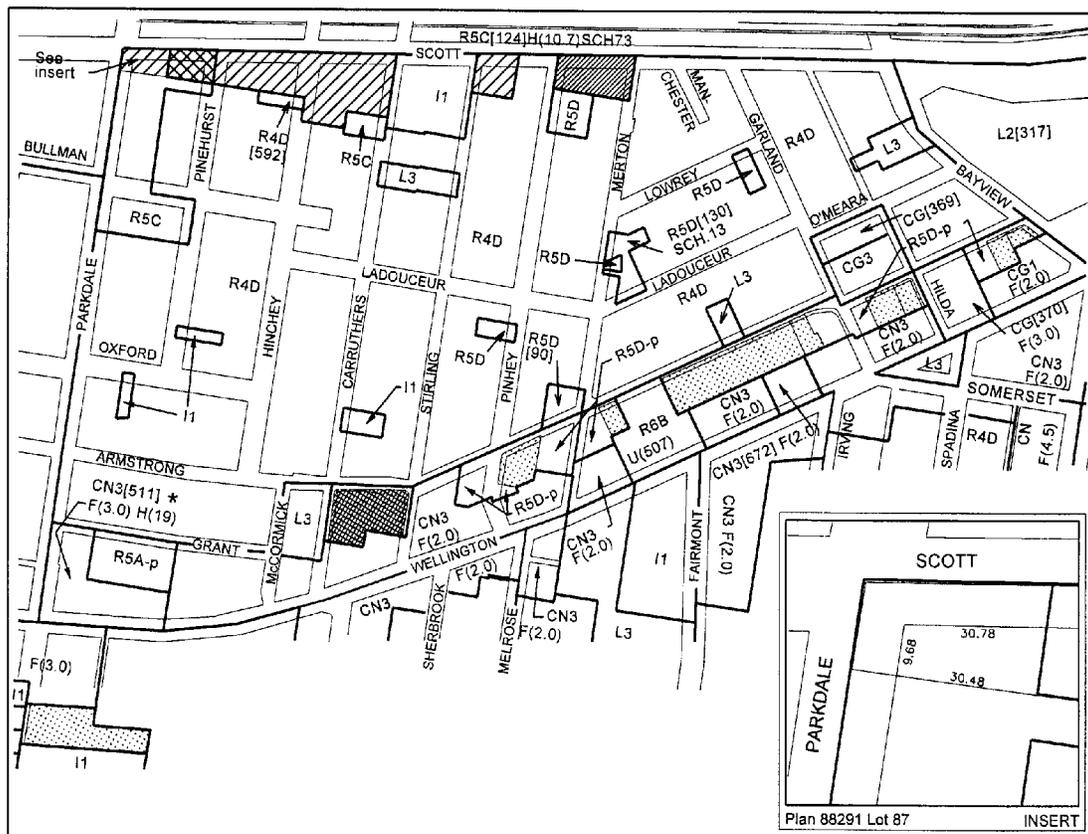
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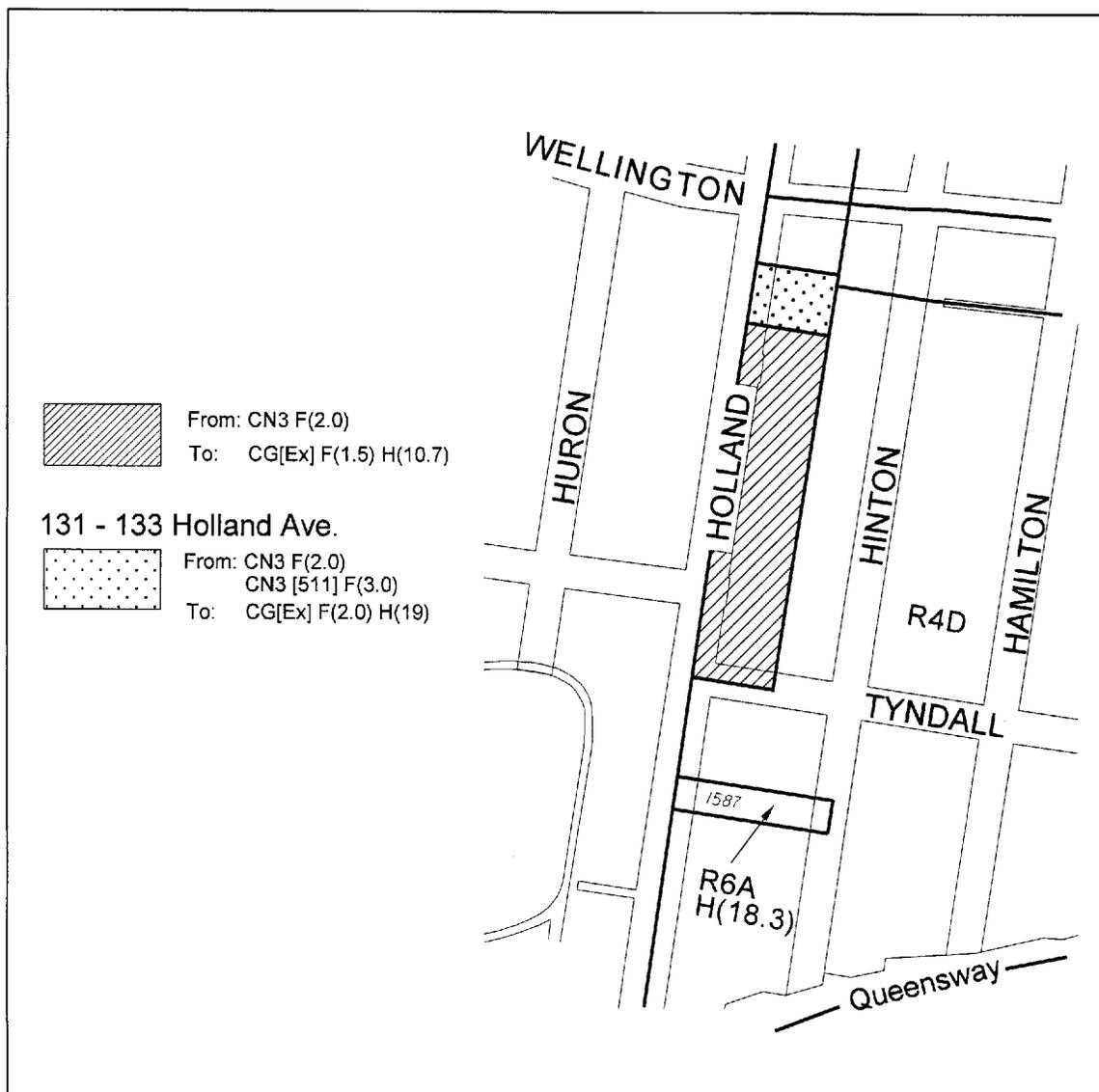
<p><b>Scott St.</b>   From: R5C  R5C[235]  CL1[424] To: CG[Ex] F(1.0) H(13.5)</p>	<p><b>1404 Scott St. (WUSC)</b>   From: R4D[116] To: CG[116] F(1.0) H(13.5)</p>	<p><b>Transitional Parking Area</b>   From: R5A-p To: R5A</p>
<p><b>1446 Scott St.</b>   From: R5C[124] H(10.7) SCH. 73 To: CG[124] F(1.0) H(13.5) SCH. 73</p>	<p><b>Transitional Parking Area</b>   From: R5D-p To: R5D</p>	

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 REVISION DATE

## ZONING RECOMMENDATIONS

### AREA B NORTH OF WELLINGTON / SOMERSET

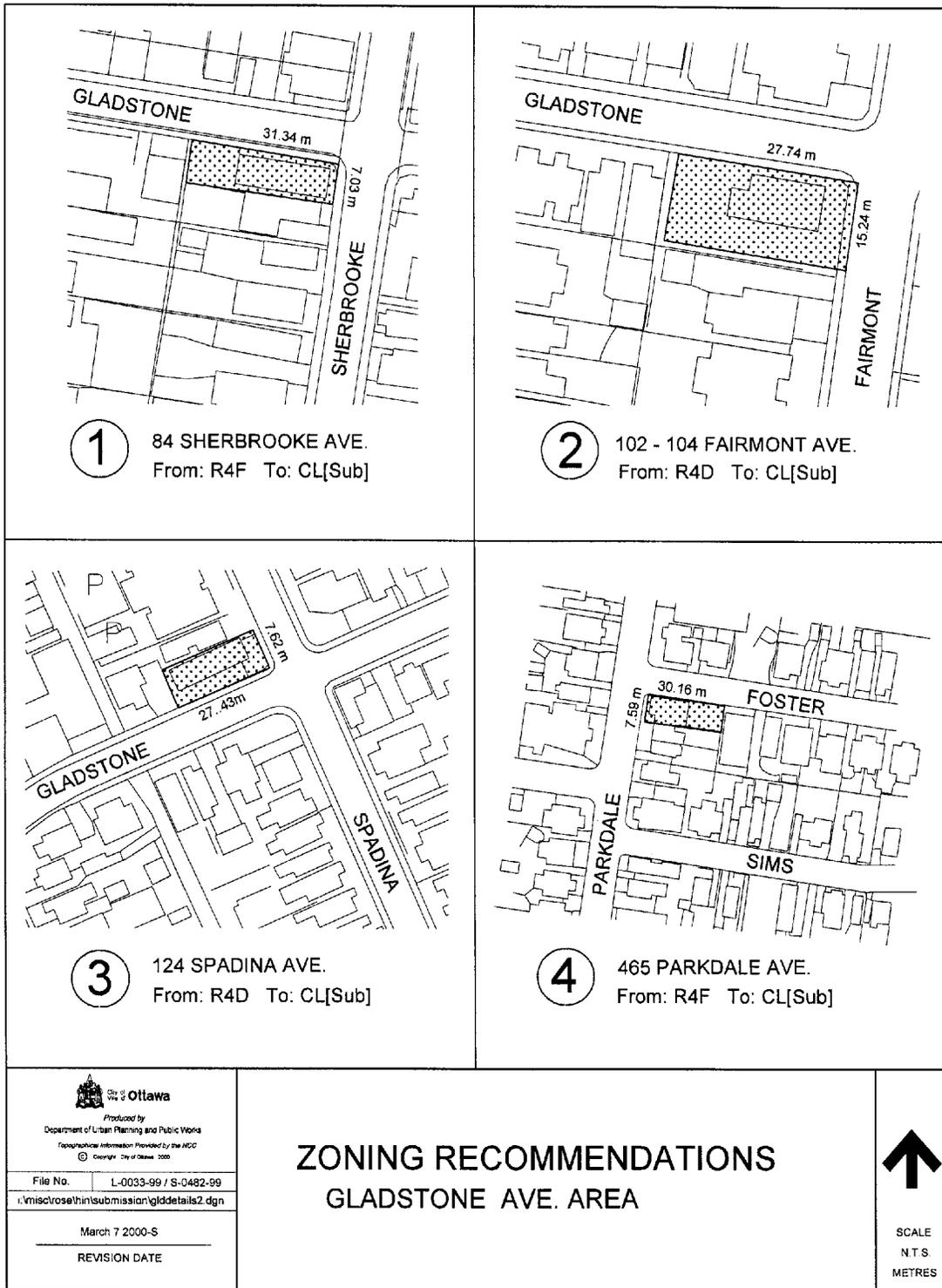
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## ZONING RECOMMENDATION AREA C SOUTH OF WELLINGTON / SOMERSET

  
 SCALE  
 N.T.S.  
 METRES



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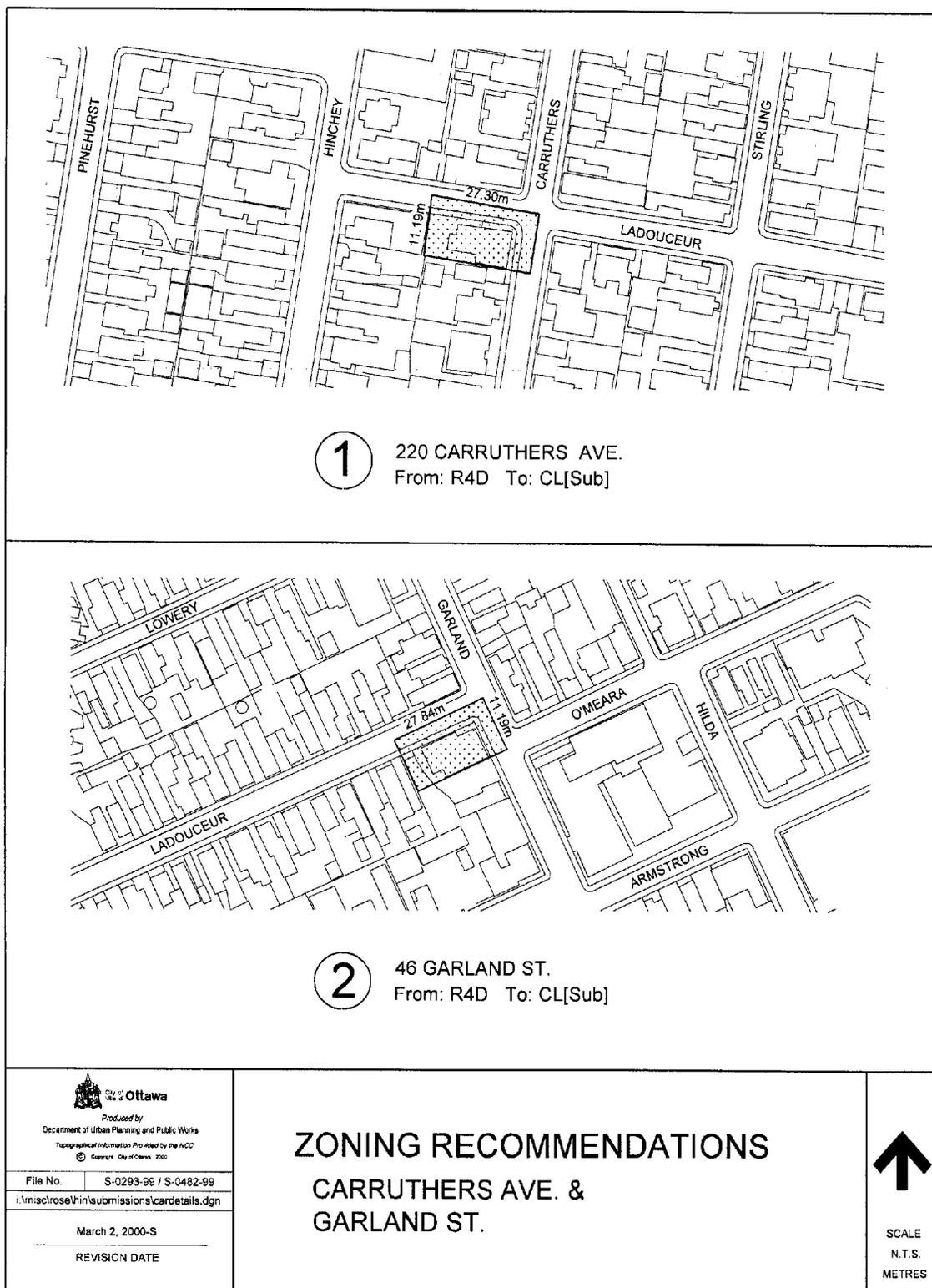
March 7 2000-S

REVISION DATE

## ZONING RECOMMENDATIONS GLADSTONE AVE. AREA



SCALE  
N.T.S.  
METRES



1 220 CARRUTHERS AVE.  
From: R4D To: CL[Sub]

2 46 GARLAND ST.  
From: R4D To: CL[Sub]

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March 2, 2000-S	
REVISION DATE	

**ZONING RECOMMENDATIONS**  
**CARRUTHERS AVE. &**  
**GARLAND ST.**



SCALE  
N.T.S.  
METRES

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

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

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

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

#### **Current Zoning**

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

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

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

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

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

**Proposed Zoning**

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

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

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

**Proposed Zoning**

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

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

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

**Proposed Zoning**

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

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

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

**Proposed Zoning**

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

**991-999 Wellington Street****Current Zoning**

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

**Proposed Zoning**

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

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

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

**Proposed Zoning**

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

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

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

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

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

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

#### **Current Zoning**

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

#### **Proposed Zoning**

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

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

#### **Current Zoning**

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

#### **Proposed Zoning**

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

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

### **1446 Scott Street**

#### **Current Zoning**

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

#### **Proposed Zoning**

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

### **Transitional Parking Areas**

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

#### **Current Zoning**

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

#### **Proposed Zoning**

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

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

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

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

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

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

#### **Current Zoning**

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

#### **Proposed Zoning**

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

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

#### **Current Zoning**

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

#### **Proposed Zoning**

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

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

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

#### **Current Zoning**

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

#### **Proposed Zoning**

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

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

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

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

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

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

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

**Proposed Zoning**

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

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

## Consultation Details

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

## SUMMARY OF PUBLIC INPUT

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

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

### Hintonburg Community Association

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

Some specific concerns raised are summarized as follows:

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

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

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

defined start and end times.

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

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

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

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

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

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

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

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

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

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

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

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

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

Angelo Seccaspina, Maniplex Investments Ltd.

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

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

Michael Palmas, Car Country Canada, 930 Wellington Street

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

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

## ENVIRONMENTAL ADVISORY COMMITTEE

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

## INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

Department of Community Services

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

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

National Capital Commission

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

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

**COUNCILLOR'S COMMENTS**

Councillor Little is aware of the study.

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September 27, 1999

ACS1999-PW-PLN-0113  
(File: OCM3100/1999-001)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT8 - Mooney's Bay

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

Action/Exécution

## 2. Official Plan Amendment - Ottawa Macdonald-Cartier International Airport: Noise Policies

### Modification du Plan directeur - Aéroport International Macdonald- Cartier d'Ottawa: politiques sur le bruit

#### Recommendation

That an Amendment to the City of Ottawa Official Plan to add policy direction with respect to airport noise protection and noise sensitive development, and to add revised noise contours and protection zones on Schedule F - Environmental Constraint Areas / Sites, be APPROVED, as detailed in Document 1.



September 28, 1999 (9:04a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



September 28, 1999 (2:02p)

Approved by  
John S. Burke  
Chief Administrative Officer

PPL:ppl

Contact: Pierre Lacroix - 244-5300 ext. 1-3877

#### ***Planning and Economic Development Committee Action - October 26, 1999***

- ▶ *The Committee **deferred** Submission dated September 27, 1999 for two months, on the following motion:*

*That the item be deferred for a period of two (2) months, to the Planning and Economic Development Committee meeting of January 11, 2000, so that the property owners in question have an opportunity to engage in discussions with the Region of Ottawa-Carleton and the Airport Authority; and,*

*That the report be referred back to staff to work with the Region to attempt to resolve the outstanding issues prior to the Planning and Economic Development Committee January 11, 2000 meeting.*

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

***Planning and Economic Development Committee Action - January 11, 2000***

- ▶ *The Committee **deferred** Submission dated September 27, 1999 for 60 days - to its meeting of March 28, 2000.*

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

***Planning and Economic Development Committee Action - March 28, 2000***

- ▶ *The Committee **deferred** Submission dated September 27, 1999 to its meeting of April 25, 2000.*

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

## **Financial Comment**

N/A.



September 27, 1999 (3:42p)

for Mona Monkman  
City Treasurer

BH:cds

## **Executive Report**

### **Reasons Behind Recommendation**

The purpose of the amendment is twofold:

- a) to have regard to the Provincial Policy Statement on Airport noise , as it applies to the Ottawa Macdonald-Cartier International Airport; and,
- b) to bring the City of Ottawa Official Plan into conformity with the new Regional Official Plan policies on Airport Noise.

The amendment recognizes the economic importance of the Ottawa Macdonald-Cartier International Airport, and protects it by limiting or restricting the development of noise sensitive land uses which could impact on its operations.

The amendment also recognizes existing development rights by allowing limited development of noise sensitive land uses within the Airport Operating Influence Zone (AOIZ) where the development meets the requirements of the Regional Official Plan, the City's Official Plan, and the Zoning By-law, and does not require approval by way of a plan of subdivision.

Additionally, an Airport Vicinity Development Zone (AVDZ) has been established. The AVDZ is a way of identifying the areas around the airport where aircraft noise, in addition to other protection requirements for the safe operation of aircraft, are factors that must be considered when developing near the airport.

In accordance with upper tier policy direction, this amendment to the City of Ottawa Official Plan proposes the following:

- a) to add to Chapter 6.0 - Environmental Management, policy direction with respect to Airport Noise;
- b) to identify the various zones related to airport noise on Schedule "F" - Environmental Constraint Areas / Sites; and,
- c) to add to the Definitions section and to make minor modifications relating to the name of the airport in Chapter 4.0 - Economic Development and Employment Areas.

On May 1, 1996, Transport Canada issued its revised noise guidelines on development near airports where new residential development should not be approved above 30 Noise Exposure Forecasts. Transport Canada has carried out assessments which establish a relationship between land use sensitivity to noise and the noise contours.

In February 1997, the Province of Ontario issued an amendment to its Provincial Policy Statement of May 1996 to protect airports from incompatible development and ensure their long term prosperity, following revised federal guidelines related to land use planning near airports. The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning. The new Provincial Policy prohibits residential and other noise-sensitive development above the 30 Noise Exposure Forecasts (NEF) and the 30 Noise Exposure Projections (NEP), except in limited circumstances. Specifically, the policy is as follows:

*To protect airports from incompatible development:*

1. *New residential development and other sensitive land uses will not be permitted in areas near airports above 30 NEF/NEP, as set on maps (as revised from time to time) approved by Transport Canada; but*
2. *Redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses may be considered above 30 NEF/NEP if it has been demonstrated that there will be no negative impacts on the long-term function of the airport.*

The new Regional Official Plan, approved by the Ontario Municipal Board in April 1999, also contains policies on Airport Noise and implementation of land use near airports. The Plan includes an Airport Vicinity Development Zone (AVDZ). This zone identifies a

constraint area around the airport based on aircraft noise contours and various height limitations and other airport operating requirements described in the Airport Protection Plan. This zone is a constraint zone rather than a no-development zone.

The Plan also includes an Airport Operating Influence Zone (AOIZ). The Airport Operating Influence Zone development policies were formulated to implement the new Provincial Policy Statement relating to development near airports and requirements to address aircraft noise issues.

The City of Ottawa Official Plan contains policies in Chapter 6.0 of Volume I regarding airport noise based on the 1978 provincial reference document *Land Use Planning Near Airports, 1978*. Chapter 6.0 does not contain any of the updated provincial or regional government policies on airport noise and any reference to the 1996 Transport Canada publication. Schedule “F”- Environmental Constraint Areas/Sites, presently shows the NEF (1994) and NEP (2000) contour lines. It has not been updated to show the revised year 2014 NEP contour lines. The Official Plan contains policy for development above 35NEF/NEP only, and does not reflect the new policy of prohibiting residential and other noise sensitive development above the 30 NEF/NEP. The Official Plan also does not contain policy for either the OAOIZ or the AVDZ. This amendment proposes to correct the above-noted deficiencies to the Official Plan and to reflect the Regional Official Plan policies and the Provincial Policy Statement on Airport Noise. The impact of the new policies is on new development and does not affect existing uses.

Based on the above, the amendment proposes to modify Schedule F - Environmental Constraint Areas/Sites of the City of Ottawa Official Plan to show the revised Noise Exposure Forecasts (NEP) contour lines based on the year 2014 forecasts, the composite 25 NEF/NEP, the AOIZ and the AVDZ. The terms “Airport Operating Influence Zone” and “Airport Vicinity Development Zone” will be defined and added to Section 1.7 of the Official Plan. Furthermore, the Provincial Policy Statement and the Regional Official Plan do not permit any development of new residential and other noise-sensitive land uses above the 30 NEF/NEP, and contains policies for both the AOIZ and the AVDZ. These policies will be added to Chapter 6.0 - Environmental Management of the City’s Official Plan.

## Consultation

Notification of a proposed Official Plan amendment and a copy of the draft amendment were circulated to the Ward Councillor, area community associations, the Federation of Community Associations, public bodies, technical agencies, and City Hall Media.

## Disposition

Department of Corporate Services, Statutory Services Branch, to notify Clerk of the Regional Municipality of Ottawa-Carleton of City Council’s decision set out in Recommendation 1.

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

Department of Urban Planning and Public Works, Planning Branch, to:

1. prepare and circulate notice of the Official Plan adoption to those persons and public bodies who requested notification; and
2. submit the Official Plan amendment and the required documentation to the Regional Municipality of Ottawa-Carleton for approval.

### **List of Supporting Documentation**

Document 1    Official Plan Amendment  
Document 2    Consultation Details

**Official Plan Amendment ■ Modification du Plan directeur**

# Land use Utilisation du sol



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THE STATEMENT OF COMPONENTS

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

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

## PART A - THE PREAMBLE

### 1.0 Purpose

The purpose of the amendment is twofold: (1) to have regard to the Provincial Policy Statement on Airport noise , as it applies to the Ottawa Macdonald-Cartier International Airport; and (2) to bring the City of Ottawa Official Plan into conformity with the new Regional Official Plan policies on Airport Noise.

The amendment recognizes the economic importance of the Ottawa Macdonald-Cartier International Airport, and protects it by limiting or restricting the development of noise sensitive land uses which could impact on its operations.

The amendment also recognizes existing development rights by allowing limited development of noise sensitive land uses within the Airport Operating Influence Zone (AOIZ) where the development meets the requirements of the Regional Official Plan , the City's Official Plan, and the Zoning By-law, and does not require approval by way of a plan of subdivision.

Additionally, an Airport Vicinity Development Zone (AVDZ) has been established. The AVDZ is a way of identifying the areas around the airport where aircraft noise, in addition to other protection requirements for the safe operation of aircraft, are factors that must be considered when developing near the airport.

In accordance with upper tier policy direction, this amendment to the City of Ottawa Official Plan proposes to: (1) add to Chapter 6.0 - Environmental Management, policy direction with respect to Airport Noise; and (2) to identify the various zones related to airport noise on Schedule "F" - Environmental Constraint Areas / Sites. Additions to the Definitions section and minor modifications relating to the name of the airport in Chapter 4.0 are also contained in this amendment.

### 2.0 Location

The lands affected by this amendment are those which contain the Ottawa Macdonald-Cartier International Airport, located south of Hunt Club Road and east of the Rideau River, and those lands which contain the various noise contour lines, the AOIZ and the AVDZ.

### 3.0 Basis

#### 3.1 Background and Context

##### **Provincial Policy Statement**

Transport Canada establishes noise contours around airports to control incompatible development that may adversely affect airport operations and to minimize the amount of aircraft noise experienced by residents of Ottawa-Carleton. These contours consist of short-term Noise Exposure Forecasts (NEF) and longer-term Noise Exposure Projections (NEP). The NEP lines, currently shown on Schedule "F" of the Official Plan were based on projections to the year 2000. Transport Canada has now revised the NEP to reflect projections to the year 2014.

On May 1, 1996, Transport Canada issued its revised noise guideline on development near airports where new residential development should not be approved above 30 NEF. Transport Canada has carried out assessments which establish a relationship between land use sensitivity to noise and the noise contours. The conclusion drawn from the assessment is described in the federal reference document *Land Use in the Vicinity of Airports, 1996, TP-1247*.

In February 1997, the Province of Ontario issued an amendment to its Provincial Policy Statement of May 1996 to protect airports from incompatible development and ensure their long term prosperity, following revised federal guidelines related to land use planning near airports. The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning. The new Provincial Policy prohibits residential and other noise-sensitive development above the 30 Noise Exposure Forecasts (NEF) and the 30 Noise Exposure Projections (NEP), except in limited circumstances. Specifically, the policy is as follows:

*To protect airports from incompatible development:*

1. *New residential development and other sensitive land uses will not be permitted in areas near airports above 30 NEF/NEP, as set on maps (as revised from time to time) approved by Transport Canada; but*
2. *Redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses may be considered above 30 NEF/NEP if it has been demonstrated that there will be no negative impacts on the long-term function of the airport.*

### **Regional Official Plan**

The new Regional Official Plan, approved by the Ontario Municipal Board in April 1999, contains policies on Airport Noise and implementation of land use near airports. The Plan includes an Airport Vicinity Development Zone (AVDZ). This zone identifies a constraint area around the airport based on aircraft noise contours and various height limitations and other airport operating requirements described in the Airport Protection Plan. This zone is a constraint zone rather than a no-development zone.

The Plan also includes an Airport Operating Influence Zone (AOIZ). The Airport Operating Influence Zone development policies were formulated to implement the new Provincial Policy Statement relating to development near airports and requirements to address aircraft noise issues.

The AOIZ is a zone around the Ottawa Macdonald-Cartier International Airport which encompasses a composite of the 30 NEF/NEP airport noise contours, established as the criteria above which no noise-sensitive development should occur. The AOIZ is generally based on a fixed line following physical features, such as roads, creeks, rail lines, or lot lines, where possible, and provides a greater level of detail on noise policies than the AVDZ.

The principle of the AOIZ is that no noise-sensitive development, including residential development will be permitted within the zone. However, in some cases, such as redevelopment of existing residential and other noise-sensitive land uses and infilling of new residential uses, requirements for noise mitigation will apply. Outside the AOIZ, noise-sensitive development would be permitted between the 25 NEF/NEP and the AOIZ, provided that buildings are designed to meet the indoor aircraft noise criteria outlined in the Ontario Ministry of the Environment document LU131, October 1997, and notification is provided to future occupants of the lands affected by aircraft noise. A noise study could also be required for developments between the 25 NEF/NEP and the AOIZ.

### **City Official Plan**

The City of Ottawa Official Plan contains policies in Chapter 6.0 of Volume I regarding airport noise based on the 1978 provincial reference document *Land Use Planning Near Airports, 1978*. Chapter 6.0 does not contain any of the updated provincial or regional government policies on airport noise. Schedule "F"- Environmental Constraint Areas/Sites, presently shows the NEF (1994) and NEP (2000) contour lines. It has not been updated to show the revised year 2014 NEP contour lines, nor the composite 25 NEF/NEP and 30 NEF/NEP. The Official Plan contains policy for development above 35NEF/NEP only, and does not reflect the new policy of prohibiting residential and other noise sensitive development above the 30 NEF/NEP. The Official Plan also does not contain policy for either the OAOIZ or the AVDZ. This Amendment proposes to correct the above-noted deficiencies to the Official Plan and to reflect the Regional Official Plan policies and the Provincial Policy Statement on Airport Noise. The impact of the new policies is on new development and does not affect existing uses.

### 3.2 Contents of the Amendment

The amendment proposes to modify Schedule F - Environmental Constraint Areas/Sites of the City of Ottawa Official Plan to show the new Noise Exposure Forecasts (NEF) contour lines based on the year 2014 forecasts, the AOIZ and the AVDZ. The terms “Airport Operating Influence Zone” and “Airport Vicinity Development Zone” will be defined and added to Section 1.7 of the Official Plan. Furthermore, the Provincial Policy Statement/Regional Official Plan does not permit any development of new residential and other noise-sensitive land uses above the 30 NEF/NEP, and contains policies for both the AOIZ and the AVDZ. These policies will be added to Chapter 6.0 - Environmental Management of the City’s Official Plan.

The Amendment also makes some minor changes of a technical administrative nature to specific portions of the Official Plan. For example, it is necessary to recognize the new name of the airport which is the Ottawa Macdonald-Cartier International Airport. Reference to the Ministry of the Environment in Policy 6.15.2d) must be removed since this Ministry is no longer directly involved with the review of individual noise studies. The responsibility now lies solely with the Ministry of Municipal Affairs. However, Transport Canada and/or the Airport Authority may still be involved in the review of individual noise studies.

While the intent of the Official Plan policies in Section 6.15 of Volume I is still to protect the citizens of Ottawa from airport noise, a new objective is required to reflect the intent of the revised Provincial Policy Statement to protect the Airport and its future operations from incompatible development. The new objective recognizes the economic importance that the Airport represents to the Region. New policies reflected in this Official Plan Amendment aim to protect the Airport by limiting noise sensitive land uses which could impact on its operations by recognizing the Ottawa Airport Operating Influence Zone.

The highlights of the proposed amendment regarding airport noise and airport protection policies consist of the following:

- to establish the AOIZ and the AVDZ;
- to require a noise study or the use of the “Prescribed Measures to Address Airport Noise” document for all development at or above 25 NEF/NEP;
- to allow for residential and other noise sensitive land uses between the OAOIZ and NEF/NEP 35 only in the case of redevelopment of existing residential and other noise-sensitive land uses and infilling of new residential uses, with conditions;
- to not permit residential and other noise-sensitive uses such as hospitals, schools, day care facilities, nursing care facilities and other similar uses above 35 NEF/NEP.

The Official Plan is currently silent on development above 25 NEF/NEP and 30 NEF/NEP. The amendment sets out clear policies for development above the 25 NEF/NEP. In summary, residential development is permitted between the 25 NEF/NEP and the OAOIZ, subject to a noise study being done, or, in lieu of it, the “Prescribed Measures to Address Airport Noise” being met. The prescribed measures include the components of building design necessary to meet the Ministry’s indoor noise criteria for aircraft noise, such as the types of wall and window materials that can be used, and the requirement for a forced air heating system sized to accommodate the installation of a central air conditioning system.

Development of noise sensitive land uses such as homes, schools, and day cares is prohibited between the OAOIZ and the 35 NEF/NEP, except in the case of redevelopment, or residential infilling where the proposal would meet the policies of the Official Plan and Zoning By-law and would not require subdivision approval. A noise study to address noise mitigation measures and airport noise warning clauses registered on title would be required in these situations. The policy recognizes the existing rights of property owners while protecting future inhabitants.

No noise sensitive land uses are permitted above the 35 NEF/NEP except where lots of record exist and no further planning approvals (with the exception of the infill site plan process) are necessary to obtain a building permit. Other forms of development may be considered subject to aircraft noise assessment and the use of acoustical mitigation in building design. At present, the Official Plan noise policies state that only residential uses are not allowed over 35 NEF/NEP.

A reference to the Macdonald-Cartier International Airport Zoning Regulations has also been introduced to the City’s Official Plan through this amendment. The Airport Zoning Regulations are prepared by Transport Canada and limit such things as the heights of buildings which are in line with the approach surfaces of the airport. The reference serves to alert developers to the existence of these additional regulations, which would apply in the Airport Vicinity Development Zone. The regulations are described in the “Airport Protection Plan” document.

## **PART B - THE AMENDMENT**

### 1.0 The Introductory Statement

All of this part of the document entitled "Part B - The Amendment", consisting of the following text and the attached Schedules "B", "B-1", and "B-2" constitute the Amendment to the City of Ottawa Official Plan.

### 2.0 Details of the Amendment

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

2.1 Schedule "F" - Environmental Constraint Areas/Sites is revised to delete the NEP (2000) contours and to show the new NEP (2014) contour lines, the composite 25 NEF/NEP, the Airport Operating Influence Zone (AOIZ), and the Airport Vicinity Development Zone (AVDZ) as shown more specifically on Schedule "B2" attached hereto.

2.2 Chapter 1.0 - Introduction - of Volume I is amended as follows:

2.2.1 Volume 1, Section 1.7 - Definitions, new definitions entitled "Airport Operating Influence Zone" and "Airport Vicinity Development Zone" are added after "Affordable Housing" as follows:

"The 'Airport Operating Influence Zone' (AOIZ) is an area around the Ottawa Macdonald-Cartier International Airport which was determined by using a composite of the 30 NEF/NEP aircraft noise contours as a basic criteria; but then uses a fixed line which follows physical features such as roads, creeks, rail or lot lines where possible, and whose principle is that noise-sensitive development, including residential, is not permitted within the AOIZ, except under limited circumstances."

"The 'Airport Vicinity Development Zone' (AVDZ) is an area around the Ottawa Macdonald-Cartier International Airport where aircraft noise, in addition to other protection requirements for the safe operation of aircraft, such as airport zoning regulations, are factors that must be considered when developing near the Airport."

2.3 Chapter 4.0 - Economic Development and Employment Areas - of Volume I is amended as follows:

Policy 4.5.2b)ii) is amended by striking out the phrase “Ottawa International Airport” and replacing it with the phrase “Ottawa Macdonald-Cartier International Airport”. It is further amended by striking out the phrase “provincial government policy document entitled *Land Use Planning Near Airports, 1978*, as amended from time to time, published by the Ministry of Municipal Affairs” and replacing it with the phrase “Transport Canada policy document entitled *Land Use in the Vicinity of Airports, 1996, TP1247*”.

2.4 Chapter 6.0 - Environmental Management - of Volume I is amended as follows:

2.4.1 Section 6.15.1 Objectives is amended by adding a new Objective “a)”, entitled “Protect Airport Incompatible Development”, to read as follows:

“a) To recognize the economic importance of the Ottawa Macdonald-Cartier International Airport and to provide a degree of protection to the airport from incompatible development.”,

and, that Objectives 6.15.1a) and 6.15.1b) be re-lettered 6.15.1b) and 6.15.1c) respectively.

2.4.2 Policy 6.15.2 a) Airport Noise is amended by deleting the entire second sentence of the paragraph and replacing it with the following text: “The Airport Operating Influence Zone (AOIZ), the Airport Vicinity Development Zone (AVDZ) and the NEF/NEP contours are shown on Schedule F - Environmental Constraint Areas/Sites and this information will be used in conjunction with the policies of this section and other relevant parts of the Official Plan, as the means to ensure land use compatibility with airport operations.”

2.4.3 Policy 6.15.2 b) Provincial Policy is amended by striking out the phrase “Provincial Government, as set out in the publication *Land Use Policy Near Airports, 1978*, as amended from time to time, published by the Ministry of Municipal Affairs” and replacing it with the phrase “Transport Canada publication *Land Use in the Vicinity of Airports, 1996, TP1247*.”

2.4.4 Policy 6.15.2 c) Residential Development Near Airports is deleted in its entirety and replaced with the following new Policy 6.15.2 c) Residential and Noise-Sensitive Development Near Airports:

“City Council, in deciding whether or not a proposed development is permitted:

- i) shall implement the NEF and NEP contour maps approved by Transport Canada or its delegate, in the context of *Land Use in the Vicinity of Airports, 1996*, published by Transport Canada, and *Noise Assessment Criteria in Land Use Planning, October 1997, LU131*, published by the Ministry of the Environment. The applicable NEF/NEP values determined from the NEF/NEP contour maps and the more restrictive of NEF/NEP will apply;
- ii) may require that a noise control feasibility study be prepared for all land use development proposals at or above 25 NEF/NEP. The study will determine whether the proposed location and preliminary design of the development will be compatible with aircraft noise. The study will also include consideration of other sources of noise not contained within the NEF/NEP calculation from aircraft operating on the ground and helicopter noise;
- iii) may require that a detailed noise control study be prepared for all land use development proposals at or above 25 NEF/NEP as a condition of approval of a site plan control application. The purpose of the study is to assess all noise sources affecting the proposed lands and include details of assessment methods, results and recommendations for noise control measures which shall be secured by way of agreement with City Council approval. In lieu of a detailed noise control study an alternative approach to secure indoor aircraft noise attenuation for residential developments between the 25 NEF/NEP and the Airport Operating Influence Zone on Schedule F, is where a list of prescribed measures are included in the components of residential building design and in any ventilation requirements necessary to meet Ministry of the Environment indoor noise criteria for aircraft noise, in the context of *Noise Assessment Criteria in Land Use Planning, 1997*. These noise control measures and the appropriate notice to prospective purchasers and tenants of a possible noise problem, would be secured by way of agreement with City Council approval; and,
- iv) shall require that the development applications comply with the provisions of the *Ottawa International Airport Zoning Regulations* under the *Aeronautics Act*, regarding location and height limits to which objects project into the airspace in the Airport Vicinity Development Zone, and the protection requirements of electronic and telecommunications facilities associated with aircraft operations;

- v) notwithstanding the above, shall not permit any development of residential and other noise-sensitive land uses such as hospitals, schools, day care facilities, nursing care facilities and other similar uses in the Airport Operating Influence Zone shown on Schedule F - Environmental Constraint Areas / Sites above the 35 NEF/NEP; and, shall not permit any development of residential and other noise-sensitive land uses, between the boundaries of the Airport Operating Influence Zone shown on Schedule F - Environmental Constraint Areas / Sites and the 35 NEF/NEP, except in the case of redevelopment of existing residential and other noise-sensitive land uses and infilling of new residential uses, provided that the development proposal:
- a) does not require the approval of a plan of subdivision, or amendment to the zoning by-law or amendment to the Regional or this Official Plan;
  - b) is on a new lot created by severance that is permitted in the zoning by-law existing on 9 July 1997 and is in accordance with all the provisions of this Plan and the Regional Official Plan;
  - c) is on a lot existing and fronting on a public road that is maintained year-round, provided that the lot was created under the Planning Act prior to July 9, 1997, and the use is permitted in the zoning by-law existing on July 9, 1997, and is in accordance with all the provisions of this Plan;
  - d) development meets all noise attenuation requirements, the provisions of the Ottawa International Airport Zoning Regulations and be in accordance with policies of this Plan and the Regional Official Plan.”

2.4.5 Policy 6.15.2d)ii) - Consultation is amended by striking out “and Ministries of Municipal Affairs and the Environment” and replacing it with the phrase “, Ministry of Municipal Affairs and Housing and the Airport Authority or its delegate.”

2.4.6 Policy 6.15.2e) - Acoustic Design Criteria is amended by adding the phrase “site plan agreements” after the word “condominium” and is further amended by striking out the phrase “the Provincial government as set out in the publication *Land Use Policy Near Airports, 1978*” and by replacing it with the phrase “*Land Use in the Vicinity of Airports, 1996*, as amended from time to time, published by Transport Canada”. The policy is further amended by adding the following phrase at the end of the paragraph: “Appropriate notice to prospective purchasers and tenants of a possible noise problem will be secured by making such notice a requirement through a development agreement.”

### 3.0 Implementation and Interpretation

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







## Amendment Modification

Schedule "B-2"  
Annexe "B-2"

Schedule F - Environmental Constraint Areas / Sites  
*Plan F - Secteurs et emplacements touchés par des contraintes  
environnementales*

An identification of the symbols and/or designations shown on this schedule can  
be found by consulting the City of Ottawa Official Plan.  
*Consulter le Plan officiel de la Ville d'Ottawa pour se renseigner sur les symboles  
et les désignations qui figurent sur le présent plan.*

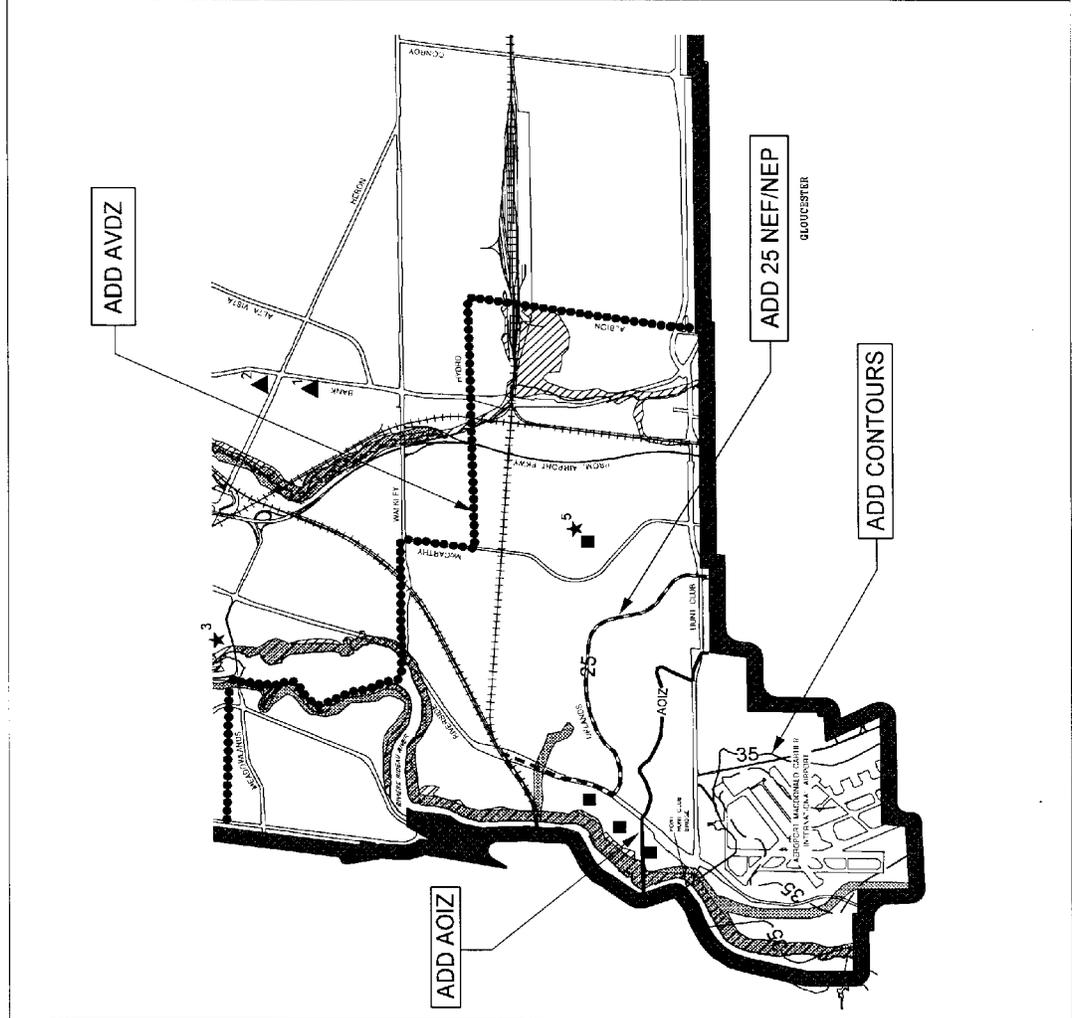


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The President of the *Uplands on the Rideau Association* submitted written comments on behalf of twelve property owners along the Rideau River. It is stated that the proposed Official Plan Amendment could impact the properties in question as some properties are not yet developed while others may be redeveloped. As well, the Association did not want the amendment to affect the legal non-conforming uses the residential properties enjoy.

In response to the Association's concerns, the proposed Official Plan Amendment does not change the existing legal non-conforming uses of the properties. However, all of the properties are directly affected by the proposed airport noise policies as they are located within the Ottawa Airport Influence Zone above the 30 NEF/NEP noise contours. This City of Ottawa Official Plan Amendment will implement the airport noise policies already in place in the Regional Official Plan which prohibit infilling of new residential and other noise-sensitive land uses in this zone where an amendment to the local Official Plan or Zoning By-law, approval of a plan of subdivision, or an amendment to the Regional Official Plan would be required.

After consultation with the Region, who is the approval authority for Official Plan Amendments, it has been determined that this proposed amendment to the City's Official Plan would not impact negatively on the 10 properties which are already developed as residential uses. The two vacant properties at 4120D Riverside Drive would however be prevented from any form of development and would require a rezoning and a Regional Official Plan amendment in order for development to proceed.

Although the Regional Official Plan designates the properties "Business Park", Policy 1.6.8 of the Plan states that the Region cannot force uses of land which legally existed on July 9, 1997 into situations of non-conformity by requiring an amendment to the zoning by-law to make it conform with the Plan. Therefore, the recognition of the existing single family dwellings on developed lots would allow all properties at 4120 Riverside Drive, except for the two vacant lots, to redevelop or to infill new residential use.

In all cases, a noise study or the use of the "Prescribed Measures to Address Airport Noise" would be required for any development. These measures include components of residential building design requirements.

## Record of Proceedings

### Planning and Economic Development Committee - October 26, 1999

Ref #: ACS1999-PW-PLN-0113

Official Plan Amendment - Ottawa Macdonald-Cartier International Airport: Noise Policies

### **Parties Who Appeared**

#### **Marc Labrosse**

Vice & Hunter

344 Frank Street, Ottawa, Ontario. K2P 0Y1

Mr. Labrosse was present on behalf of Mr. Tom Win, also present. Mr. Win is the owner of two vacant lots on 4120 Riverside Drive, a small strip of properties located below the Hunt Club/Riverside bridge at the end of the airport. In 1993, Mr. Win obtained severance for his properties for a lot that had some buildings, went through a demolition control and obtained a building permit for a lot in the area. The lot was subsequently severed and unfortunately all the residents are in same position, whereby notice of the Regional Official Plan and zoning by-law, did not make it to them. The affects of the zoning resulted in the properties zoned ES, (environmentally sensitive), now proposed to be changed to Water Corridor. This has not changed the fact that although they have a building permit they obviously have large obstacles facing development of the vacant lots. The Committee is asked to defer the matter, or the plan, but if not defer it with respect to his client's properties to allow them to approach the Region and the Airport Authority to try to reach some kind of compromise for the properties who were in a position to be developed two years ago and now must overcome some serious obstacles to obtain this goal, and to have the City Official Plan as a further obstacle only increases the costs for his client to continue with his development plans. In that respect, he asked the matter be granted a delay of approximately two months to allow them to approach the Airport Authority and the Region (he noted the Regional Councillor and Planner were present today). His firm has been retained to deal with the matter and asked that a little time be given to these properties, euchred out of continuing with their plans based on what has been transpiring over the last two years.

#### **Ladas Giriunas**

413-35 Murray, Ottawa, Ontario. K1N 9M5

Mr. Giriunas is one of the 12 property owners located at 4120 Riverside Drive. He bought the property at 4120L in September, 1997, with the intention of building a retirement home for he and his wife in 2-3 years time. At the time, he verified with the city's zoning department that there were no restrictions to development, and he could obtain a building permit under Zoning By-law Z2-K. There was an existing structure demolished by the previous owner in June, 1997. Since purchasing, they began preparing the property, clearing brush, planting 50 trees and commissioning 2 surveys to prepare for the building permit application. This July the community became aware of the new ES zoning (By-law 93-98) applicable to the area enacted in May, 1998.

Upon enquiring, he was informed by the City's Planning Branch that he would have to apply to the Committee of Adjustment for a minor variance or an amendment to the Zoning By-law in order to obtain a building permit. Subsequently, another restriction was imposed - the Official Plan Amendment with regard to noise, which states that any new development in the area was not permitted, but does permit buildings legally in existence at the time of the adoption of the Plan, July 9, 1997. In conclusion, he was seeking a solution to this dilemma. He purchased the property at considerable expense and, in good faith, with plans to build a retirement home next year within Ottawa city limits. He sought the Committee's support for either an exemption or some other solution for property owners such as himself who have not yet begun development, but who have the intention to do so in the very near future.

### **Nicholas Patterson**

Mr. Patterson stated that everyone agrees that it is generally a good idea, no one wants new houses built under the nose of the airport. But, how is this achieved without screwing a number of people by depriving them of their rights or the expectation of their rights. In this case, the city has failed in protecting these people. It would be a travesty to allow this to go forward. Anyone with any sense of decency or justice will know which way to proceed on this one. As Mr. Giriunas stated, he bought a small property. He took every reasonable precaution, made every reasonable enquiry, anyone of a prudent character would make before buying this kind of property. He found his rights were chipped away and lost more rights. Finally, he found that yesterday (also true of Mr. Labrosse) he could have built a couple of houses on the two little lots. Today he no longer can. This was all without any notice of the hearing of May, 1998. He was financially destroyed overnight without his knowledge.

### **Wendy Stewart, Regional Councillor**

Ms. Stewart commenced by stating she strongly support the policy in the Regional Official Plan. However, she found herself in the awkward position of agreeing with many of the sentiments of the previous speaker. Both levels of government work very hard to do the right thing for the right reasons and could probably prevent the two property owners from building where they have very fairly planned to build. She was not convinced this would solve any problems. But, should they be stopped? She did not believe there would be any long term risks to the 24-hour operations of the airport with 2 more homes in the area where there is currently a community of 12, who for some reason are living with a tremendous amount of airport noise. They knew about this before going in. There are no complaints to her office. Unquestionably they can meet any of the environmental constraints required to build in the area so there would no impact on the Rideau or the flood plain because there is the technology to build. In fact, this building, part of which is actually built in the Rideau River is an excellent example of how we can mitigate the impacts of development. She spoke to Paul Benoit at the airport last week on the issue. It is reasonable to recommend a delay until the City can investigate with the Region and Airport Authority a way to exempt these properties to give them a little bit of consideration to follow their dreams and build their homes, provided we can ensure the airport's noise policies are protected.

She was prepared to bring the item to Regional Committee and Council to change the Regional Official Plan to permit these properties to be developed, which she considered reasonable.

## Written Submissions by Parties

The following written submissions were received:

- Letter to John L. Moser, Director of Planning, dated October 21, 1999, from Ladas Giriunas, 413-35 Murray Street, Ottawa K1N 9M5
- Letter to Donna Allen (also a distribution list), President, Uplands on the Rideau Association, dated October 15, 1999, from John L. Moser, Director of Planning
- Letter to Ladas Giriunas dated July 16, 1999, from Eric Knight, Development Information Officer, Planning Branch
- Letter to Development Information Section, Department of Urban Planning and Public Works dated July 8, 1999, from Ladas Giriunas

## Finding of Fact and Recommendation by Committee

The Committee considered the oral submissions presented and, on the basis of the report by the Department of Urban Planning and Public Works, the Committee **deferred** the Submission dated September 27, 1999 for two months, on the following motion:

That the item be deferred for a period of two (2) months, to the Planning and Economic Development Committee meeting of January 11, 2000, so that the property owners in question have an opportunity to engage in discussions with the Region of Ottawa-Carleton and the Airport Authority; and,  
That the report be referred back to staff to work with the Region to attempt to resolve the outstanding issues prior to the Planning and Economic Development Committee January 11, 2000 meeting.



Executive Assistant  
Planning and Economic Development Committee

413-35 Murray  
Ottawa, ON K1N 9M5

October 21, 1999

John L. Moser  
Director of Planning  
Department of Urban Planning and Public Works  
City of Ottawa  
111 Sussex Drive  
Ottawa, ON K1N 5A1

**RE: 4120L Riverside Drive**

Dear Mr. Moser:

I am writing with reference to your letter of October 15, 1999 to Ms. Donna Allen regarding the Bylaws Nos. 293-93 and 93-98 - Zoning Status of 4120 Riverside Drive.

I am the current owner of the property at 4120L Riverside Drive. I purchased this vacant lot in September 1997 with the intention of building a private home in a few years. Existing structure(s) on this property were demolished by the previous owner during the summer of that year.

Because of the enactment of the new ES zoning by-law in May 1998, I wrote to the City seeking advice on how to proceed with obtaining permission to build a private home. In his reply (see attached), Eric Knight of the City Planning Branch, indicated that in order to proceed, I must make an application to the Committee of Adjustment for a minor variance or apply for an amendment to the zoning by-law to permit the use of the single family dwelling in this zone designation. Since my intention is to begin construction in the spring of 2000, I began the process this fall with the commissioning of two engineering surveys in preparation for submission of the septic system design and of the application for the Conservation Authorities Act to the Rideau Valley Authority. This is the recommended first step prior to seeking the minor variance adjustment.

However, in the recent notice regarding the new Official Plan Amendment regarding Airport Noise, it states that any new development in the AOIZ area is not permitted but does permit buildings that legally existed on the date of the adoption of the Plan (July 9, 1997). Since this does not apply in my case (nor as well in the case of 4120D), the effect of these amendments is to render the property essentially worthless.

This is, of course, of great concern to me. I purchased the property at considerable expense and in good faith with plans to build a retirement home within the Ottawa City limits. At the time of purchase, I verified with the City Zoning department that there were

no restrictions on obtaining a building permit. Therefore, I am seeking your support, and the support from all of the relevant authorities, to add an exemption to these amendments for existing property owners such as myself who have not yet begun development but who have the intention to do so in the very near future.

Currently 10 of the 12 properties at 4120 Riverside Drive have single family dwellings and are not affected by these amendments. Up to 14 structures are permitted in the Zoning By-Law Z-2K. It would seem logical that the same legitimate rights and privileges apply in my case as they do to the other property owners regardless of the recent amendments. Development of this vacant property would not be of any practical consequence to the overall objectives of the Regional Plan or Airport Authority.

In the last Section, under Proposed Action, you have stated that the Planning Branch will propose a zoning amendment to restore existing houses as a permitted use. Could this proposal include a clause to allow an existing owner to develop a currently vacant property? I assume this would require the consent of the Regional and Airport authorities.

I will be attending the hearing scheduled on October 26 to have my case presented and to obtain a solution to this problem. I have the full support of the President of our Association and of all the property owners at 4120 Riverside Drive.

I would be very grateful for any assistance and advice that you could provide.

Sincerely,



Ladas Giriunas

Tel: 241-4227 (home)  
734-6293 (office)

- c.c. Jim Bickford, Councillor, Mooney's Bay Ward
- c.c. Donna Allen, President, Uplands on the Rideau Association.
- c.c. Nigel Brereton, Planning and Development Approvals Department, Regional Municipality of Ottawa-Carleton
- c.c. Wendy Stewart, Regional Councillor, River - R16
- c.c. Anne-Marie Leung, A.M.C.T., Executive Assistant, Planning and Economic Development Committee
- c.c. Bob Spicer, Project Manager, Hunt Club Neighbourhood Plan



October 15, 1999

99-0441  
OSP1100/0100  
LBI1993/293

Ms. Donna Allen  
President  
Uplands on the Rideau Association  
4120C Riverside Drive  
Ottawa, Ontario  
K1V 1C4

Dear Ms. Allen:

**Subject: Bylaw Nos. 293-93 and 93-98 - Zoning Status of 4120 Riverside Drive**

Thank you for your two letters in which you raise concerns over the zoning status on the residential properties along the Rideau River, known municipally as 4120A-L Riverside Drive, as well as the impact of the proposed Official Plan Amendment regarding airport noise.

Notification

- As By-law 93-98 was a zoning amendment which potentially affected all lands in the city, it was determined that notice to each and every individual land owner would be cumbersome and costly, and that a city-wide newspaper notice would be acceptable.
- The City followed the provisions of the Planning Act, specifically Section 34(20), which allows notice by newspaper advertisement.
- For the properties in question, the zoning was changed to remove the exception permitting detached houses by means of a Councillor's motion, which was made at Planning and Economic Development Committee (PEDC) during the deliberation process on the new Zoning By-law.
- This specific motion was incorporated into the overall approval of Zoning By-law.

Department of Urban Planning and Public Works  
111 Sussex Drive, Ottawa, Ontario K1N 5A1  
Tel.: (813) 244-5300, ext. 1-3880  
Fax: (813) 244-5474  
<http://www.city.ottawa.on.ca>  
E-mail: [up&pw@city.ottawa.on.ca](mailto:up&pw@city.ottawa.on.ca)

Service de l'urbanisme et des travaux publics  
111, promenade Sussex, Ottawa (Ontario) K1N 5A1  
Tél. : (813) 244-5300, poste 1-3880  
Télééc. : (813) 244-5474  
<http://www.ville.ottawa.on.ca>  
C. élec. : [lup&pw@city.ottawa.on.ca](mailto:lup&pw@city.ottawa.on.ca)

### Zoning Status

- All of the properties are currently zoned ES- Environmentally Sensitive Area in the new Zoning By-law, 1998 (By-law 93-98).
- Detached houses are not a permitted use in this zone. However, the uses (i.e., the existing houses) may enjoy non-conforming rights to remain. Under the Planning Act, the ES zoning would not apply to prevent any uses lawfully in existence on the date of the passage of the ES zoning.
- Another issue raised in your letters was that the affected properties were in a sub-area 3 zone, but there is no explanation of an ES3 zone in the Zoning By-law. "Sub-area 3" is simply a geographic sub-area of one of the Neighbourhood Monitoring Area zoning maps in which the various zones in the sub-area are illustrated. These sub-areas are not zoning categories in themselves.

### Official Plan Amendment on Airport Noise

- The proposed Official Plan Amendment (OPA) concerning airport noise previously circulated to you will not change the existing non-conforming status of the properties.
- All of the properties are directly affected by the proposed airport noise policies as they are located within the Ottawa Airport Influence Zone (OAIZ) above the 30 NEF/NEP noise contours.
- The OPA will implement the airport noise policies already in place in the Regional Official Plan, which prohibit infilling or redevelopment of new residential and other noise-sensitive land uses in the OAIZ where an amendment to the local Official Plan or Zoning By-law or approval of a plan of subdivision would be required.
- Notwithstanding this policy, the Regional Municipality of Ottawa-Carleton advised that the Regional Official Plan *does permit buildings that legally existed on the date of the adoption of the Plan* (July 9, 1997).

### Proposed Action

- The Planning Branch will propose a zoning amendment to restore the existing houses as a permitted use on the basis that:
  - It will conform to the Regional Official Plan Airport noise policies outlined above.
  - The properties are no longer considered to be an Environmentally Sensitive Area.
- The proposed zoning amendment will be included as part of the Hunt Club Neighbourhood Plan study, targeted for approval by City Council in January 2000
- This study has determined that the City of Ottawa Official Plan designation of the properties should be changed from the existing Environmentally Sensitive Area (ESA) to Waterway Corridor because the manicured landscaped yards do not meet the criteria established for ESAs by the Natural and Open Spaces Study (NOSS).
- The zoning is proposed to be changed from ES-Environmentally Sensitive Area to EW-Waterway Corridor. An exception, will recognize the existing houses as permitted uses. Additions to or replacement of the existing houses will be permitted

by the exception up to the maximum gross floor area previously established in Zoning By-law Z-2K.

- All development would be subject to a noise study or the use of the “Prescribed Measures to Address Airport Noise”. These measures include components of residential building design requirements.
- Your community association and the property owners receiving a copy of this letter will be added to the mailing list for the Hunt Club Neighbourhood Plan study and will receive a copy of the staff report, including the proposed Official Plan Amendment and zoning recommendations, as well as the date on which the report will be dealt with by PEDC.

If you have further questions on this matter, please contact Mr. Bob Spicer, project manager for the Hunt Club Neighbourhood Plan study, at 244-5300, x3858.

Yours truly,



John L. Moser  
Director of Planning

RS:rs

Distribution List

Councillor Jim Bickford  
Mooney's Bay Ward

John Logan/Adelle Forth  
4120A Riverside Drive  
Ottawa, Ontario  
K1V 1C4

Tom Wynn  
894 Boyd Avenue  
Ottawa, Ontario  
K2A 2E3

Vali Ashoori  
644 O'Connor Street  
Ottawa, Ontario  
K1S 3R8

Nixon William Scharfe  
1534 Botsford Street  
Ottawa, Ontario  
K1G 0P9

Ross Robert Fumerton  
4120J Riverside Drive  
Ottawa, Ontario  
K1V 1C4

Orville Greg Carter  
4201I Riverside Drive  
Ottawa, Ontario  
K1V 1C4

Nigel Brereton  
Planning and Development Approvals Department  
Regional Municipality of Ottawa-Carleton

Patrick McKay  
4201B Riverside Drive  
Ottawa, Ontario  
K1V 1C4

Hanes D. Lyall (1983) Ltd.  
c/o 894 Boyd Avenue  
Ottawa, Ontario  
K2A 2E3

Lloyd Cecil Connelly  
c/o Connelly Properties  
205-2487 Kaladar Avenue  
Ottawa, Ontario  
K1V 8B9

Marius Ladas Girunas  
413-35 Murray Street  
Ottawa, Ontario  
K1N 9M5

Louise and Steve Kuchta  
4120K Riverside Drive  
Ottawa, Ontario  
K1V 1C4



July 16, 1999

OZI4860/Rivi 4120L  
TD99-0359

Ladas Giriunas  
413 - 35 Murray Street  
Ottawa, Ontario  
K1N 9M5

Dear Mr. Giriunas:

**Subject: 4120L Riverside Drive, Ottawa  
Receipt Number 1055750**

This will acknowledge receipt of your letter dated July 8, 1999, with attached cheque, requesting confirmation with respect to the construction of a detached house at the above-mentioned location.

We wish to advise that this property is presently subject to the provisions of Zoning By-law 1998, in a zone designated as ES. Zoning By-law 1998 was approved by City Council on May 20, 1998 and is presently awaiting disposition of the Ontario Municipal Board. The last zone designation to have received approval is P-x[86] under the provisions of Zoning By-law Z-2K, as amended. In a case where there is a pending zone and an approved zone applicable to a property, the use must be permitted in both zones and the most restrictive performance standards of these zones shall apply.

In accordance with the provisions of Zoning By-law 1998, Sections 589 and 590 states that no uses and no buildings are permitted in the ES zone. In accordance with the provisions of Section 5 of this by-law, if a building housing a non-conforming use is damaged or demolished, the non-conforming right is not extinguished if, (a) the damage or demolition was accidental; (b) the building is repaired and re-occupied before the expiry of one year; and (c) the building continues to be used for the same purpose after it is repaired as it was used before it was damaged or demolished. A search of department records revealed that a demolition permit was issued for this property on February 11, 1997. As such, the one year expiry date has been exceeded and the non-conforming right has been extinguished.

Department of Urban Planning and Public Works  
111 Sussex Drive, Ottawa, Ontario K1N 5A1  
Tel.: (613) 244-5300, ext. 1-3900  
Fax: (613) 244-5620  
Web Site: <http://city.ottawa.on.ca>  
E-mail: [info@city.ottawa.on.ca](mailto:info@city.ottawa.on.ca)

Service de l'urbanisme et des travaux publics  
111, promenade Sussex Ottawa (Ontario) K1N 5A1  
Tél.: (613) 244-5300, poste 1-3900  
Téloc.: (613) 244-5620  
Site Web: <http://ville.ottawa.on.ca>  
C. élec.: [info@city.ottawa.on.ca](mailto:info@city.ottawa.on.ca)

However, you may make an application to the Committee of Adjustment for a minor variance to seek relief from this provision in order to reconstruct a single family dwelling at this location. You may also apply for an amendment to the zoning by-law to permit the use of the single family dwelling in this zone designation.

Under the provisions of Zoning By-law Z-2K, as amended, a single family dwelling is permitted provided that the dwelling unit located on the lot known municipally as 4120-L Riverside Drive may be built to a gross floor area of not more than 372 square metres, and that there are not more than 14 dwelling units in the P-x[86] zone.

We trust this information is of assistance to you and wish to emphasize that our response was formulated based on the information you provided to us. Should circumstances change, or you require further information, please contact the undersigned at 244-5300, ext. 1-3900.

Yours truly,



Eric Knight  
Development Information Officer  
Planning Branch

EK

413-35 Murray St.  
Ottawa, ON K1N 9M5

July 8, 1999

Development Information Section  
Urban Planning & Public Works  
City of Ottawa  
First Level, Rideau Pavilion  
111 Sussex Drive  
Ottawa, ON K1N 5A1

**RE: 4120L Riverside Drive**

Dear Sir:

I am writing with reference to the lot located at 4120L Riverside Drive. I purchased this vacant lot in September, 1997 with the intention of building a private home in a future year.

During my visit to Planning Department at City Hall today I was informed that a new ES zoning by-law has been in force in this area since May 1998. An older by-law, P-X86, also applicable to this area, states that up to 14 residential units are permissible in the community (Lot 6, Concession 1). This latter restriction is not of concern at this time. However, the new by-law apparently restricts any new development.

My intention is to begin construction of a private home in the summer of 2000 on this lot. Please advise how I should proceed to obtain a waiver to the ES by-law for this purpose.

Thank-you for your consideration of this matter.

Sincerely,



Ladas Giriunas

Tel: 241-4227 (home)  
734-6293 (office)

## Record of Proceedings

### Planning and Economic Development Committee - January 11, 2000

Ref #: ACS1999-PW-PLN-0113

Official Plan Amendment - Ottawa Macdonald-Cartier International Airport: Noise Policies

#### **Parties Who Appeared**

No one appeared. However, the following delegation was present and agreed with the deferral:

**Marc R. Labrosse**

Vice & Hunter

344 Frank Street, Ottawa. K2P 0Y1, Tel.: 232-5773.

#### **Written Submissions by Parties**

No written submissions were presented.

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

The Committee noted that no one appeared with respect to this item. The Committee **deferred** Submission dated September 27, 1999 for 60 days.



January 20, 2000 (2:53p)

Executive Assistant  
Planning and Economic Development Committee  
AML:aml

## Record of Proceedings

### Planning and Economic Development Committee - March 28, 2000

Ref #: ACS1999-PW-PLN-0113

Official Plan Amendment - Ottawa Macdonald-Cartier International Airport: Noise Policies

### **Parties Who Appeared**

Th No one appeared. However, the following delegation was present and agreed with the deferral:

**Peter Vice**

Vice & Hunter

### **Written Submissions by Parties**

No written submissions were presented.

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

The Committee noted that no one appeared with respect to this item. The Committee **deferred** Submission dated September 27, 1999 to the April 25, 2000 Planning and Economic Development Committee meeting.



April 7, 2000 (7:29a)

Executive Assistant  
Planning and Economic Development Committee  
LZF:

March 17, 2000

ACS2000-PW-PLN-0028  
(File: OZP99-41)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT4 - Rideau

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

Action/Exécution

### 3. Zoning - 840 Montreal Road

#### Modification de zonage - 840, chemin Montréal

#### Recommendation

That an amendment to *Zoning By-law, 1998* for the property located at 840 Montreal Road from CD [469] sch. 52 to R6A sch. 52 within area "D" on Document 3, and R5A sch. 52 within area "C" on Document 3, be **APPROVED**.



March 21, 2000 (11:18a)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



March 21, 2000 (2:36p)

Approved by  
John S. Burke  
Chief Administrative Officer

CL:cl

Contact: Charles Lanktree - 244-5300 ext. 1-3859

#### ***Planning and Economic Development Committee Action - April 11, 2000***

- ▶ *The Committee deferred Submission dated March 17, 2000 to its meeting of April 25, 2000.*

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

## Financial Comment

N/A.



March 21, 2000 (8:24a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

The property is located on the southwest corner of Montreal Road and Carson's Road and includes a 1.8 hectare parcel which was zoned C1-c [184] under Zoning By-law, Z-2K as a result of an OMB ruling which was issued October 8, 1991 and subsequently to CD [469] sch. 52 under the new *Zoning By-law, 1998*. Currently this property is designated as a Special Study Area on Schedule "A" to the Official Plan. The study of this area, which is close to completion, pertains to an investigation of its potential as an Environmentally Sensitive Area (ESA). In association with the Natural and Open Space Study (NOSS) of such areas across the city it was determined that, due to the outcome of the above noted OMB hearing, the area could not be protected in total but only to the extent that was set out in the zoning of the property as approved by the Board. Therefore, this area will not be designated as an ESA but will revert to the previous Residential designation. As this redesignation may not be in place prior to the passing of the zoning by-law for the proposed residential use, this application is subject to the requirement for studies as set out in Section 13.17.1 c) i) of the OP concerning the interim zoning of lands in Special Study Areas. As the required studies have been completed to the satisfaction of the Board with respect to its zoning approval, and are considered to pertain equally to the subject proposal, the zoning of this property can now proceed.

The OMB ruling was the culmination of two hearings which were specifically pertaining to the this land as part of the broader consideration of the Carson Woods area generally located between Montreal Road on the north, the Gloucester boundary on the south, Bathgate Road on the east and the Aviation Parkway on the west. The OMB hearing resulted from the submission of an appeal by Thomas C. Assaly Corporation Limited with respect to applications for an Official Plan Amendment (OPA), Zoning Amendment and Site Plan Control to permit the construction of 12, 542 square metres of office space and 1858 square metres of retail space in the format of an office tower with a retail strip plaza.

As a result of this hearing the Board required a number of changes to the Official Plan which were passed as Amendments 156 and 194 respectively. These amendments were subsequently incorporated into the Official Plan as Site Specific Policy (SSP) 5.0. This policy section essentially sets out a number of prerequisites to the development of this

property. In its decision, the Board, after a number of changes by the applicant to make the development acceptable to the City, deemed that these requirements were met and approved the OPA, Zoning, and Site Plan. The question that now must be answered with respect to this current application is whether the zoning amendment to permit a high rise residential building or retirement home is similar enough to the development approved by the OMB that it also meets the conditions of SSP 5.0.

As set out in SSP 5.4.2 there are three studies which need to be addressed in the context of a Plan of Development prior to the enactment of any zoning amendment, plan of subdivision or site plan affecting these lands. These studies include traffic, sanitary servicing and stormwater management. Each of these matters was satisfactorily addressed in an original Plan of Development for this property as approved by the Board. With respect to the traffic impact of a residential high-rise building or retirement home which would fit within the building envelope established by the height and setback parameters in schedule 52 to the *Zoning By-law, 1998*, it is considered that the traffic generated would be no greater than that which would be created by the original office and retail development approved by the OMB. The building concept for this site is an eleven storey structure with 176 apartment units. It would retain the .65 hectare woodlot which was incorporated into schedule 52 of the *Zoning By-law*. Also, the flow of traffic directly to Montreal Road would be the same as the original proposal, and therefore, would have less impact on Carson's Road which is currently designated as a local road. However, it is anticipated that a further traffic study would be necessary with respect to a residential subdivision of the lands to the south and an associated connection to Carson's Road from Den Haag Drive to the west.

Concerning the storm and sanitary flows from this site, the Engineering Branch has no objection to this zoning amendment if the flows are directed to the Den Haag Drive sewer systems. Therefore, the storm and sanitary flows expected from this site are to be consistent with the flows identified in the Master Servicing Report for the CMHC Lands, as prepared by J.L. Richards & Associates. Any increase in flows will, as a minimum, require the approval of the City of Ottawa and City of Gloucester.

Therefore, as the traffic, sanitary sewer, and stormwater concerns have been satisfactorily addressed in accordance with SSP 5.4.2, the subject zoning proposal does not diverge from the approval granted by the OMB in October of 1991 and is considered appropriate and desirable at this time.

### Economic Impact Statement

The zoning of this property for a high-rise apartment building or retirement home will have no appreciable economic impact on the City.

### Environmental Impact

The site was identified as Protection Area #2501 - Assaly Woods through the Natural and Open Space Study (NOSS), however, it was subsequently determined that, due to the OMB ruling that permitted development of the property, protection was not feasible other than for

the .65 hectare area which is preserved by means of the zoning. Therefore, the Environmentally Sensitive Area designation which was placed on this area in Schedule “A” to the Official Plan will be removed and this area will be designated as Residential as part of the land use rationalization process resulting from the NOSS.

## Consultation

Two written comments were made in response to the public notification of this application in opposition.

## Disposition

### Department of Corporate Services

1. Statutory Services Branch to notify the applicant (Claridge Building Corporation, 210 Gladstone Avenue, Station 2000, Ottawa, Ontario K2P 0Y6) and the property owner (3173763 Canada Inc. c/o Amresco Canada, 26 Wellington Street East, Station 810, Toronto, Ontario M5E 1S2) and the Region of Ottawa-Carleton, Plans Administration Division, of City Council’s decision.
2. City Solicitor’s Office to forward the implementing By-law to City Council.
3. Department of Urban Planning and Public Works to write and circulate the implementing by-law.

## List of Supporting Documentation

Document 1	Explanatory Note
Document 2	Schedule 52 to <i>Zoning By-law, 1998</i>
Document 3	Location Map
Document 4	Municipal Environmental Evaluation Process Checklist (on file with the City Clerk)
Document 5	Consultation Details

## Part II - Supporting Documentation

Document 1

### THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_

By-law Number \_\_\_\_ amends *Zoning By-law, 1998*, the City's Comprehensive Zoning By-law. This amendment affects the zoning of the property located on the southwest corner of Montreal Road and Carson's Road and known municipally as 840 Montreal Road. The site is presently occupied by a woodlot. The attached map shows the location of the subject property.

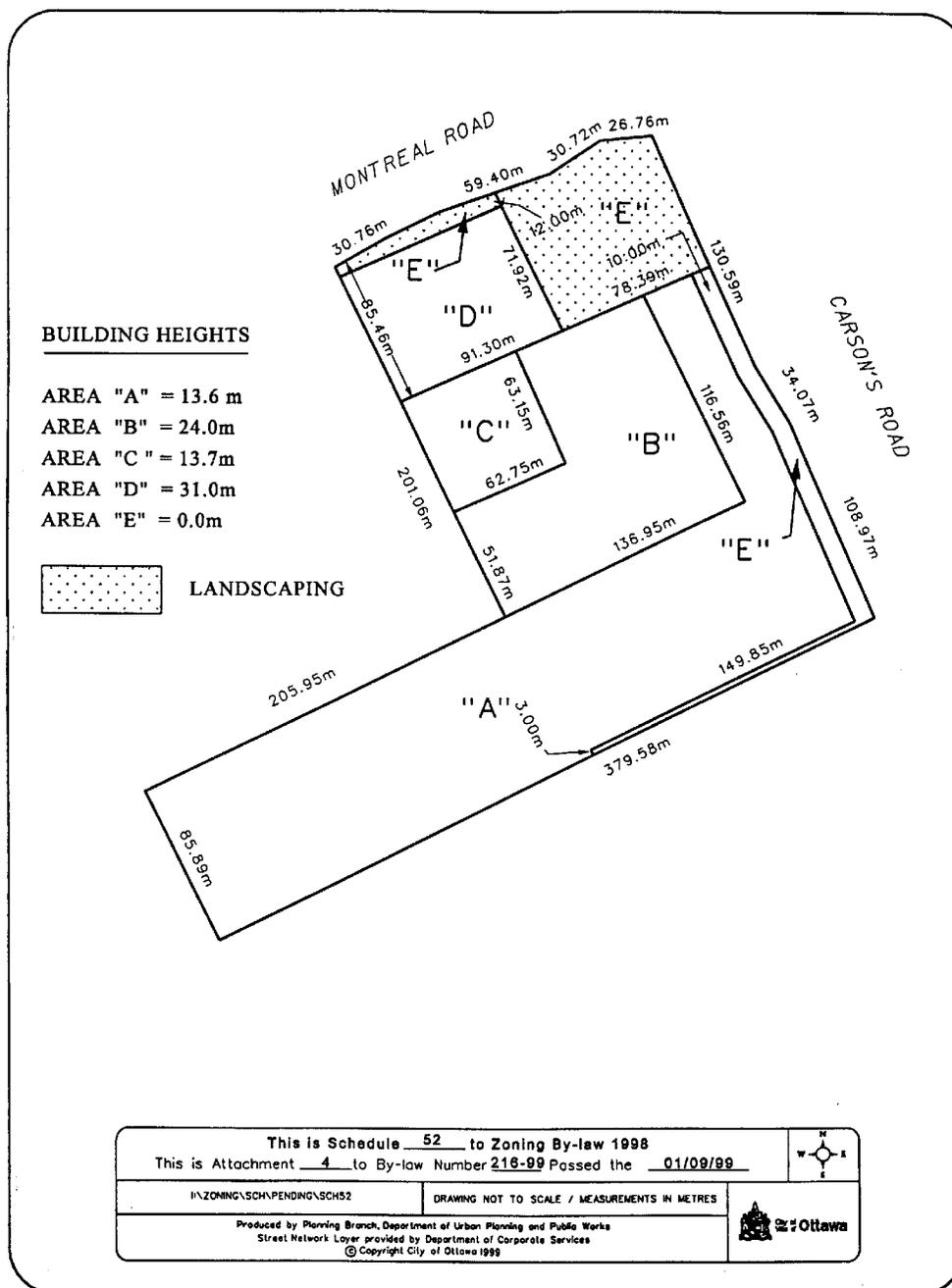
#### Current Zoning

The subject property is currently zoned CD[469] sch. 52 for the corner parcel which would permit a limited range of neighbourhood-serving commercial uses including retail shops and offices within a limited floor area. Schedule 52 sets out the allowed building heights and the required landscape area within this zone.

#### Proposed Zoning

The proposed zoning is R6A sch. 52 within area "D", and R5A sch. 52 within area "C", as shown on the attached location map. These are principal zoning districts. The R6A zone permits a range of dwelling types up to a high-rise apartment building and retirement home. The R5A zone permits a range of dwelling types up to an apartment building. Both of these zones will be subject to Schedule 52 which sets out the allowed building heights and the required landscape area within the zone.

Further information on the proposed amendment, please contact Charles Lanktree at 244-5300 ext. 3859.





### Consultation Details

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

### Supplemental Notification and Consultation

This application was circulated to the Environmental Advisory Committee, however, no comments were received in response.

### Public Comments and Staff Response

The following comments were provided from the public with respect to this application. A staff response is provided immediately following each comment.

- Residents in the area received no information of this application.
  - ▶ It is the policy of the City to provide notice to the public by means of an on-site information sign that was installed on the property on December 16, 1999 at two locations within view of the surrounding residences. Written notice was also provided to the Community Associations for the area.
- The quality of life of the residents on the east side of Carson's Road would be negatively affected by this zoning change.
  - ▶ The woodlot area at the southwest corner of Montreal Road and Carson's Road is being retained as set out in the existing zoning schedule 52 (see Document 2). This was required by the OMB and is being preserved in this amendment. This area provides a generous setback which will mitigate any possible impacts on the adjacent residents.
- The Ontario Municipal Board ruling of October 10, 1999 imposed a condition of development that an Official Plan Amendment for the reclassification of Bathgate Drive, Lang's Road extension (since renamed Den Haag) and Carson's Road before any development could proceed which would result in increased traffic on said streets.
  - ▶ As stated earlier in this report, the traffic generated by the proposed apartment building or retirement home will be no greater than from the office and retail project approved by the OMB. Access and egress for this site will also be at the frontage on Montreal Road as it was with the Board approved project. Therefore, it is not considered necessary to redesignate the surrounding streets in association with this zoning amendment. However, a traffic study is being undertaken by the applicants with respect to a subdivision of the their lands abutting to the south

which proposes to access to Carson's Road. A redesignation of Carson's Road will be carried out in conjunction with the subdivision review.

- The OMB ruling imposed a condition to conserve the woodlot at the corner of the site including a 6 metre buffer along the western edge and 12 metres along Montreal Road. This was not indicated in the documentation circulated.
  - ▶ As noted above the woodlot conservation area, as delineated by the Board, will not be altered as a result of this application. The dimensions of the woodlot set out in Schedule 52 to *Zoning By-law, 1998* will not change and this schedule will be included in the new zoning of the property.
- The OMB ruling imposed a condition of development that there should be a green connection between the woodlot, Bathgate Park and the green land along the Aviation Parkway.
  - ▶ Details of such a "green connection" are not appropriately prescribed in a zoning by-law. However, this requirement of the Board is acknowledged and will be indicated in the required site plan prior to the development of this property. This feature will also be shown on the site plan for the proposed townhouse development to the south.
- The applicant is requesting increased density for the development of these lands which is excessive.
  - ▶ The development of a residential apartment building of 11 storeys with 176 units would be equivalent in density to the originally approved 14 865 square metre office and retail building. The population and traffic generated by either development are approximately the same although the general activity level, light and noise would be greater with the original commercial project.
- I have concerns as to whether the city is processing this application without reviewing the history of the land and the Committee of Adjustment record.
  - ▶ Having been a party to the extensive planning exercise for these lands that took place in the early 1990's, planning staff is well aware of the complex history of this property and the related larger Carson Grove area. Staff were in fact originators of many of the conditions of development, such as the conservation of part of the woodlot, which were adopted by the OMB and which found their way into the Official Plan policy and zoning for this property. Therefore, staff are most interested to see these planning measures reflected in any development that would be constructed on this property.

### Councillor's Comments

Councillor Richard Cannings is aware of this application.

Application Process Timeline Status

This application, which was submitted on November 17, 1999, was subject to a project management timeline, as recommended by the “A Better Way Task Force”, and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was undertaken by staff with interested community associations since the proponent did not undertake pre-consultation. This application was processed within the fourteen to twenty week timeframe established for the processing of Zoning Amendment applications.

## Record of Proceedings

### Planning and Economic Development Committee - April 11, 2000

Ref #: ACS2000-PW-PLN-0028

Zoning - 840 Montreal Road

#### **Parties Who Appeared**

No one appeared. However, the following delegations were present and agreed with the deferral:

**Jim Burghout**

Claridge Homes, applicant  
210 Gladstone Avenue, Ottawa K2P 0Y6

**Diane Mauldin**

1399 Plumber Avenue, Ottawa K1K 4B2

#### **Written Submissions by Parties**

No written submissions were presented.

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

The Committee noted that no one appeared with respect to this item. The Committee **deferred** Submission dated March 17, 2000 to the April 25, 2000 Planning and Economic Development Committee meeting.



April 11, 2000 (12:16p)

Executive Assistant  
Planning and Economic Development Committee

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April 3, 2000

ACS2000-PW-PLN-0036  
(File: OZP99-44)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT9 - Capital

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

Action/Exécution

#### 4. Zoning - 1145 Bronson Place

#### Modification de Zonage - 1145 place Bronson

### Recommendations

1. That the application to amend the *Zoning By-law, 1998* from I1 and R3M [225] to R5D to permit an apartment building, townhouses, a fourplex and semi-detached dwellings at 1145 Bronson Place be **REFUSED**.
2. That an amendment to *Zoning By-law, 1998* from I1 and R3M [225] to an R3M exception zone be **APPROVED**, as described in Document 2.



April 4, 2000 (10:05a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



April 4, 2000 (11:19a)

Approved by  
John S. Burke  
Chief Administrative Officer

CWL:cwl

Contact: Charles Lanktree - 244-5300 ext. 1-3859

## Financial Comment

N/A.

  
April 4, 2000 (9:31a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendations

The property is located on the east side of Bronson Place, between Sunnyside Avenue and Hopewell Avenue. This lot is currently zoned I1 for minor-institutional uses and is occupied by a single storey building which was utilized as a Provincial Youth Detention Facility. The Province recently terminated its lease of this City owned property and it was declared surplus by City Council. Brewer Park is located to the south, Carleton University is across Bronson Avenue to the west and the Ottawa South neighbourhood lies to the east.

The property is designated as a Residential Area on Schedule "A" to the Official Plan. It is within the 100 year flood plain of the Rideau River and is, therefore, subject to the Rideau Valley Conservation Authority's "Fill, Construction and Alteration to Waterways Regulation". This will require that any new buildings are flood proofed to the specifications of the Conservation Authority. The applicants intend to construct any new buildings on the foundation of the existing structure in order to meet the requirements for flood proofing.

The development proposal involves the demolition of the existing building and the construction of approximately 40 freehold townhouse units. The proposed linked-townhouse units will be constructed on the foundation of the existing building and will be linked at the rear wall with exterior decks to provide the amenity area in some cases and at-grade patios in others. Vehicle access will be directly from the surrounding streets to individual driveways and garages for some of the units and for others a private lane will provide access to the individual garages. Visitor parking will be provided on the interior of the lot, off of the private lane.

The configuration of the buildings will require an exception to the zoning to allow for the lack of rear yards as the units will be linked back to back. This will also result in a reduced lot area for the townhouse lots when they are severed for sale. These variations on the standard regulations of the by-law are compensated for by elevated decks or at-grade patios to provide for the needed outdoor amenity space.

The recommended zoning is considered appropriate as it provides for a suitable intensification of residential use at the perimeter of an established neighbourhood and makes creative use of the existing building foundation to flood proof the buildings.

### Economic Impact Statement

The zoning of this property for residential uses will have no appreciable economic impact on the City.

### Consultation

Two written responses were received to the public notification of this application. No response was received from the Environmental Advisory Committee to the technical circulation of this application. Comments from technical agencies and concerned City Departments have been incorporated into this submission.

### Disposition

1. Department of Corporate Services, Statutory Services Branch to notify the owner, City of Ottawa - Property Branch, 111 Sussex Drive, Ottawa, Ontario K1N 5A1, and the agent, J. E. Ironside Consulting Limited, Prince of Wales Drive, Nepean, Ontario K2E 7A4, Attn. Jane Ironside.
2. City Solicitor's Office to forward implementing by-law to City Council.
3. Department of Urban Planning and Public Works to write and circulate the implementing by-law.

### List of Supporting Documentation

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

## Part II - Supporting Documentation

Document 1

THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_\_

By-law Number \_\_\_\_\_ amends Zoning By-law, 1998, the City's Comprehensive Zoning By-law. This amendment affects the zoning of the property located on a through-corner lot bounded by Sunnyside on the north, Hopewell on the south, and Bronson Place on the west, and known municipally as 1145 Bronson Place. The site is presently occupied by a single storey building which is vacant but last occupied by the Provincial Youth Court and Detention Facility. The attached map shows the location of the subject property.

### Current Zoning

The subject property is currently zoned I1 and R3M [225]. I1 is intended to permit a range of neighbourhood-serving, emergency, and institutional uses, to be located in areas designated Residential Area in the Official Plan. Residential uses are not permitted in the I1 zone. The R3M zone is intended to permit a range of low density dwelling types with minimum lot width and area, on land designated as Residential Area in the Official Plan. The exception prohibits a Planned Unit Development in this zone.

### Proposed Zoning

The proposed zoning is a new R3M exception zone to permit a Planned Unit Development of townhouses with no rear yards and associated reduction in lot area.

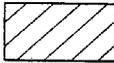
Further information on the proposed amendment, please contact Charles Lanktree, RPP., OALA. at 244-5300 ext. 3859.

**Zoning Details**

1. Reduce the setback from the rear boundary of severed land within a PUD to zero (0).
2. Reduce the setback of a rear yard abutting a required side or rear yard to 6.0 metres.
3. Reduce the setback of an interior side yard in a PUD abutting a required rear yard to at least 2 metres.
4. Reduce the landscaped area required in a residential zone where a parking lot is in a yard that abuts a lot line and where the required landscaped area contains an opaque screen that is no less than 1.4 metres high, to no less than .6 metres.




**City of Ottawa**  
 Produced by Planning Branch  
 Department of Urban Planning & Public Works  
 Street Network Layer Provided by Department  
 of Corporate Services  
 Ozp-1999-044      m-0472-99  
 H:\co\2000\zoning\bronson1145z.DGN  
 April 14, 2000-S  
 REVISION DATE



**LOCATION MAP**  
**PROPOSED ZONING CHANGE**  
 1145 Bronson Place  
 Zoning By-Law, 1998

Neigh\*17  
Sub\*4,5&6



SCALE  
 N.T.S.  
 METRES

## **Consultation Details**

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

### Supplemental Notification and Consultation

This application was circulated to the Environmental Advisory Committee, and the Local Architectural Conservation Advisory Committee, however, no comments were received in response.

### Public Comments

The Old Ottawa South Community Association advised that they are generally supportive of the proposal to zone for low profile residential, however, they are concerned that the R5D zoning requested would also permit an apartment building. The other concerns that they have with this proposal are more pertinent to the Site Plan when it is prepared. The community has expressed concerns with the traffic impacts of the proposal on both Sunnyside and Hopewell Avenues. The prospect of a laneway and garages facing onto Sunnyside could create an issue as well as on Hopewell where traffic restrictions currently exist.

A separate letter was sent by a resident of Hopewell Avenue also expressing concern with the traffic impact of this project on their street but especially in relation to existing problems associated with the Brewer Park facilities.

### Response to Comments

The proposal has been revised as a review of the proposed building form has determined that it is not an apartment building but actually a linked-townhouse as defined in the Zoning By-law. Therefore the recommendation is for an R3M zone rather than the proposed R5D zone. The R3M zone is similar to the zoning of the adjacent neighbourhood to the east with the exception that a Planned Unit Development will be permitted as is proposed. The applicants are in agreement with this as it would permit the building form which they are designing for the site. This proposed building will appear and function like a townhouse with grade access for vehicles and pedestrians to the front of all units but with elevated wood decks at the rear of some units to provide the outdoor amenity space.

With respect to the traffic issue, the volume of trips potentially generated by this development is well within the parameters for a local road, however, the concern is more with the means of access to the abutting streets. The Site Plan will address vehicle access to the abutting streets with the objective to not create any additional conflicts in the area. It should be realized that any perceived existing problems with traffic circulation in the area cannot be solved solely in the context of this development proposal.

Application Process Timeline Status

This application, which was submitted on December 16, 1999, was subject to a project management timeline as recommended by the “A Better Way Task Force” and a process chart which established critical milestones was prepared. A Mandatory Information Exchange was not required since no community associations were identified for Mandatory Information Exchange.

This application was processed within the fourteen to twenty week timeframe established for the processing of Zoning Amendment applications.

Councillor’s Comments

Councillor Inez Berg is aware of this application.

April 7, 2000

ACS1999-PW-PLN-0180  
(File: OZP99-27)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT5 - Bruyère-Strathcona

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

Action/Exécution

## 5. Zoning - 40 Mann Avenue

### Modification de Zonage - 40 avenue Mann

#### Recommendation

That the application to amend the Zoning By-law, 1998 from I1 to an I1 exception zone to permit a parking lot at 40 Mann Avenue as described in Document 2, be APPROVED.



April 10, 2000 (9:58a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



April 11, 2000 (1:15p)

Approved by  
John S. Burke  
Chief Administrative Officer

CL:cl

Contact: Charles Lanktree 244-5300 x3859

#### Financial Comment

N/A.



April 10, 2000 (8:43a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

The property is located on the southwest corner of King Edward Avenue and Mann Avenue abutting the Sandy Hill Arena and across the street from the site of the proposed University of Ottawa Recreation Complex. It is immediately outside the southern edge of the University of Ottawa in an area designated for parks, open space and public uses; immediately north of the Queensway and the Nicholas/Lees off ramps. This property was the site of various industrial activities and a landfill which cause it to be subject to the potential for soil and groundwater contamination, however, testing of soil samples indicated that the levels are now within acceptable limits relative to criteria set out by the Ministry of Environment.

Consideration has been given to the site-specific policies in Section 16 of the Official Plan with respect to the parking supply on the campus of the University of Ottawa. Although this site is just outside the area designated as Major Institutional for the university, it is intended to supply the needs of the campus. This parking is being added at a time when the university is generally reducing its overall supply on campus and a number of imminent development projects are expected to increase the demand. Satisfaction of the parking requirement for each development project on campus is to be considered in relation to initiatives by the university to promote alternate transportation. At the present time the balance of parking supply and demand is considered to be satisfactory. The additional 100 spaces in the subject parking lot will provide for the additional demand created by the new recreation complex and the proposed School of Information Technology and Engineering building in the south quadrant of the campus.

The subject area is designated as "Residential" in Schedule A of the Official Plan. The Minor Institutional zoning is consistent with this designation as well as the parkland, and public use designation of the Sandy Hill Secondary Policy Plan. A parking lot is not normally a permitted use in a minor institutional zone, however, a number of factors which are unique to this site create a context which is amenable to its use for parking that is supplemental to the needs of the University.

The site is located on the southern edge of Sandy Hill and is separated from the residential neighbourhood by parkland, the new university recreation complex and the Sandy Hill Arena.

Its close proximity to these community-serving facilities will supplement their needs for parking. Frontage is available on King Edward Avenue and Mann Avenue which are both major collector roads. These roads can provide vehicle access to the proposed parking lot without impacting on the residential area to the northeast. Access and egress for the Queensway is also directly available from the Mann Avenue off ramp and the Greenfield Road on ramp. Given these site specific factors, this parking lot will not create negative impacts on the residential neighbourhood but will provide for needed parking related to the adjacent arena and recreation complex.

Therefore, the addition of a parking lot as a permitted use in this minor institutional zone is considered to be acceptable.

### Economic Impact Statement

The addition of a parking lot as a permitted use on this property will have no appreciable economic impact on the City.

### Environmental Impact

The Environmental Management Branch has advised that an Environmental Site Assessment for contamination was conducted on this site, however, the collected samples satisfied Ministry of Environment criteria and no further analysis is deemed required.

### Consultation

A response was received from Action Sandy Hill which indicated that they are not opposed to the addition of a parking lot at this location.

### Disposition

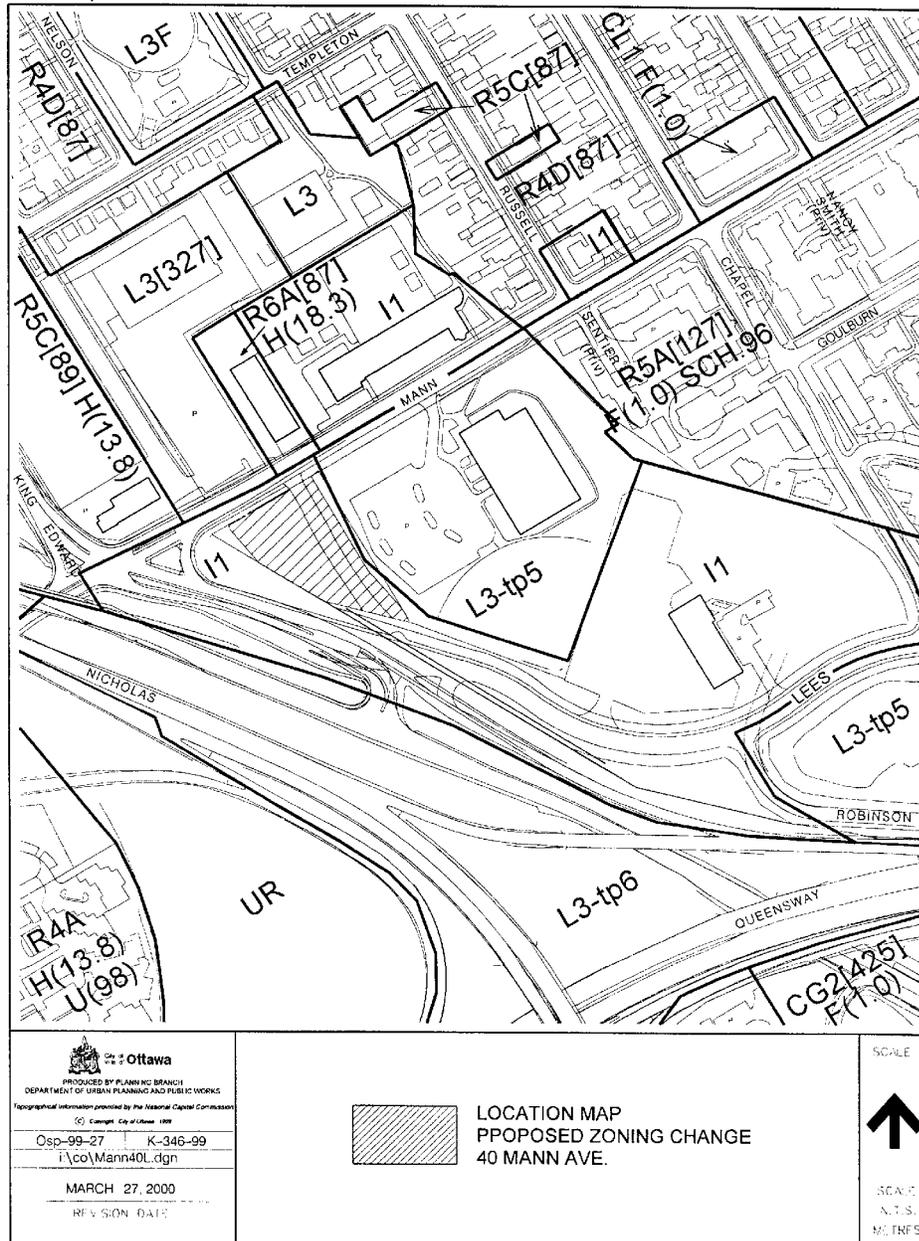
1. Department of Corporate Services, Statutory Services Branch to notify the owner, National Capital Commission, 202-40 Elgin Street, Ottawa, Ontario K1P1C7 attn. Peter McCourt, and the agent, Delcan Corporation, 2001 Thurston Drive, PO Box 8004 Ottawa, Ontario K1G 3H6 attn. Ronald A. Clarke.
2. City Solicitor's Office to forward implementing by-law to City Council.
3. Department of Urban Planning and Public Works to write and circulate the implementing by-law.

### List of Supporting Documentation

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

Part II - Supporting Documentation

Location Map



**Zoning Details**

1. A parking lot is a permitted use in this zone.

THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW NUMBER \_\_\_\_\_

By-law Number \_\_\_\_\_ amends Zoning By-law, 1998, the City's Comprehensive Zoning By-law. This amendment affects the zoning of the property located on the southeast corner of the intersection of Lees Avenue and Mann Avenue, and known municipally as 40 Mann Avenue. The site is presently vacant. The attached map shows the location of the subject property.

#### Current Zoning

The subject property is currently zoned I1 (Minor Institutional). The purpose of this zone is to permit a range of neighbourhood-serving, emergency and institutional uses to be located in areas designated Residential in the Official Plan; to minimize the impact of these uses on areas designated Residential ; and to impose regulations to ensure compatibility with adjacent land uses.

#### Proposed Zoning

The proposed zoning would add a "parking lot" as a permitted use in the I1 zone for this property.

Further information on the proposed amendment, please contact Charles Lanktree, RPP., OALA. at 244-5300 ext. 3859.

### **Consultation Details**

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

#### Supplemental Notification and Consultation

This application was circulated to the Environmental Advisory Committee and the Local Architectural Conservation Advisory Committee, however, no comments were received in response.

#### Public Comments

Action Sandy Hill indicated that they do not oppose this application, however, they have requested a report from the University of Ottawa with evidence on specific measures it has taken to address the problem of campus parking over the last five years and expand the use of public transportation to increase services to and from the campus, as well as other forms of transportation in, order to reduce the volume of private automobiles entering the campus.

#### Response to Comments

The University of Ottawa has undertaken a number of development projects recently, such as a new Recreation Complex, a student residence, and the Science and Information Technology building. The University's transportation consultants have prepared parking demand studies concerning these various projects and demonstrated that the requirements of the Official Plan with respect to ongoing monitoring of parking on the campus are being met. These reports have been available to Action Sandy Hill as part of the review process concerning the noted recent projects. The subject parking lot is viewed as surplus to the University's needs at this time, however, it will supplement parking in the south quadrant of the campus and reduce the potential for overspill to on-street locations within the adjacent Sandy Hill neighbourhood.

#### Councillor's Comments

Councillor Stéphane Émard-Chabot indicated that with this zoning amendment short-term parking can be provided during the construction of the sports complex. This amendment has been discussed with the members of Action Sandy Hill and there is agreement that from the community's point of view, it is preferable to concentrate the parking on the edge of the University campus, close to the Queensway. Due to the close proximity of the site to the sports complex, this parking lot will serve both the community and the users of the sports complex.

Application Process Timeline Status

This application, which was submitted on September 8, 1999, was subject to a project management timeline as recommended by the “A Better Way Task Force” and a process chart which established critical milestones was prepared. Preconsultation was undertaken by the applicant with the community association for the area.

This application was not processed within the fourteen to twenty week timeframe established for the processing of zoning amendment applications due a delay by the applicants in establishing the dimensions of the subject property.

# Backgrounder

April 5, 2000

ACS2000-ER-MAY-0001

## 6. Downtown Revitalization Summit - Action Plan

### Sommet sur la revitalisation du centre-ville - Plan d'action

#### Issue

- On October 6, 1999, Council launched an initiative to promote downtown revitalization. A key component in the development of an action plan was the January 29, 2000 Summit which generated ideas that can be implemented in the short term or presented to the new City of Ottawa for action. This initiative is intended to build upon past and current revitalization efforts, including the successful Residential Downtown Intensification (Re-Do-It) project.

#### What's New

- A Downtown Revitalization Action Plan has been completed: it is recommended that Council approve the Plan, to serve as the City's guide for downtown revitalization.
- Highlights of what can be undertaken immediately include, amongst others:
  - ▶ exempting development fees for downtown residential and commercial development
  - ▶ implement an expedited development approval process for projects within the downtown
  - ▶ initiating a Downtown Advisory Council
  - ▶ eliminating parking for various residential uses throughout the Core area and for residential above commercial along Elgin, Bank, Somerset and Bronson Streets
  - ▶ compiling a list of vacant sites and surface parking lots with potential for development for distribution to public and private sectors
  - ▶ pursue a pilot project for the conversion of above ground floor commercial space to residential use in cooperation with the BIAs.

#### Impact

- Revitalization of the downtown will make the City's core a more vibrant place and will lead to economic gains as a result of increased development of the downtown area.

Contact: Bob Spicer - Author - 244-5300 ext. 3858  
Lucian Blair - Chief Communications Officer - 244-5300 x4444 Pager 780-3310



April 5, 2000

ACS2000-ER-MAY-0001  
(File: OCS3049/110)

Elected Representatives Section

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. Downtown Revitalization Summit - Action Plan

### Sommet sur la revitalisation du centre-ville - Plan d'action

#### Recommendation

That the Downtown Revitalization Action Plan be APPROVED as detailed in Document 3 and serve as the guide to the City of Ottawa's revitalization efforts in the downtown.

April 10, 2000 (7:26a)

Jim Watson  
Mayor

April 10, 2000 (7:27a)

Elisabeth Arnold  
Councillor  
OT06 - Somerset Ward

RS:rs

Contact: Robert Spicer - 244-5300 ext. 1-3858

#### Financial Comment

Approval of this report will result in lost revenues to the City and the Recreation Lands Reserve Fund, as follows in the year 2000:

- Department of Urban Planning and Public Works revenue for Building Permits and Site Plans.
- Recreation Lands Reserve Fund revenue for the 5% Parkland Levy.

The Department of Urban Planning and Public Works advises that the 1998 and 1999 amounts received for the indicated area, will be available at the time of the Committee and Council's consideration.

Upon approval of this report, a system to track development, permits and fees will be established for future reporting.

  
 April 7, 2000 (3:25p)

for Mona Monkman  
 City Treasurer

BH:cds

## **Executive Report**

### Reasons Behind Recommendation

#### **Background**

On October 6, 1999 City Council approved the launching of a new initiative, led by Mayor Watson and Councillor Arnold, to promote downtown revitalization. The goal was to produce a realistic action plan with a list of revitalization measures which could be undertaken in both the short and medium term for approval of City Council by April, 2000. The Downtown Revitalization Summit held on January 29, 2000 at City Hall was a key component in the development of the Action Plan.

Over 80 individuals representing a diverse range of interests, including developers, residents, architects, planners and politicians attended the Downtown Revitalization Summit. A complete list of participants is attached as Document 1. This all-day facilitated event generated many fresh revitalization ideas and initiatives that the City can undertake in the short-term and present to the new City of Ottawa for action following its creation. All those participating in the Summit shared a common interest in ensuring the continued vitality of the downtown area. A wide variety of excellent ideas were identified during the breakout sessions, including accommodating infill housing of all types, employing urban design guidelines rather than land use regulations, changing one-way streets to two-way, improving transit, increasing on-street parking, waiving development fees, and planting additional street trees, among many others.

This downtown revitalization initiative is intended to build upon past successful revitalization efforts such as the Residential Downtown Intensification (Re-Do-It) project. Re-Do-It aimed to bring 3 500 new units and 5 000 new residents to the downtown within a 10-15 year time period. Since 1994, 1 400 residential units accommodating 2 500 new residents have been built in the downtown and inner city area. Several other revitalization programs and initiatives have been considered and undertaken by the City and other levels of government in recent years.

### **Downtown - Where it's at**

As shown on the attached location map (Document 2), the boundaries of the downtown area, for the purpose of the Downtown Revitalization Summit and the Action Plan, generally correspond to those of Somerset Ward. Three distinct neighbourhoods: the Core (including LeBreton Flats); Centretown; and Dalhousie are located within these boundaries. Each neighbourhood has different retail and office markets and demographic profiles. Where the recommendations of the Action Plan refer to the "downtown", such reference includes all lands identified on the location map of Document 2, and similarly, where the reference is made to a particular sub-area, such recommendation pertains only to those lands within the sub-area as identified in Document 2. Also, it should be noted that for those medium term recommendations to the new City of Ottawa, the definition of downtown would be that as established by the new City at that time.

### **The Downtown - the Region's Heart**

The downtown is not only the Central Business District of the City of Ottawa, but is the heart of the nation's capital. It is the hub of tourism and entertainment in the National Capital Region, and the focus of employment and government activities. Similarly, the Core's surrounding residential neighbourhoods give vitality to the downtown and provide a convenient market for its services. Consequently, it is crucial that the revitalization of all of the downtown area be fostered so it can continue to prosper and thrive.

Given the importance of the downtown to the region, it is recommended that the Transition Board consider the creation of a Downtown group within the new organizational structure which will provide a focus on all downtown issues. This group would be responsible for setting the strategic direction for the downtown and for all aspects of urban design and development approvals.

### **What we've been doing**

Currently there are several City of Ottawa initiatives to encourage development as well as heritage restoration in the downtown:

- All development is exempt from City and Ottawa Hydro development charges and residential development in Centretown and the Core is exempt from Regional development charges.
- Building permit fees for residential development are reduced by \$500 a unit in Centretown and the Core as well as a portion of the Dalhousie neighbourhood south of the Queensway. This reduction effectively eliminates the building permit fee for affordable smaller apartment units and substantially reduces the fee for other types of residential units depending on the floor area and the construction cost per square foot.

- Building permit, development application and cash-in-lieu of parkland fees are waived on a case-by-case basis for charitable organizations providing affordable housing for the homeless.
- The Innovative Housing Loan Fund for Non-Profit and Community Based Organizations is a \$220,000 revolving fund to provide short-term, no-interest loans of up to \$50,000 in support of affordable housing development that is innovative in design, tenure or financing. The Innovative Housing Loan Fund is a similar \$110,000 fund for public or private affordable housing.
- The Heritage Grant program has an annual budget of \$50,000 and provides matching grants of up to \$5,000 for the restoration of heritage buildings.
- The Graffiti Removal Project has \$25,000 allocated in the 2000 budget, along with resources of other partners in the project, to reduce graffiti city-wide.
- The City is contributing \$50,000 in 2000 to the Ice Storm - Tree Replacement and Management Strategy city-wide.
- The Centretown Heritage Conservation District, designated under Part V of the Ontario Heritage Act on July 21, 1998, affects the lands bounded by Elgin Street, Argyle Avenue, Kent Street and Lisgar Street. The designation allows the area to continue to serve as a prime downtown residential neighbourhood, accommodating compatible commercial and mixed use development while maintaining the heritage building stock and streetscape character.
- The Central Area West Heritage Conservation District Study, targeted for City Council on May 17, 2000, covers the area bounded by Elgin Street, Wellington Street, Bronson Avenue and Gloucester Avenue. This designation, if approved, will permit the area to accommodate compatible residential, commercial and mixed use development while maintaining the heritage building stock and streetscape character.

Notwithstanding these current City programs, there is a need to re-energize the City's existing revitalization efforts:

- New incentives could help to encourage medium and high density housing, particularly apartment building construction which has been absent in the downtown since the cancellation of the government-funded social housing programs in 1994.
- Pedestrian, cycling, transit, traffic calming and on-street parking issues need to be addressed as part of the revitalization initiative.
- More attention needs to be focussed on urban design and beautification issues which enhance the quality of life and downtown experience for residents and visitors alike.

- A more co-ordinated effort should help to encourage additional office and other employment uses to locate in the downtown.

### **A Little Less Zoning - A Lot More Development**

Zoning is considered to be a key issue in the revitalization of any area, as it is the types of uses permitted, and the types of requirements such as yard setbacks, height, density and parking which will affect where and how development will occur. Of significance, is that many of the zoning concerns raised at the Summit already have been addressed in both the new *Zoning By-law, 1998* as well as the recently-adopted *By-law 5-2000, Central Area Amendment (January 2000)*. Of particular note are the following:

- Virtually all land uses are permitted throughout the commercial zones in the Core area (CB and CP1 zones), and a wide range of uses are permitted in Centretown and Dalhousie (CN zones) including:
  - ▶ all types of retail
  - ▶ retail food stores
  - ▶ offices
  - ▶ residential above commercial at grade (“dwelling units”)
  - ▶ parks
  - ▶ personal service businesses
  - ▶ amusement, entertainment uses permitted throughout the core;
- All residential uses are permitted throughout the downtown residential zones, with primary focus given to medium- and high-density uses;
- With a few exceptions, parking space requirements have been eliminated for all commercial uses in the Core area, including retail, retail food stores, and personal service businesses, and where parking is still required, the rates are greatly reduced;
- In addition, parking space requirements have been eliminated for entertainment uses such as restaurants, bars and nightclubs throughout the Core;
- Retail uses, restaurants, personal service businesses and community uses are already mandatory at grade, thus ensuring that zoning promotes street life and a pedestrian environment throughout the Core area as well as along the downtown pedestrian-oriented thoroughfares (e.g. Bank, Elgin, Somerset, etc.). Entertainment uses are also mandatory at grade in much of the Core area;

- The new zoning for the Core area ensures that there is continuity of pedestrian access by requiring that each retail use must have its own entrance off of the street;
- No new surface parking lots are permitted throughout the Core, as parking lots are only permitted if completely enclosed within a building. Existing surface parking lots are either non-conforming or are permitted only through temporary zoning, which requires renewal; and
- Land uses in the Core area have no required yard setbacks -- there is a zero lot line required for front, side and rear yards for all uses in those zones. In addition, land uses along Bank, Elgin and Somerset only have yard setback requirements where non-residential uses abut residential uses.

The overall effect of the wide variety of residential and non-residential uses permitted throughout the downtown area, as well as the elimination of yard setbacks and parking rates has resulted in very permissive zoning, particularly in the Core area. As a result, it may be argued that it is not zoning which is hampering additional revitalization, as the rules are in place to allow development to proceed with few restrictions.

One of the zoning regulations that Summit participants felt could be considered for deletion was height. It is recommended that height be retained as it is virtually the only regulation applicable to land uses in the downtown. Much study and public debate has occurred over the years in respect of the height of buildings and the preservation of significant views and vistas, particularly of Parliament Hill, and as such the intricate height requirements should not be compromised.

### **Downtown Revitalization Action Plan (Document 3)- A Blueprint for Revitalizing Downtown**

In order to formulate the Downtown Revitalization Action Plan, recommendations were derived from the many excellent Summit participant ideas listed in the *As It Was Heard* paper documenting the Summit (see Document 4) and noted in Column 1 of the Action Plan. Some of the Summit ideas are already part of long-standing City programs (e.g., heritage grants and plaques). A few ideas, (e. g., improving downtown transit, preparation of an urban design plan) are reflective of existing Official Plan policies that have yet to be implemented. One popular Summit idea, relaxing zoning regulations, is very much in keeping with the recently approved Zoning By-law for the Central Area as discussed above. Nevertheless, where opportunities were identified to further reduce zoning regulations, they have been included as recommended actions as discussed in the Action Plan. Note that no Regional approvals or Official Plan Amendments would be required to undertake the recommended zoning changes.

The Downtown Revitalization Action Plan recommendations have been grouped into theme areas (e.g., Financial Incentives). These recommendations have been identified in the Action Plan as either short-term actions that can be implemented immediately by the current City in the remaining months of its mandate or medium-term actions to be implemented after

2000 by the new City of Ottawa and/or other levels of government or the private sector. The Action Plan in its entirety can be presented to the Transition Board and ultimately the new City of Ottawa as a “blueprint” for revitalization of the downtown area.

Please note that City staff have some concerns with the impact of portions of the Action Plan on the 2000 Budget and with the appropriate mechanism for the waiving of development fees which can be addressed at Committee and Council.

### **The 240 Day Plan - A Window of Opportunity**

Here are some of the highlights of what can be undertaken immediately, during the remaining months of this City’s mandate. Some of these initiatives, such as the exemption from development fees, would expire January 1, 2001 when the new City of Ottawa is in place. Others, such as a Downtown Advisory Council could be continued by the new City of Ottawa.

- ★ exempt building permit and application fees for residential and commercial development in the downtown
- ★ implement an expedited development approval process for projects within the downtown
- ★ eliminate the 5% parkland levy in the downtown for residential development, excluding Lebreton Flats and developments of over 50 units
- ★ request that the Region of Ottawa-Carleton extend the exemption from Regional development charges to all development in the downtown
- ★ initiate a Downtown Advisory Council
- ★ eliminate parking for various residential uses throughout the Core area and for residential above commercial along Elgin, Bank, Somerset and Bronson Streets
- ★ compile a list of vacant sites and surface parking lots with potential for development for distribution to public and private sectors
- ★ pursue a pilot project for the conversion of above ground floor commercial space to residential use in cooperation with the BIA’s
- ★ construct a contra-flow bicycle lane on Gladstone Avenue between Elgin and Cartier Streets
- ★ investigate the elimination of FSI (floor space index)

- ★ consider rezoning the area bounded by Wellington, Lisgar, Elgin Streets and the Canal, where width permits development, for a wider range of uses
- ★ maximize street exposure of commercial uses

Of great significance would be the savings to the developer with the exemptions in permit and application fees, and 5% parkland levies recommended in the Action Plan. As an example, for a 17 unit townhouse project, developed in 1999, with an estimated construction value of \$1,500,000.00, the building permit fee was \$8,000.00; the site plan application fee was \$1,250.00; the minor variance application fee was \$150.00 and the 5% cash-in-lieu of parkland fee was \$34,255.00. A total savings to the developer of \$43,655.00 would have occurred under the proposed exemption program.

The recommendation to eliminate the 5% parkland levy in the downtown excludes Lebreton Flats due to its large scale development potential and in recognition of the approved development plan which includes parkland. In addition, residential projects of 50 units or less will be exempt from the levy throughout the downtown. This recommendation does not eliminate on-site landscaping and open space provisions.

### Economic Impact Statement

Two of the recommendations in the Action Plan propose to establish a program to exempt building permit and application fees for downtown development, as well as to establish a property tax rebate program that would provide grants related to increases in taxes resulting from downtown development.

While the elimination of building permit and application fees would result in a loss in revenue to the City during the course of the program, it may be argued that there would be economic gains and spin-offs in the long run as a result of increased development in the downtown.

### Environmental Impact

No negative environmental impacts are anticipated as a result of the approval and implementation of the Downtown Revitalization Action Plan.

### Consultation

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

## **Disposition**

Department of Urban Planning and Public Works to undertake the implementation of the initiatives under the jurisdiction of the City outlined in the Downtown Revitalization Action Plan.

Department of Corporate Services, City Clerk's Office to forward copy of the Council-approved Action Plan to the Transition Board and the Region of Ottawa-Carleton.

## **List of Supporting Documentation**

Document 1	List of Participants
Document 2	Location Map
Document 3	Downtown Revitalization Action Plan
Document 4	<i>As It Was Heard</i> Report

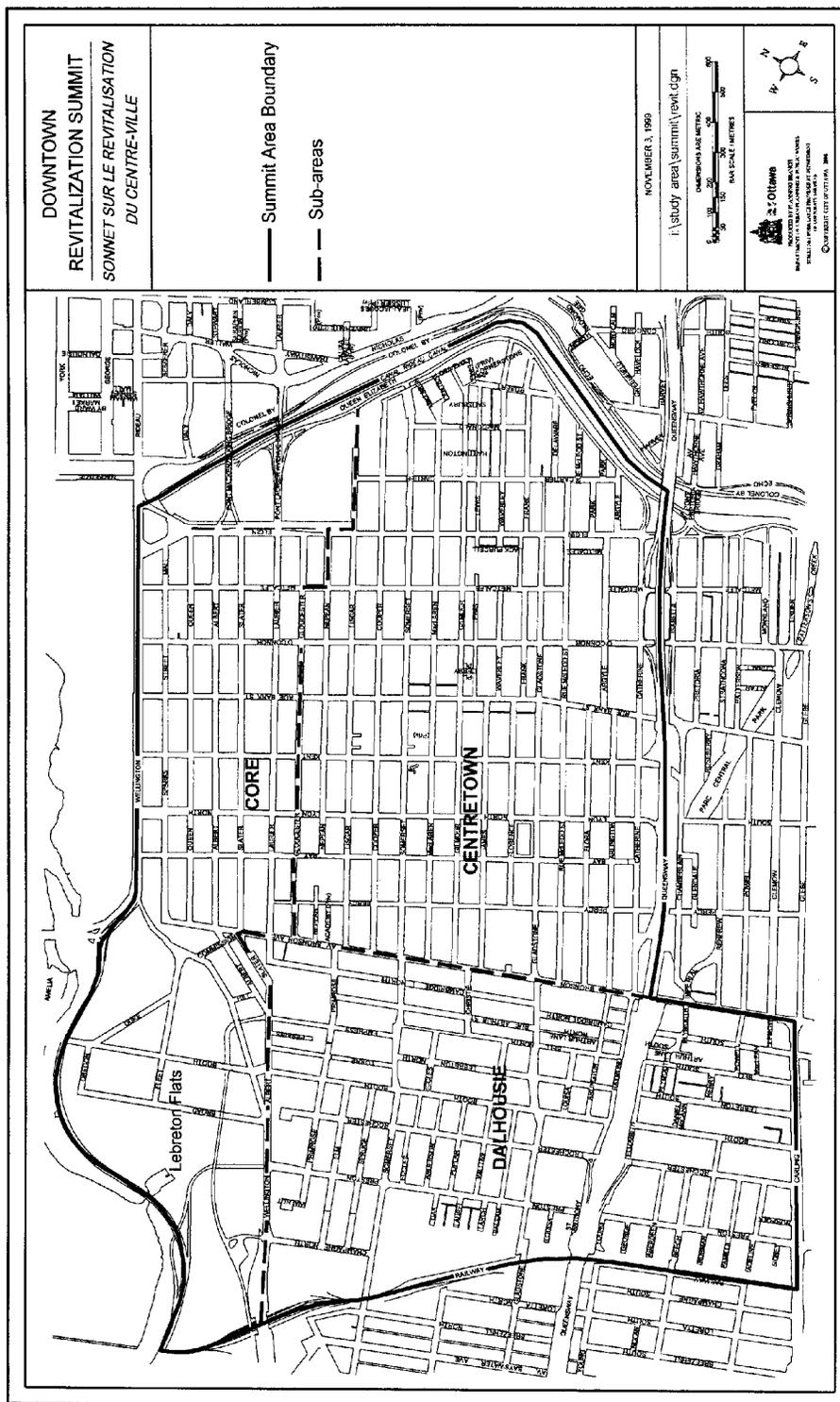
## Part II - Supporting Documentation

Document 1

### Downtown Revitalization Summit Participants

Meredith Blaney	Interested Citizen
John Blatherwick	Planner
Catherine Boucher	Centretown Citizens Ottawa Corporation
Chris Bradshaw	Ottawa Pedestrian Advisory Group
Nigel Brereton	Region of Ottawa Carleton
Richard Brisbin	Architect
Jim Burghout	Claridge Homes
Jamie Burr	Canadian Mortgage and Housing Corporation
C. Callan-Jones	Slater Financial
Archie Campbell	Dalhousie Community Association
Marni Cappe	Region of Ottawa Carleton
Brian Card	Corporate Research Group
Dennis Carr	Centretown Citizens Ottawa Corporation
Doug Casey	Charlesfort Developments
Mike Casey	Arnon Developments
Jean Chalifour	Ottawa Board of Trade
Albert Chambers	Trustee, Ottawa Carleton District School Board
Anton Cheng	Chinese Community Association
Jim Colizza	James Colizza Architect
Lucy Corbin	Local Architectural Conservation Advisory Committee
Gina Courtland	Westeinde Construction Ltd.
Derek Crain	Crain Architect
H. William Cuff	Melron Enterprises
Tracy Daly	Canril Corp.
Paul Dolan	Murray & Murray Architects
Clive Doucet	Region of Ottawa-Carleton Councillor
John Doran	Domicile Developments
Peggy DuCharme	Downtown Rideau BIA
Pierre Dufresne	Ottawa Carleton Home Builders Association
Allison Erickson	Ottawa Regional Landlords Association
Louis Facchini	Sparks Street Management Board
Ted Fobert	Fotenn Consultants
Pamela Foster	Interested Citizen
David Gladstone	City Centre Coalition
Gregory Gorman	World Trade Centre
Terry Guilbault	Canril Corp.
Marey Gregory	Federation of Citizens' Associations of Ottawa-Carleton
Jacques Hamel	Committee of Adjustment
Ida Henderson	Interested Citizen
Paul Hindo	Ottawa Economic Development Corporation
Barry Hobin	Architect

Diane Holmes	Region of Ottawa Carleton Councillor
Joan Katz	Centretown Citizens Community Association
Marie Keasey	Interested Citizen
Brian Lahey	Properties Group
Francois Lapointe	National Capital Commission
David Lees	J.J. Barnicke Ltd.
Gerry Lepage	Bank Street Promenade BIA
Catherine Lindquist	Region of Ottawa Carleton
T. Mattila- Hartman	IntelliTrans Canada
Mike McGahan	Commvesco-Levinson Viner
Alain Miguelez	Canada Mortgage and Housing Corporation
Edgar Mitchell	Somerset Village BIA
Wolf Mohaupt	Architect
Barry Padolsky	Architect
Richard Patten	MPP
Ann Perron	Interested Citizen
Howard Perron	Interested Citizen
Lloyd Phillips	Lloyd Phillips & Associates
Dave Pollard	Public Works Government of Canada
Rick Pyper	Terlin Construction
Carolyn Quinn	Heritage Ottawa
Louis Saumweber	Interested Citizen
John Schioler	Interested Citizen
David Seaborn	Dalhousie Community Association
Sandy Smallwood	Andrex Holdings
Douglas Smith	Interested Citizen
Larry Spencer	Spencer and Co.
Richard Talbot	Thomas Consultants International Inc.
Eliseo Temprano	Architect
Robert Tennant	Fotenn Consultants
Gwen Troop	Somerset Heights BIA
Paul van Steen	Urbandale
Drina Wethey	McNabb Neighbourhood Improvement Bunch
Michael Wilson	City Living
Curry Wood	National Capital Commission



## DOWNTOWN REVITALIZATION ACTION PLAN - A BLUEPRINT FOR REVITALIZING DOWNTOWN

### FINANCIAL INCENTIVES

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Financial Incentives</b>					
1. Grants-in-lieu of building permit and development application fee program  2. Phase-in of development and building permit fees (not all at front-end at time of application).  3. Incentives to improve properties/appearance of buildings/facade improvements.	✓		✓		That the City exempt building permit and application fees for residential and commercial development in the downtown.
Eliminate parkland levies.	✓		✓		That the City eliminate the 5% residential development parkland levy in the downtown, excluding Lebreton Flats and developments of more than 50 units.

## FINANCIAL INCENTIVES

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<p>Property tax incentives (e.g., rebate of increases for <math>\pm 5</math> yrs):</p> <ul style="list-style-type: none"> <li>to turn vacant lands and parking lots into green space and infill development - commercial, residential (including non-profit housing) and mixed use;</li> <li>for conversions, renovations and upgrades and heritage restoration.</li> <li>Property tax relief for private construction of parks, amenities and trees.</li> </ul>	✓			✓	That the new City consider establishing a property tax rebate program that provides grants related to increases in taxes resulting from downtown development.
Reduced public land price for residential.	✓		✓		That the City continue to sell land for non-profit-housing at less than market value.
	✓		✓	✓	That the City facilitate the development of non-profit housing projects in the absence of senior government funding.

## FINANCIAL INCENTIVES

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Regional Development Charges</b>					
1. Extend Regional development charge residential exemption, including appropriate sewer charges, to all development in all of Somerset Ward.		✓	✓		That the City request that the Region of Ottawa-Carleton (ROC) extend the exemption from Regional development charges to all development in the downtown.
2. Regional development charges that reflect cost of downtown infrastructure and that are reinvested in the downtown.		✓	✓		That the City request that the ROC review whether development charges reflect downtown infrastructure costs and whether they can be reinvested in the downtown, if the charges are not eliminated in the downtown.
<b>Equitable Property Taxation</b>					
1. More equitable distribution of tax resources west of the canal.		✓		✓	That the new City of Ottawa review the property tax structure in the downtown as it pertains to different types of residential units when the property tax cap ends in 2001.
2. Reduce property taxes on multi-residential and other rental properties.					
3. Property tax equalization between rental and freehold properties and between downtown and suburbs.					

## FINANCIAL INCENTIVES

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
4. Get Queen's Park to set different tax ratios for downtown development.					
<b>Renew Senior Government Investments</b>					
Co-ordinate federal and municipal investments in downtown/infrastructure investments.	✓	✓		✓	That the new City of Ottawa develop a joint strategy with the Federal government and its agencies to co-ordinate downtown and infrastructure investment.

## FINANCIAL INCENTIVES

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
1. Lobby federal/provincial government to invest in cities.	✓	✓		✓	That the City request that the Federation of Canadian Municipalities lobby the Federal and Provincial governments to invest more resources in cities, including public transit and health and education funding.
2. Lobby to have the province re-instate public transit funding, health and education funding and to make development economically viable.	✓	✓	✓		That the City apply for a Federal infrastructure grant for projects such as the Kent Street traffic calming, street tree planting and boulevard landscaping.
	✓	✓		✓	That the City request that Association of Municipalities of Ontario (AMO) lobby the Federal and Provincial governments to provide a percentage of the gas tax for public transit.

## URBAN DESIGN

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
1. Enhance use of lighting, including decorative (visibility, safety, tourism).	✓			✓	That the new City of Ottawa prepare and implement a Downtown Urban Design Plan in 2001.(\$)
2. Establish a program to improve public spaces by tree planting, gateways, pocket parks, pedestrian friendly lighting.	✓		✓		That the City continue to:
3. Co-ordinate street furniture.					<ul style="list-style-type: none"> <li>provide advice and assistance to community groups conducting safety audits;</li> </ul>
4. Make areas more friendly beautiful and warmer.					<ul style="list-style-type: none"> <li>be pro-active in implementing safety audit recommendations in the downtown.</li> </ul>
5. Enhance pedestrian environment.	✓			✓	
6. Way-finding signage throughout the downtown to establish a thread through sites.					That the new City of Ottawa provide guidelines to encourage the integration of the arts in private developments.
7. Establish urban design guidelines.					
8. Provide readily available architecture, storefront guidelines (including signage).					
9. Provide flexible landscape options					

(\$) - refers to costs associated with actions proposed for 2001

## URBAN DESIGN

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
10. Integrate open space into development. 11. Provide incentives for art in public places. 12. Increase the number of pocket parks.					
1. Conduct more open professional design competitions. 2. Establish architectural awards for existing and new structures.	✓		✓		That the City initiate discussions with the local architectural community to establish an annual Architectural Awards Program.
1. Plant more street trees, landscape boulevards. 2. Implement Kent St. landscaping/streetscaping proposals	✓  ✓  ✓		✓  ✓  ✓		<p>That the City maximize tree planting opportunities in the downtown during 2000 as part of road and sewer capital construction projects.</p> <p>That 43 trees be planted on Gladstone Avenue in 2000 as part of the city-wide \$100,000.00 tree planting program.</p> <p>That 46 replacement trees be planted in the downtown in 2000 as part of the replacement tree planting program.</p>

## URBAN DESIGN

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Safety</b>					
1. Make downtown safe for families.		✓	✓	✓	That the City request the Ottawa-Carleton Regional Police Service to consider a safety program to address downtown safety issues, including more visible police patrols. (\$)
2. More walking and cycling police in parks and leisure areas.	✓		✓		
3. Create a safety program unique to downtown issues, better, more visible police patrols, reduce fear.	✓		✓		That the City allocate part of the city-wide Graffiti Removal Project budget of \$25,000 to the downtown.

(\$) - refers to costs associated with actions proposed for 2001

## URBAN DESIGN

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Festival Support</b>					
1. Financial/logistical support for festivals.	✓	✓	✓		That the City continue to work with other festival organizers to co-ordinate and augment existing community building (e.g., festivals) and entertainment activities in the downtown.
2. Invest in community-building activities (festivals, art, urban gardens).					
3. Bring more entertainment downtown- live music, buskers, theatre.	✓	✓	✓		That the City encourage business and private donations to the World Exchange Plaza Performing Arts Endowment Fund which support performing art activities in the downtown core.

## HOUSING AND LAND USE

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<p>1. Produce an inventory of potential sites for development / redevelopment.</p> <p>2. Housing to be built on parking lots.</p>	✓		✓		That the City compile a list of vacant sites and surface parking lots in the downtown with potential for residential and mixed use development for distribution to the public and private sectors by June 30, 2000.
Eliminate Ontario New Home Warranty Program (ONHWP) bonding requirements for multi-unit buildings.	✓	✓		✓	That the City, in conjunction with the Ottawa-Carleton Homebuilder's Association, petition the Ontario New Home Warranty Program Office and the Provincial Government to make the financial securities required for multiple unit high-rise construction less restrictive.
Lobby the senior levels of government for tax changes to stimulate multi-unit rental construction.		✓	✓		That the City request that the Federal and Provincial governments provide tax rebates and concessions needed to stimulate multi-unit rental construction.

## HOUSING AND LAND USE

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
1. Encourage landlords to redevelop/convert older properties.	✓	✓	✓		That the City pursue a pilot project for the conversion of above ground floor commercial space to residential use in cooperation with the BIA's.
2. Initiate an adaptive re-use grant program.					
3. Create a program to rehabilitate old buildings.	✓	✓	✓		That the City communicate with the Minister of Public Works and Government Services Canada and request the fast tracking of conversions to residential on floors above retail on north side of Sparks Street, noting the impending action to eliminate parking for dwelling units (see Regulations and Process - Parking Requirements below)
	✓		✓		That the City promote the use of the Innovative Housing Loan Fund.
	✓	✓	✓		That the City assist Canada Mortgage and Housing Corporation (CMHC) in the promotion of the Conversion and Rental Residential Rehabilitation Assistance Programs (RRAP).

**HOUSING AND LAND USE**

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
Support strata-title ownership.		✓		✓	That the City monitor and find opportunities to participate with the Working Group established by the AMO to investigate strata-title and other planning issues.

## ECONOMIC DEVELOPMENT/MARKETING

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Integrate public-decision-making</b>					
1. Co-ordinate activities/projects amongst all levels of government.	✓	✓		✓	<p>That the City initiate a Mayor's Downtown Advisory Council to provide a forum for consultation with the diverse interested stakeholders, including citizens, with the aim of developing a common vision for the downtown as well as monitoring development activities.</p> <p>That the City continue to foster a spirit of co-operation with all levels of government.</p> <p>That the City request the National Capital Commission to open its meetings to the public.</p>
2. Better interaction between NCC, PWGSC, DND, etc.					
3. Initiate federal, private Ottawa planning development council.	✓		✓		
4. All levels of government and players agree to one plan for the core to which all subscribe.	✓	✓	✓		
5. Ensure consultative approach for all interested constituencies.					
6. New system of implementing policies and procedures led by diverse group of people focussed on downtown issues.					
7. Formal cross-representational constituency regarding downtown.					

## ECONOMIC DEVELOPMENT/MARKETING

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Improve Marketing and Promotion</b>					
1. Set in place a development corporation to develop Lebreton Flats, the Waterfront and Islands.	✓		✓		That the City establish a communications plan, including regular updates on the City's web site and ads in community and business newspapers, to publicize actions that are helping to revitalize the downtown.
2. Establish a downtown development corporation.	✓	✓		✓	That the new City of Ottawa work with the downtown BIAs, other government agencies, citizen groups, and the business community to consider the establishment of a Downtown Development Corporation.
3. Major corporations need to undertake more leadership and participation in the downtown.	✓		✓		That the City pursue large employment projects downtown.
		✓	✓		That the City partner with the individual BIAs in the downtown to work together to promote the downtown.

## TRANSPORTATION AND PARKING

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Transportation Strategy</b>					
Better communication of parking rules and regulations.	✓		✓		That the City continue and expand its existing promotion of City parking initiatives, rules and regulations.
<ol style="list-style-type: none"> <li>1. Consider eliminating one-way streets.</li> <li>2. Allow more parking, both sides of streets.</li> <li>3. Improve gateway roads to downtown.</li> <li>4. Do a major study of north-south streets.</li> <li>5. Make pedestrian safety and comfort a priority when reconstructing streets.</li> <li>6. Implement traffic calming.</li> <li>7. Create more parking structures.</li> <li>8. Reduce turning restrictions in downtown core.</li> <li>9. Consider allowing cars on Sparks Street.</li> <li>10. Eliminate inter-provincial truck traffic from downtown.</li> </ol>	✓	✓		✓	<p>That the new City of Ottawa undertake a Downtown Transportation and Parking Study in 2001, taking into consideration:</p> <ul style="list-style-type: none"> <li>• the role of the downtown and the transportation system</li> <li>• traffic circulation</li> <li>• on-street and off-street parking</li> <li>• pedestrian safety</li> <li>• cycling</li> <li>• traffic calming</li> <li>• achieving an appropriate modal split</li> <li>• the Elgin Street study recommendations. (\$)</li> </ul>

(\$) - refers to costs associated with actions proposed for 2001

## TRANSPORTATION AND PARKING

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
11. Mitigate negative aspects of surface parking. 12. Less surface parking lots and more underground parking. 13. Eliminate commercial parking lots. 14. Eliminate cash-in-lieu of parking. 15. Innovative options for parking above and below grade.					
Allow cabs to pick up on a hail.	✓			✓	That the new City of Ottawa review the taxi licensing by-law to allow pick-ups on a hail.

## TRANSPORTATION AND PARKING

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Cycling</b>					
Encourage greater use of bicycles in the downtown	✓		✓		That the City continue to implement the Comprehensive Cycling Plan and that the new City of Ottawa commit to its implementation.
	✓		✓		That the City promote the new Ultimate Ottawa Bicycle Guide.
	✓		✓		That the City construct the proposed contra-flow bicycle lane on Gladstone Avenue between Elgin and Cartier Streets in 2000, pending completion of the evaluation of existing similar facilities on Stewart St. between Waller and Cumberland Sts. in April 2000.

## TRANSPORTATION AND PARKING

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Transit</b>					
1. New transit strategy incorporating: quality and accessibility of structures, routes, types of vehicles used and funding options.		✓		✓	<p>That OC Transpo be requested to undertake a new transit strategy for the downtown. The new strategy should consider:</p> <ul style="list-style-type: none"> <li>• other forms of transit</li> <li>• other funding options</li> <li>• pedestrian safety</li> <li>• employee public transit incentives</li> <li>• lower downtown ticket prices</li> <li>• increased transit frequency</li> <li>• attracting new users</li> <li>• smaller downtown buses</li> <li>• no fares downtown.</li> </ul>
2. Make pedestrian safety and comfort the top priority when providing transit facilities.					
3. Provide incentives to public and private sectors to have employees use public transit					
4. Lower ticket price for transit downtown.					
5. Increase frequency of transit.					
6. Lobby provincial and federal governments for tax credit for transit pass.					
7. Develop transit campaign to get new users.					
8. Have smaller buses serving just downtown.					

**TRANSPORTATION AND PARKING**

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
9. Introduce fare free zone in downtown for transit.					
10. Re-prioritize goals of OC Transpo to focus on downtown Ottawa.					

## REGULATIONS AND PROCESS

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Development Approval Process</b>					
Establish an expedited development approval process to take 60 days.	✓		✓		That the City implement an expedited development approval process in the downtown, with site plan control applications to be approved within 60 days rather than current 90-110 days and rezoning applications to be forwarded to City Council within 90 days rather than current approximate 135 days of receiving a complete application that was the subject of pre-consultation.

## REGULATIONS AND PROCESS

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
<b>Parking Requirements</b>					
Eliminate parking rates in the Zoning By-law.	✓		✓		That the City eliminate required and visitor motor vehicle parking requirements for the following residential uses in all zones throughout the core area: <ul style="list-style-type: none"> <li>• dwelling unit</li> <li>• apartment</li> <li>• high-rise apartment</li> <li>• stacked townhouse</li> <li>• rooming house</li> <li>• rooming house, converted</li> </ul>
	✓		✓		That the City eliminate required and visitor motor vehicle parking requirements for dwelling units along those portions of Elgin, Bank, Somerset, Bronson and Somerset Streets within all of the downtown area.
<b>Zoning Regulations</b>					
Eliminate zoning regulations.	✓		✓		That the City investigate the deletion of FSI provisions in the downtown where height is regulated.
	✓		✓		That the City investigate reducing the side and rear yard provisions where commercial uses abut residential zones in the downtown.

## REGULATIONS AND PROCESS

Summit Ideas	Jurisdiction Timetable				Action/Recommendation
	City	Other	Short	Med	
1. Waterside development. 2. Animation around Canal - activity and buildings. 3. Connect downtown to the river - cafes, boardwalks, river taxis, etc.	✓		✓		That the City investigate rezoning the area bounded by Wellington Street, Lisgar Street, Elgin Street and the Canal, where width permits development, for a wider range of uses, including restaurants, outdoor cafes, marina, etc.
Maximize street exposure for individual stores.	✓		✓		That the City review the zoning by-law to determine if the street exposure regulation can be extended to all commercial zones throughout the downtown.

**Ville d'Ottawa / City of Ottawa**

**Sommet sur la revitalisation du Centre-ville  
Downtown Revitalization Summit**

**le 29 janvier 2000 / January 29, 2000**

**AS IT WAS HEARD / POINTS DE VUE**

**Préparé par / Prepared by  
RANA International Inc.**

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## **Downtown Revitalization / Revitalisation du Centre-ville**

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### ***Purpose of the Summit***

The Downtown Revitalization Summit aims to bring forward new ideas, incentives and actions to ensure the continued revitalization of the downtown area into the new millennium. These ideas will form the basis of a realistic action plan to be presented to City Council in the Spring 2000.

### ***Objectif du Sommet***

Le sommet sur la revitalisation du centre-ville a pour objectif de susciter de nouvelles idées, de nouveaux incitatifs et de nouvelles mesures afin d'assurer la poursuite de la revitalisation du centre ville dans les années à venir. Les idées énoncées formeront la base d'un plan d'action réaliste devant être présenté au Conseil municipal au printemps 2000.

### ***Expected results for the day***

- To articulate new initiatives that will help generate more residential, office and retail development in the downtown area while enhancing the downtown experience for residents and visitors alike;
- To develop initiatives and actions which are realistic, practical and implementable in the short and medium term;
- To establish themes and priorities from these initiatives
- To recognize that not all initiatives will produce instant results, but may establish a favourable development framework for the future

### ***Résultats escomptés du Sommet***

- Formulation de nouvelles initiatives qui contribueront à stimuler le développement d'immeubles résidentiels, administratifs et commerciaux dans le centre-ville tout en y améliorant la qualité de vie à la fois pour les résidents et pour les visiteurs
- Proposition d'initiatives et de mesures réalistes et pratiques, qui puissent être mises en oeuvre à court et à moyen terme
- Définition des thèmes et priorités de ces initiatives
- Reconnaissance du fait que les initiatives ne produiront pas toutes des résultats immédiats, mais qu'elles pourraient établir un cadre de développement favorable pour l'avenir

**Table 1: John Moser (x3860)****A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. I wish we weren't restrained by heights
2. I wish we weren't restrained by NCC
3. I wish we weren't restrained by the zoning by-law
4. I wish we had thought outside the box for traffic solutions
5. How to get over the mind set that tearing down is a solution rather than building on what we have
6. Sometimes tearing down is a good solution
7. I wish to freeze development in the suburbs for major commercial centres until the total city is studied
8. How to pay attention to re-investment in downtown (infrastructure)
9. How to move tax resource downtown in a more equitable way
10. How to make those who live in suburbia want to live downtown
11. Need more residential and in different forms downtown (diversity)
12. I wish for economic incentives for housing (rental) -- relief of development charges
13. How to make downtown safe for families
14. Need for an economic core — predominantly business uses
15. I wish for more parking downtown
16. I wish for more “retail” uses downtown, e.g., Loblaws
17. I wish for more “on street” parking:
  - ▶ availability
  - ▶ reduced speed of traffic
18. Better communication of current parking rules
19. I wish for less planning downtown, more people, two-way streets and parking
20. I wish for coordination in terms of public presence
21. NCC should be disbanded

22. I wish planning would better reflect societal change: couldn't put a Nortel downtown
23. How to use Sparks St. the way it is
24. How to bury arterial into/around downtown
25. Need underground subways in downtown
26. How to eliminate transitway downtown — replace with subway
27. Need to plant more trees downtown
28. How to use existing “pockets” downtown for sitting
29. How to enhance use of lighting downtown, i.e., for liveability, safety and tourism
30. How to coordinate use of street furniture (light standards, benches, etc.)
31. I wish for a consistent transitway shelter accessible to all
32. I wish for more inter-Centretown bus routes, i.e., Communi-bus — intergenerational, multi-user
33. I wish to create a bus “free” zone in the core
34. How to reduce property taxes for those who build private parks and amenities
35. I wish for a change in planning staff attitude — anti-parking bias
36. I wish for streamlining of development reviews in downtown
37. I wish we could move Corel Centre to Lebreton
38. I wish Lebreton was a Park and Ride
39. I wish for more bike lanes

## **B. Key Issue Areas (Themes)**

### **1. Transportation/Parking**

The focus of this theme is:

- ▶ integrated realistic transportation system
- ▶ subway
- ▶ bury arterials
- ▶ “on-street” parking
- ▶ “two-way” streets
- ▶ more bike lanes/racks

- ▶ accessible transitway shelters
- ▶ more parking downtown
- ▶ communication of parking rates
- ▶ “free” business in core
- ▶ think outside box

**2. Urban design**

The focus of this theme is:

- ▶ coordination of street furniture
- ▶ re-using existing buildings rather than tearing down
- ▶ plant more trees
- ▶ pocket parks and amenities
- ▶ more suburban retail downtown
- ▶ more diversified housing downtown

**3. Removal of constraints**

The focus of this theme is:

- ▶ building heights downtown
- ▶ disband NCC
- ▶ eliminate zoning bylaw
- ▶ coordination of vision with all levels of government/provinces

**Parking Lot**

- ▶ incentives applicable to other areas of the city

**4. Incentives**

The focus of this theme is:

- ▶ economic incentives for housing
- ▶ tax relief for private construction of parks, amenities and trees

- ▶ infrastructure re-investment — subway, garages, bike lanes
- ▶ move tax resource downtown in a more equitable way

## C. Initiatives by Key Issue Area

### 1. Transportation/Parking

- ▶ **create a strategy to deal with public transit, ie. subway, street cars and parking, access, egress in downtown [LT]<sup>1</sup>**
- ▶ **create a funding model to implement the strategy [LT]**
- ▶ **sharing of taxes, for example gas tax [LT]**
- ▶ no more one-way streets, implement two way streets with on-street parking [S-MT]
- ▶ better communication of parking rules and regulations downtown [S-MT]
- ▶ establish a dedicated tax for subway [LT]
- ▶ revise existing policy to allow for accessible transit shelters [ST]

### 2. Incentives

- ▶ **establish a program of bonusing for open space, selected uses, amenity areas like daycare and diversified housing [LT]**
- ▶ **ensure elimination of development charges in central area/park land levies/sewer charges**
- ▶ establish a streamlined review process to take 60 days [ST]
- ▶ establish a priority list for utility/engineering infrastructure

### 3. Removal of constraints

- ▶ **establish criteria for design and land use, approval bonuses that would modify building height and eliminate zoning regulations in downtown [1-S-MT]**
- ▶ **disband NCC [2-ST]**
- ▶ regional development impact charges that reflect cost of construction and invests more in downtown [ST]

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<sup>1</sup> Items noted in bold identify priorities, as discussed by the representatives of each group during the plenary session. The letters LT, ST and MT and variations thereof refer to long term, short term, and medium term.

**4. Urban design**

- ▶ **establish a program to improve public spaces in downtown by: tree planting, gateways, pocket parks, coordination of street furniture, pedestrian-friendly lighting [LT]**
  
- ▶ **develop a strategy to entice “Big Box” uses in national downtown, e.g., food stores [ST]**
  
- ▶ **establish incentives for art in public/private spaces [ST]**

**Table 2: Suzanne Laplante (RANA)****A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. I wish we had a mixed zoning downtown
2. I wish there were more parks
3. I wish the people would not exaggerate the problems on Sparks St. or elsewhere
4. I wish there was continued planning control to make sure there were high quality residential areas downtown
5. I wish we had a better urban design
6. I wish the city of Ottawa had an urban design department
7. I wish that stakeholders would recognize that zoning does not work for the revitalization of downtown
8. I wish there were more cultural facilities
9. I wish that the people from Ottawa would support the cultural initiatives
10. I wish there was a better public transit system connecting downtown to the rest of the city
11. I wish there were a greater appreciation of the significance of downtown by the suburbs
12. I wish there was a greater sense of integration with uppertown and lowertown
13. I wish that the river would be more present in the downtown life
14. I wish there was equal attention paid by grants-in-lieu to maintenance of existing buildings vs. new buildings
15. I wish that in the development process we spent more time talking about built form as opposed to parking, traffic and minor offences
16. I wish for a better synergy between the capital realm and the civic realm
17. I wish the downtown was more beautiful (not just parks)
18. I wish that by December 2000 we have a clear vision of what we want for uppertown, recognized the residential reality and work reality, build on strengths incrementally
19. I wish that downtown was more friendly to the non-downtown goers
20. I wish there were adequate investments for facilities that support people (social services)
21. I wish there were better interaction between the NCC, PWGSC, DND and others
22. I wish the downtown was safe for family living — attractive and large

23. I wish that development on the edge would assess the impacts on the downtown area
24. I wish for a better synergy between the downtown on both sides of the river
25. How to get people to understand that city living is about diversity and therefore tolerance
26. I wish the phrase “Ottawa’s downtown ended” was banned
27. I wish we would recognize there is a difference between the two residential districts and the business district
28. I wish that there was a group of diverse people who the people of Ottawa could bring their ideas to i.e. a new system of implementing policies and procedures
29. I wish that downtown Ottawa was more beautifully dense
30. I wish there was a way to force the feds to unleash the development potential of the second largest track (Gladstone – Somerset area/Dow’s Lake) — NRCan
31. How to leverage public investments to improve the public realm of downtown
32. I wish that in planning policy decisions we remember cultural diversity, aging, population, etc...
33. I wish for governments to be more comprehensive towards green transportation transit (making it safe and convenient, i.e., walking and cycling)
34. I wish we had architectural awards for existing and new structures
35. I wish there was permit parking allowed on all city streets
36. I wish there was two-way traffic
37. I wish there was a link between public transit and parking/traffic
38. I wish we could improve the sense of arrival to the downtown area
39. I wish Sparks St. was overflowing with residential areas
40. I wish something happened very soon with Lebreton Flats

## **B. Key Issue Areas (Themes)**

### **1. Governance and Policies**

The focus of this theme is:

- ▶ zoning
- ▶ approval process
- ▶ urban design

- ▶ planning policies
- ▶ shared vision (guiding principles for all actions/themes)

## **2. Places and buildings**

The focus of this theme is:

- ▶ design
- ▶ where and why the people will come
- ▶ personality of areas
- ▶ what you experience?
- ▶ build on what is there now

## **3. Transportation**

The focus of this theme is:

- ▶ green transportation
- ▶ use transportation as an asset
- ▶ improvement
- ▶ safety (walking)
- ▶ comfort

## **4. Life and people**

The focus of this theme is:

- ▶ celebration
- ▶ culture
- ▶ safety
- ▶ shopping
- ▶ diversity, families, single and old
- ▶ noisy and quiet, range of incomes
- ▶ tourism

## 5. Integration and balance

The focus of this theme is:

- ▶ interactions (core — suburbs, com — residential)
- ▶ government/non-government
- ▶ schools and other institutions
- ▶ impacts of suburb decisions and vice-versa

## C. Initiatives by Key Issue Area

### 1. Governance and policies

- ▶ proceed with the John Leaning development on Bank St. (would be an interesting pilot)
- ▶ **establish an urban design guidelines, forum, or branch within the new city (as per the City OP)**
- ▶ **explorer un rapprochement entre les intervenants (Ministère fédéraux, CCN, Ottawa, province) pour améliorer le processus de prise de décisions, (for example design committees sitting together for making decisions)**
- ▶ **create an architectural competition for buildings downtown (new or existing)**
- ▶ the new city of Ottawa acts quickly to unify the planning policies and regulations of the existing structure
- ▶ proactive flexible application of existing zoning to encourage residential
- ▶ **take the key recommendations of this forum, get them approved by Ottawa and RMOC councils as a direction to the transition team**

### 2. Places and buildings

- ▶ make the areas more friendly, more beautiful and warmer
- ▶ buy the parking lot at Queen St.; build a park and small parkettes
- ▶ more walking and cycling police officers for downtown parks and leisure areas
- ▶ **produce an inventory of potential sites that could be developed and an initiative to ensure development**
- ▶ the city should take action to ensure that buildings do not stay empty/vacant for any length of time

- ▶ the city should re-examine its height by-law for downtown (south of Gloucester)
- ▶ the city should re-examine criteria for heritage buildings
- ▶ design for public areas (including streetscaping)
- ▶ encourage more public art

### 3. Transportation

- ▶ look for development opportunities that will reinforce the new light-rail initiative and make it succeed
- ▶ take the light-rail to Hull and airport
- ▶ **improve the gateway road to downtown (O'Connor, Metcalfe, Bank, Kent, Elgin and Driveway)**
- ▶ **make pedestrian safety and comfort the top priority when reconstructing streets and providing transit facilities**
- ▶ **link restrictions of car traffic and parking to improvements of public transportation**
- ▶ construct the Albert/Slater plans (transit corridor)
- ▶ improve access to the river through better linkage between government precinct and downtown
- ▶ **do a major study on two-way traffic (north and south streets)**
- ▶ use the river transportation as another source of transportation

### 4. Life and people

- ▶ **identify the essential ingredients necessary for some families, seniors, singles to live downtown**
- ▶ buy the Somerset theatre and re-develop
- ▶ promote the idea of using the Albert St. Tech. site as a regional specialized high school
- ▶ way finding signage throughout downtown to establish a thread between sites
- ▶ maintain or expand support for social services needs (low maintenance, fragile communities)
- ▶ niche approach to retailing downtown, create 18 hour activity
- ▶ retail mandatory at grade

**5. Integration and balance**

- ▶ **ensure no negative impact on downtown when allowing major development outside the core**
- ▶ create review mechanisms to #1
- ▶ **the new city takes a leadership role in fostering development of downtown and all stakeholders become more open with each other**
- ▶ the city of Ottawa should take a balanced and strategic approach when making major decisions both in downtown and suburbs and foster creativity in all areas

**Table 3: Bob Spicer (x3858)****A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. Lebreton flats needs to act as a catalyst for development
2. Understand suburban development to respond to it
3. Downtown is not attractive to families
4. Parking too regulated
5. Development too regulated
6. City provided parking
7. Scale too large
8. NCC interference in development/control over development
9. NCC closed meetings
10. Downtown not in tune with shifting “new” economy
11. Not taking advice of tourism potential
12. Lack of linkages for pedestrians
13. Linkages can kill street
14. Lack of focus on Ottawa River
15. Outaouais not part of the core
16. Still too much rent control
17. Housing stock needs variety
18. Distorted rental housing market
19. Property taxes on multi-residential
20. Relax home-based business regulations
21. Too strict land use controls
22. Lack of meeting space support for profit
23. Lack of pocket green spaces/urban gardening opportunities
24. Too much regulation
25. Not accepting evolution -- NIMBY

26. Lack of leadership promoting downtown
27. Need for a downtown champion
28. Lack of citizen involvement
29. Lack of pedestrian friendly environment
30. Lack of public investment
31. Lack of street trees/greenery — snowplow damage
32. Vacant land destroys community
33. Parking lots — too many

## **B. Key Issue Areas (Themes)**

### **1. Encouraging residential development**

- ▶ need incentives
- ▶ infrastructure for residential (e.g. schools)
- ▶ issues that discourage residential (e.g. crime)
- ▶ create street life
- ▶ relax home office regulations
- ▶ scale
- ▶ pockets of green
- ▶ ease regulation
- ▶ all downtown
- ▶ in-core variety of units

### **2. Attracting people downtown**

- ▶ cultural activities
- ▶ waterside development
- ▶ Victoria Island
- ▶ Celebrate heritage

- ▶ more festivals
- ▶ services for immigrant families
- ▶ traffic calming
- ▶ people pedestrian/cycling friendly
- ▶ public art
- ▶ attractive urban design
- ▶ urban design focus
- ▶ urban gardens

### **3. Over-regulation**

- ▶ parking regulations — zoning, street restrictions on parking
- ▶ getting a business set-up on a commercial street
- ▶ home business regulations
- ▶ flexibility in regulations, eg. heritage buildings
- ▶ broad policy parameters, let the market decide
- ▶ allow big boxes
- ▶ accommodate high-tech transportation needs
- ▶ balance between livable community and market demands

### **4. Lack of Public Investment**

- ▶ prioritize investment options
- ▶ lack of clear leadership
- ▶ bring NCC in
- ▶ amenities such as parks, street trees
- ▶ community building

### **5. What the downtown economic focus should be**

- ▶ economic vision for the downtown
- ▶ setting priorities and planning for them
- ▶ upper level plan — small scale implementation

## C. Initiatives by Key Issue Area

### 1. Attracting people downtown

- ▶ remove restrictions on waterfront development/maintain public access
- ▶ allow more short-term parking on the street
- ▶ parkland levies focused on neighborhood where development occurs (park development)
- ▶ tax incentive to turn vacant lots into: green space and development
- ▶ green barriers for parking lots
- ▶ focus on urban design, money for UD staff — leadership
- ▶ financial/logistical support for festivals
- ▶ promote mixed use development

### 2. Encouraging residential development

- ▶ reduce regulations and approval process
- ▶ tax incentives for new construction
- ▶ level the playing field for different types of units
- ▶ no parking requirement
- ▶ control surface parking lots (other than core)
- ▶ reduced land price for residential, on publicly owned land
- ▶ expand exemption from development charges
- ▶ implement traffic calming
- ▶ address social issues discouraging residential development

### 3. Public investment

- ▶ selling public land at reduced \$ for residential
- ▶ invest in community building activities (festivals/art) urban gardens
- ▶ promote after-hour use of schools
- ▶ accept parks rather than cash-in-lieu
- ▶ joint ventures (public and private) — mixed use
- ▶ invest in streetscaping and tree planting, boulevard

- ▶ incentives to improve properties appearance of buildings
- ▶ give homeowners trees

#### **4. Over-regulation**

- ▶ relax home-business regulations
- ▶ ease regulations for setting up business
- ▶ relax Heritage Building regulations and use (fast-track applications)
- ▶ expand funding for heritage restoration

#### **5. Economic vision**

- ▶ determine economic vision
- ▶ establish incentives for vision
- ▶ determine how to compete with suburbs

**Table 4: Mitchell Cogan (x3449)****A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. How to improve suburban commitment to central city
2. I wish the core area would be livelier 7 days a week
3. I wish Gladstone had a better mix of retail and housing
4. I wish there were fewer surface parking lots
5. How to encourage as many new housing units as possible
6. How to capture more of the office market
7. I wish we could promote positive attributes
8. I wish the municipal government would invest/enter into partnerships in infrastructure, streets, green space and community facilities
9. I wish there were more families downtown
10. I wish they couldn't close schools downtown
11. I wish the school board would promote neighborhood schools
12. I wish there was a comprehensive strategy to attract retail downtown
13. I wish to enhance public safety downtown
14. I wish to enhance residential diversity (type, tenure)
15. I wish to improve municipal commitment to the beauty of the downtown
16. How to get more investment (CIB) in infrastructure
17. How to enhance safe and efficient transportation within the central area for all modes
18. I wish there was a safe and attractive pedestrian environment in all seasons
19. I wish there was more public investment (all levels) in infrastructure
20. I wish there was no more ground level office space on Bank St.
21. I wish to create a public environment for new central area developments
22. I wish for less homelessness
23. How to address unacceptable street behavior, for example, vagrancy, panhandling, prostitution, drugs

24. How to address root causes which create problems
25. How to ensure public resources are used for/to support non-profit housing
26. I wish we could create more urban rules
27. I wish there were no one-way streets
28. I wish there was more on-street parking
29. How to get more rental housing
30. I wish there was a better process to get good developments approved
31. I wish there was more public art

## **B. Key Issue Areas (Themes)**

### **1. Funding and Investment**

- ▶ More from all levels of government: federal, provincial and municipal
- ▶ More for hard and soft (i.e., services) infrastructure
- ▶ Strategic funding to leverage private sector funding/investment
- ▶ Multi-sector partnerships
- ▶ Creating an environment to encourage investment for re-development

### **2. Housing**

- ▶ Diversity of housing types
- ▶ Mixed use
- ▶ More rental housing, including a mix of incomes
- ▶ Increase the amount of housing units
- ▶ More attractive as a place to live

### **3. Attractive and Beautiful**

- ▶ Quality of our streetscapes
- ▶ Quality and quantity of public spaces and parks
- ▶ Managing unacceptable street behavior
- ▶ Greening the downtown

- ▶ Commitment to beautiful buildings
- ▶ Mitigate the negative aspects of surface parking

#### **4. Transportation**

- ▶ Balance of modes to improve accessibility to and with a safe and attractive pedestrian environment
- ▶ To enhance the private sector role in transportation movement
- ▶ Create an environment for diversity of transportation opportunities
- ▶ Develop innovative options for parking above and below grade

#### **5. Social policy issues**

- ▶ Homelessness
- ▶ Safe streets
- ▶ Accessible social/public services
- ▶ Affordable, accessible housing across income levels

### **C. Initiatives by Key Issue Area**

#### **1. Funding and investment**

- ▶ eliminate central area development charges
- ▶ lobby fed/provincial governments to invest in cities
- ▶ eliminate all impediments to small scale development
- ▶ provide tax incentive for non-profit housing
- ▶ eliminate all zoning regulations, on a site specific basis, for redevelopment and reconstruction projects

#### **2. Housing**

- ▶ eliminate development charges
- ▶ develop Lebreton Flats ASAP
- ▶ provide aid/incentives to develop brownfield sites
- ▶ initiate new housing demonstration projects

- ▶ eliminate parking requirements for downtown housing
- ▶ eliminate density regulations
- ▶ lobby for mortgage fund for rental housing

### **3. Attractive and beautiful**

- ▶ more trees planted (both by regulation and by the city)
- ▶ more art installations
- ▶ create parks for housing
- ▶ provide funding incentives for façade improvement
- ▶ initiate specific streetscape improvement projects on Gladstone and Kent Streets

### **4. Transportation**

- ▶ incentives to public and private sectors to have employees use public transit
- ▶ deregulate public transit
- ▶ eliminate all one-way streets
- ▶ allow parking on both sides of street
- ▶ wider sidewalks
- ▶ allocate a certain percentage of city parking lot reserves to streetscape improvements

### **5. Social policy issues**

- ▶ public/private initiatives to respond to specific homeless clients, e.g. youth, street people

**Table 5: Pierre Marin (x3873)**

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**A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. How to identify issues of air quality
2. How to ensure beautification of downtown
3. I wish for a common vision of downtown Ottawa, including all levels of government
4. How to address all/whole of downtown geographically, East of the Canal to the Rideau River
5. I wish we could increase population of downtown, significantly
6. How to get municipalities to plan population targets
7. I wish for better public transit to reduce traffic
8. I wish for free public transit
9. I wish to feel safe walking in downtown (more police)
10. How to increase mixed use and commercial development
11. I wish for more encouragement for downtown rental housing
12. I wish for more downtown parking
13. How to encourage redevelopment of older properties (for landlords)
14. How to make the planning process more flexible
15. I wish we had zoning for good design
16. How to activate major undeveloped areas, e.g. Bank St., Lebreton Flats
17. I wish for funds to be allocated by levels of government to stimulate and initiate program incentives to facilitate revitalization
18. How to achieve a high level of consensus re: concerns
19. I wish to target areas (dirty, ugly areas)
20. How to achieve consensus among landlords to work towards more aesthetically pleasing renovations
21. I wish to let the market forces decide what will happen
22. I wish we had more housing in the core

23. I wish we had a federal/municipal/private forum for planning and development for broader downtown
24. I wish to attract a broader diversity of economic activity downtown: high tech, film industry, etc.
25. How to distinguish Ottawa's downtown from other centres, e.g. Kanata, etc.
26. I wish we would not be scared to be seen as a big city
27. I wish for more equitable distribution of tax revenues west of canal
28. How to civilize the mixed use of downtown
29. I wish we had a subway
30. I wish we had a more comprehensive system for garbage collection
31. How to make it easier for suburbs to gain access to downtown
32. I wish we could ban all pesticides
33. I wish for a better downtown transit system, e.g. shuttle
34. How to ensure a more creative use of parks and public and private
35. I wish we had less surface parking lots and more underground parking
36. How to deal with the subsidized housing theme/system

## **B. Key Issue Areas (Themes)**

### **1. Civilizing the downtown**

- ▶ safety
- ▶ design
- ▶ form follows function
- ▶ beautification
- ▶ mixed use
- ▶ zoning is less restrictive (performance vs. use)
- ▶ noise control

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**2. Governance/policies process**

**3. Heart of city/region**

**4. Transportation**

**5. Funding**

## C. Initiatives by Key Issue Area

### 1. Civilizing the downtown

- ▶ increasing police presence
- ▶ improved façade improvement program
- ▶ downtown rehabilitation and redevelopment grant program
- ▶ grants-in-lieu of building permit fee program
- ▶ **adaptive reuse feasibility study/grant program**
- ▶ **to establish a main street program**
- ▶ introduce property tax rebate
- ▶ create a program to rehabilitate/renovate old buildings
- ▶ to waive all fees related to residential development
- ▶ to introduce public education program regarding urban courtesy, quiet, regard for neighbours
- ▶ should dramatically reduce parking requirements
- ▶ eliminate cash-in-lieu of parking
- ▶ **introduce performance based zoning**

### 2. Governance/policies and processes

- ▶ **to have an annual downtown forum (like today's)**
- ▶ **initiate a federal, private, Ottawa planning development council**
- ▶ **create a Lebreton Flats and Islands development corporation**
- ▶ lobby for minister of national capital affairs
- ▶ create in short term program to facilitate conversion of buildings to housing and mixed-use
- ▶ create an environmental impact group coordination

### 3. Transportation

- ▶ keep pedestrians on sidewalks (not underground, not above)
- ▶ **create a bus service in downtown that services parking lots**

- ▶ lower ticket fares of public transit, e.g., free in downtown core
- ▶ increase frequency of transit
- ▶ increase the cost of bringing the car downtown
- ▶ create more parking structures
- ▶ create safety for cycling
- ▶ **to lobby provincial and federal governments for tax credit for transit pass**
- ▶ **allow more parking on both sides of the street**
- ▶ **do away with one-way streets and reduce turning restrictions in downtown core**
- ▶ eliminate inter-provincial truck traffic from downtown
- ▶ make downtown more accessible
- ▶ restrict service trucks to off-peak hours
- ▶ resolve tour bus parking downtown
- ▶ reward drivers of non-polluting vehicles
- ▶ promote multi-occupant vehicles (HOV)

#### 4. Heart of City — Region

- ▶ **broader definition of downtown**
- ▶ **greening the downtown**
- ▶ **require more lively commercial signage**
- ▶ accelerate other process of residential intensification using incentives and regulations
- ▶ introduce modified “Pride” program

#### 5. Funding

- ▶ **waive development related fees (building permit, application/cash-in-lieu)**
- ▶ **provide tax abatements for commercial, e.g., infill, residential, heritage, mixed use, and conversions**
- ▶ **reduce taxes for residential rental properties**

- ▶ provide moneys for façade improvements for specific areas, e.g., Bank, Elgin and Sparks
- ▶ coordinate Federal and municipal investments in downtown, infrastructure investment
- ▶ lobby hard to have the province re-instate public transit funding, health and education funding
- ▶ create a one-stop funding area
- ▶ create a “position” that looks after the funding
- ▶ **create a specific action plan for funding for downtown revitalization for implementation, new council**

**Table 6: Richard Kilstrom (x3870)****1. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. I wish for less restricting zoning
2. I wish for more residential zones in core area
3. I wish key areas were more accessible
4. I wish NAC façade more pleasing with activities at grade
5. I wish RMO headquarters had more uses, e.g., retail and food
6. I wish all city streets were 2-way
7. I wish for more brilliant architecture, to have wonderful looking buildings
8. I wish for more development over-storey buildings, i.e., residential over retail
9. I wish for more kids downtown
10. I wish for single coordination — planning authority
11. I wish downtown had attractions for everyone and comfortable ambiance
12. I wish we'd revive *Cats*
13. I wish for no above — grade linkages
14. I wish we had a pedestrianization policy
15. I wish parking was accessible directly to all, including tourists
16. I wish there was an underground garage at Parliament Hill
17. I wish to see innovative parking solutions
18. I wish to see proper analysis done to see that downtown gets its share of public investment vis-à-vis the suburbs
19. I wish to see underground transit through downtown
20. I wish for more smaller green space, public space and fountain space
21. I wish to see Lebreton Flats as Ottawa's Stanley Park
22. I wish to see high-density housing, mixed use development
23. I wish to see street cars to and through downtown
24. How to get all citizens to realize that downtown is the heart of the region

25. I wish for downtown to be the destination of choice for tourists, citizens and kids
26. How to make the downtown attractive to residents and tourists, including those who do not live downtown
27. I wish to capitalize on downtown waterfront: river and canal, destinations, restaurants
28. I wish there were more intimate water crossings, i.e. smaller, including boats, attractive little bridges
29. I wish there were ways to reduce the need for people to live on the streets
30. I wish to see Wellington St. as a pedestrian street
31. I wish for land use regulation — free areas that are limited to CBD
32. I wish we had zoning that controlled what's important, and not the rest
33. How to make every habitable room have 4 hours of sunlight per day
34. How to ensure every office is less than 30 feet from a window
35. How to get more pedestrian amenities without them being advertising vehicles
36. I wish there was a formal cross-representational constituency regarding downtown
37. I wish there was a way of getting to the decision-makers (and \$) at all levels
38. I wish the federal government was more sensitive to their long-term office needs (government forgets people live and work there)
39. I wish the future of Lebreton was finalized
40. I wish downtown height controls would stay as is
41. I wish the first phase of Lebreton be constructed within 3 years, to some minimum amount
42. I wish the aquarium was by the water

## **B. Key Issue Areas (Themes)**

### **1. Develop Downtown Plan**

- ▶ zoning-free areas
- ▶ need results — oriented zoning by-law (compliance rewarded, results are not)
- ▶ **urban design guidelines [5]<sup>2</sup>**

<sup>2</sup> *The numbers in brackets refer to a pareto vote taken by participants at this table, and indicate those items of most importance to them.*

- ▶ more lax on technical and more emphasis on design and fundamentals
- ▶ no parking requirements for residential zones
- ▶ financial incentives, e.g., new developments, adaptive re-use
- ▶ **parking flexible to market [4]**
- ▶ **incentives for creative architecture. [5]**

## 2. Transportation, traffic, parking, accessibility and pedestrians

- ▶ **shuttle service in downtown [4]**
- ▶ make all streets two-way
- ▶ accommodate tour bus package downtown
- ▶ **make wider sidewalks (into street, not property) [4]**
- ▶ must accommodate people who need to come downtown
- ▶ **make transit attractive to use [3]**
- ▶ parking garage over Queensway with visitor centre
- ▶ more municipal parking structures
- ▶ parking garage under Parliament Hill lawn
- ▶ and parking underground serving Sparks St.
- ▶ more on-street parking

## 3. Attractions/amenities and quality of life

- ▶ **integrate open space and green space into developments [4]**
- ▶ reduce “shrubby” and increase street trees and “real” open space
- ▶ 18 hours a day, 7 days a week activity
- ▶ ensure primacy of street
- ▶ eliminate +15 linkages
- ▶ open up NAC façade
- ▶ **create more destination sites (including kids) [6]**

- ▶ **promote market downtown destinations to everyone and multiple-marketing sites [4]**
- ▶ **encourage walkability, entice pedestrian environment [4]**

#### **4. Residential/mixed use**

- ▶ **urban-appropriate solutions [6]**
- ▶ insert higher density between existing buildings
- ▶ **mix uses within the same building (new and existing) [7]**
- ▶ **more shared parking for different uses [5]**
- ▶ zero lot line
- ▶ sunlight to residential

#### **5. Lebreton (role of government in development)**

- ▶ **Lebreton is the priority development [5]**
- ▶ **proceed with environmental clean-up [4]**
- ▶ resolve infrastructure development
- ▶ develop easiest/most marketable land first
- ▶ build first phase within 3 years
- ▶ ensure first phase meets very high standard of urban design and architecture
- ▶ ensure design is urban, not like Kanata, e.g., more European, high density
- ▶ Lebreton and downtown need a constituency

**Table 7: Pierre Lacroix (x3877)**

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**A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. I wish transit was more friendly
2. I wish there were no more diesel buses and that they be replaced with streetcars
3. How to get more developers to build downtown (residential)
4. How to build downtown residential, retail, office, entertainment and restaurants
5. I wish there was a competition between architectural students, urban planning and tie in with projects the students are doing
6. I wish there was no zoning
7. I wish there was a design review agency
8. I wish site by site review
9. I wish transit tunnels were developed
10. I wish for 24-hour transit lanes on Albert and Slater
11. How to redesign streetscape and bus shelters
12. I wish to identify the top 3 impediments/incentives to development
13. I wish for free on-street parking
14. I wish there were friendlier and perceived to be friendly place
15. I wish we could get rid of ward system and replace with pie system (downtown is represented by all)
16. I wish there were no traffic jams and that they weren't intentional to slow down traffic
17. I wish we could park as long as we need to — parking meters
18. How to make the streets pedestrian friendly
19. How to get Sparks St. working and active again
20. How to get Bank St. active
21. I wish to do something for small business/properties through taxation
22. I wish to open-up waterfront (all rivers)
23. How to develop waterfront and water
24. I wish for more people downtown

25. I wish reasonable and affordable housing
26. I wish for upscale development
27. How to get Lebreton Flats up and going
28. How to coordinate with NCC initiatives
29. I wish to not give more than one block to a developer
30. I wish we could retain heritage façades (where feasible, incorporate)
31. How to create linkages between buildings (above and underground)
32. I wish qualitative impetus for design, and not merely economic
33. I wish staff was more pro-development

## **B. Key Issue Areas (Themes)**

### **1. Mobility and transportation**

- ▶ public transit friendly
- ▶ pedestrian and cyclist friendly
- ▶ cars (access of city core) in/out
- ▶ parking
- ▶ trucks
- ▶ access within city

### **2. Urban design**

- ▶ streetscape
- ▶ linkages (weather protection)
- ▶ design review
- ▶ zoning and site review
- ▶ coordination of projects
- ▶ safety and security

### 3. Development

- ▶ impediments and incentives
- ▶ promotion
- ▶ initiatives
- ▶ competitions
- ▶ mixed developments
- ▶ waterfront

### 4. Small business/other property

- ▶ maintain existing and support new ones
- ▶ taxation
- ▶ small-scale (variety, continuity with what is existing)
- ▶ access to government services

## C. Initiatives by Key Issue Area

### 1. Mobility and transportation

- ▶ **implement transit priority reports by region**
- ▶ implement proposed route changes (based on other reports)
- ▶ implement spoke and hub system
- ▶ implement streetcar/LRT system
- ▶ **provide on-street parking** (eliminate meters, timed meters, “buy what you use), e.g., Groovy Tuesday meters (free for seniors)
- ▶ increase transit use and base
- ▶ improve transitway
- ▶ provide education
- ▶ provide transit electronic system at each station
- ▶ eliminate one-way streets
- ▶ improve maintenance of streets, e.g. snow removal

- ▶ encourage businesses to sweep at front sidewalk
- ▶ develop transit campaign to get new users
- ▶ provide small business coupons with bus tickets to target communities
- ▶ encourage parallel parking on main streets after rush hours
- ▶ establish key parking areas within neighborhoods (at grade/in building)

## 2. Urban design

- ▶ provide wider sidewalks
- ▶ provide non-monolithic façades and streetscapes
- ▶ provide more landscaping
- ▶ increase decorative lighting
- ▶ encourage residential above retail
- ▶ reinstate design committee and eliminate zoning
- ▶ empower staff with discretionary design approval
- ▶ support with training
- ▶ develop guidelines
- ▶ develop composition of committee
- ▶ implement linkages
- ▶ require new buildings with a linkage
- ▶ integrate sight lines and lighting in design
- ▶ promote porch light
- ▶ increase police patrol (night time and weekend)
- ▶ increase private security and paid for by city, not businesses
- ▶ survey locals for best practices and implement practical solutions

### 3. Development

- ▶ host a developer/builder brainstorming session on development impediments, e.g., feasibility of rental development
- ▶ ensure NCC develops waterfront access (implement plan)
- ▶ privatize 1/2 the space along waterfront (block by block)
- ▶ increasing leasing modules along waterfront
- ▶ develop design competitions (small-scale), e.g., architecture and urban planning students
- ▶ more open professional design competitions
- ▶ disposal of unused/surplus lands and develop it (use it or get rid of it)
- ▶ realty — tax relief for ±5 years when a vacant site is developed
- ▶ phase-in of development/building permit fees (not all at front-end, at time of application)

### 4. Small business, small residential properties

- ▶ maintain heritage properties
- ▶ **reduce taxes**
- ▶ **revisit tax classification**
- ▶ provide tax relief for improvements
- ▶ **city to establish one-stop shopping for advice and information on various programs and incentives regarding small business**
- ▶ develop façade improvement and loan program

## Incentives: Summing Up

### 1. Mobility and transportation

- ▶ Parking
- ▶ Transit

### 2. Urban design

- ▶ Zoning and design committee

### **3. Development**

- ▶ Developer/builder brainstorming session
- ▶ Waterfront development
- ▶ Taxation

### **4. Small business**

- ▶ Tax relief classification
- ▶ One-stop shopping

**Table 8: Françoise Jessop (x3862)**

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**A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. How to relax zoning rules
2. How to eliminate zoning
3. How to eliminate political interference
4. How to have more people living downtown
5. I wish for good transit facility for downtown
6. I wish for recognition of the car downtown
7. I wish to have more trees, green space downtown
8. I wish NCC would allow conversion of buildings on Sparks St.
9. I wish for tax incentives for renovations and upgrades
10. I wish for property tax equalization by living space and tenure
11. How to stop school closures, make schools more usable, establish multi-uses and longer hours
12. I wish for better screened parking lots
13. I wish for better architecture
14. How to recognize our winter condition in urban design
15. I wish major corporations would take more leadership/participation in downtown
16. I wish for more mixed income housing downtown
17. I wish our social problems weren't dumped in the downtown core, e.g. needles and squeegee kids
18. How to allow accessory apartments everywhere
19. I wish for equitable treatment of everyone
20. I wish we had more artwork downtown
21. I wish all levels of governments worked together
22. How to not solve problems in isolation
23. I wish residents didn't have more power, more voice than small business
24. I wish for more on-street lighting and special events, e.g., at Winterlude

25. I wish government would give incentives for streetscapes and façade improvements
26. I wish for more money for renovating heritage buildings
27. I wish all government owned properties were used strategically
28. I wish for requirements to make green space out of empty lots
29. I wish for more diverse development
30. How to better control social issues
31. I wish the Corel Centre was built at Lebreton
32. I wish to provide incentives to use alternative construction materials
33. I wish for less bars on Elgin St.
34. I wish for better sidewalks — maintenance/accessibility for disabled and abled people — especially in winter
35. I wish bonding was eliminated for multi-unit buildings, because it would encourage rental housing
36. I wish for more sunlight and access — wind comfort and better density of development
37. I wish for freehold strata-title
38. How to bring more hi-tech industries downtown
39. I wish there were no parking requirements for residential downtown
40. I wish for more support services, daycare, etc.
41. How to animate streets more
42. How to animate streets more, in designated areas only
43. I wish condos were designed more like houses
44. I wish for easier access to funding and streamline process
45. I wish for more parking garages that look good, built by the city
46. I wish we had realistic expectations
47. I wish for access and to animate the Canal and the Ottawa River

## **B. Key Issue Areas (Themes)**

### **1. Regulations**

- ▶ zoning/other municipal regulations
- ▶ streamlining

### **2. Creativity and design**

- ▶ streetscapes
- ▶ lighting
- ▶ architecture
- ▶ animation
- ▶ winter landscaping
- ▶ water sites
- ▶ sunlight

### **3. Finance**

- ▶ bonding
- ▶ taxation
- ▶ funding
- ▶ initiatives
- ▶ heritage incentives

### **4. Housing and community**

- ▶ liveability
- ▶ social issues
- ▶ support services
- ▶ schools
- ▶ disabled access
- ▶ mixed income

## 5. Economic development

- ▶ high tech
- ▶ Tim Hortons — drive through on Sparks St.
- ▶ BIA areas

## 6. Infrastructure

- ▶ transit
- ▶ sidewalk improvements
- ▶ lighting
- ▶ parking
- ▶ use of government lands

## C. Initiatives by Key Issue Area

### 1. Regulations

- ▶ develop more flexible zoning which would foster development
- ▶ shorten fast-track approvals
- ▶ implement free-hold strata-title
- ▶ reduce political approvals for developments
- ▶ more flexibility and common sense in engineering approvals
- ▶ remove imaginary boundaries of downtown

### 2. Creativity and design

- ▶ public art, request for proposal
- ▶ more flexibility in government regulations, to allow for creativity in site development
- ▶ water taxi to cross Canal at Somerset St.
- ▶ encourage street oriented development and openness to street
- ▶ boardwalk and trail along Ottawa River
- ▶ **animation around Canal — activity and buildings**

- ▶ wharf along river, boat rentals
- ▶ better use of existing facilities, e.g., Nepean point
- ▶ get on with downtown lighting plan
- ▶ **public panel for architectural awards for downtown every 3 years, with prize — 5-year tax holiday**
- ▶ more theatre, use NAC like Stratford

### 3. Finance

- ▶ Ontario New Home Warranty Program should eliminate bonding requirements for condos
- ▶ **equalize property tax between rental and freehold condo properties and between downtown and suburbs**
- ▶ **tax breaks for upgrades and conversions**
- ▶ **continue development charge exemption and extend to CPR railway tracks (west)**
- ▶ introduce environmental development, contamination program, government enforcement and funding

### 4. Housing and community

- ▶ rebuild Plant Bath
- ▶ proposal call for vacant government properties
- ▶ incentives to build housing on parking lots
- ▶ **no more school closures and better use of facilities**
- ▶ figure out how to make it safer for families and children
- ▶ **a high quality recreation and community centre downtown**
- ▶ better inner-city transit
- ▶ use one of the redundant City Halls for providing social services
- ▶ learn how other major cities are, dealing with social issues — dilemma of lower income or transient persons with drug problems, etc.
- ▶ **get NCC leaders to allow significant redevelopment for high-end housing on Sparks St. and elsewhere**

- ▶ OCEDCO to broaden horizon, not just hi-tech
- ▶ community economic development programs for entry level jobs
- ▶ OTCA should be more accountable to public
- ▶ make downtown affordable to small businesses and cut tax rate
- ▶ support federal government occupancy downtown

## **5. Infrastructure**

- ▶ have smaller buses serving downtown, down Kent and Bank St.
- ▶ change from sodium to incandescent
- ▶ more light standards, and less density
- ▶ build pedestrian “+15’s” at strategic locations
- ▶ wider sidewalks, more green space
- ▶ better sidewalk maintenance in winter especially
- ▶ integrate parking garages with uses on ground floor
- ▶ need downtown transit station, e.g., near Albert and Slater
- ▶ electric buses, non-polluting

**Table 9: Marilyn Muleski (x3329)****A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. I wish for more consultation on big land use areas, e.g., Lebreton and Lansdowne
2. I wish NCC, feds, RMOC, school boards, private, and financial sector would consult more and communicate more, i.e., work together
3. I wish more housing west of Bronson and south of Albert:
  - ▶ include family housing
  - ▶ incentives for housing
4. I wish for better mix of property and land use, especially downtown core, for example North of Gloucester, South of Wellington, Elgin, Bronson — housing and retail entertainment and offices I wish for more movie theatres and entertainment in the area noted above
5. I wish for zoning as currently delineated for entire study area
6. I wish for more green space and planting in the core
7. I wish for underground parking with green space above, e.g., Los Angeles
8. I wish for incentives to retain heritage buildings:
  - ▶ heritage grants for restoration
  - ▶ tax relief and lower rate
10. I wish properties designated as heritage are not expropriated — rather those who wish to designate must purchase the property and then resell it with a lien
11. I wish we would pay more attention to the waterfront, i.e., Ottawa and Rideau
12. I wish land developers could concentrate more on community needs and less on bottom line, e.g., Standard Life on Bank St., better to mix use for longer term use, and incorporate community needs in long term
13. I wish when expropriation occurs then a higher percentage than the selling value or an equivalent property in area in individual not support society
14. I wish focus on tourism as an international city:
  - ▶ aquarium
  - ▶ playdium

15. How to continue to make Ottawa a fun city
16. I wish to see conference business development in the city: support new conference centre
17. I wish to see the 4 islands in the Ottawa River developed as year-round entertainment — retail, people areas
18. I wish to see Albert and Slater be two-way streets
19. I wish to see more user friendly and less stinky transit system
20. I wish to see no-fare zone in the core
21. I wish to see more car parking on outer edges of city and with a bus pass, one gets free parking
22. I wish NCC would focus on development, Lebreton and the waterfront and abandon demolition in downtown core and develop what NCC already has
23. I wish to have residential towers connected to shopping centres
24. I wish to see Ottawa take more active role in selling the core i.e. more information regarding sites available, population, retail potential
25. I wish Ottawa would educate investors about the potential in the core
26. I wish to see by-law that say buildings taller than the fire ladders need a glass bridge to interconnect towers and a bridge means that a person walks 3 floors up/down
27. I wish for a larger resident component downtown and whole area -- good mix of residential apartments, high/low rise — loft, condos
28. I wish to facilitate bringing the car downtown — main street
29. I wish to discourage commuters from taking cars
30. I wish downtown was pedestrian friendly with more green space, better crossings — that pedestrians feel safe
31. I wish to see more angle parking:
  - ▶ angle parking is better parking
32. I wish for new definition of public infrastructure downtown:
  - ▶ conference centre
  - ▶ acquisition of open space
  - ▶ NAC theatre
  - ▶ different definition than suburban one

## **B. Key Issue Areas (Themes)**

### **1. Mixed use**

- ▶ balance different types of use
- ▶ housing, retail, office, institutional, entertainment, parking, utilities
- ▶ more flexible, integral/integrated development
- ▶ could have these in one building
- ▶ density and envelope control rather than use control
- ▶ eliminate zoning as we know it

### **2. Transportation (public/private and parking)**

- ▶ public transportation in core — where, underground?
- ▶ more frequent and smaller vehicles on surface
- ▶ fast transit into city core, convenient transit in City core itself
- ▶ free zone area in core
- ▶ quantity/quality of parking in core

### **3. Marketing and promotion**

- ▶ consolidated information base for investors
- ▶ one voice for the area
- ▶ communications
- ▶ education to others about Ottawa
- ▶ economic development to sell the city
- ▶ advertise residential areas to encourage people to move downtown
- ▶ recognition program
- ▶ refocus marketing opportunities and promote housing
- ▶ neighborhood, retail
- ▶ all mixed use as identified before

#### 4. Green space

- ▶ berm parking lots
- ▶ underground parking with a park/green space above
- ▶ plantings on streets
- ▶ parks and open areas
- ▶ public art to be sponsored
- ▶ waterfront
- ▶ integrate water/green space and buildings
- ▶ green spaces can be above e.g. roof gardens and terraces
- ▶ protect existing urban forest

#### 5. Planning process and incentives regarding communication

- ▶ inclusionary uses and planning processes
- ▶ communication amongst various levels of government and players
- ▶ one plan for the core
- ▶ all subscribe to

#### 6. Heritage

- ▶ retain existing heritage buildings, bridges, streetscape-fabric where possible

### C. Initiatives by Key Issue Area

#### 1. Planning processes

- ▶ develop a plan for study area that everyone subscribes to
- ▶ take politicians out of planning process
- ▶ make planning process combination of truly public and private partnership [M]
- ▶ have City of Ottawa adopt notion to have one consolidated plan with the NCC for development of the core [S]
- ▶ have this process document (as it was heard) sent to transition team [S]

- ▶ once new plan is developed, use density and building envelope control rather than use control
- ▶ have politicians respect planning process

## 2. Mixed use

- ▶ encourage transition of properties, i.e., to residential
- ▶ look for financial incentives [S]
- ▶ defer taxes for a period of time
- ▶ creative business opportunities (lot levy, for example)
- ▶ eliminate development charges in study area
- ▶ keep it affordable with a good mix of incomes [M]
- ▶ don't want to see designated zones, i.e. subsidized housing
- ▶ build schools on ground floor and residential housing above
- ▶ ask developers what they need to develop, how to buy into community agenda and see benefits [S]
- ▶ allow smaller property owners to keep up with development opportunities in the city
- ▶ get city to lobby Queen's Park to change legislation to make development economically viable
- ▶ develop class neutral realty tax rates
- ▶ get Queen's Park to set different tax ratio for downtown developments

## 3. Transportation

- ▶ introduce smaller buses, half the current size, with more frequent service [S]
- ▶ extend community bus system [S]
- ▶ introduce free fare zone in core [S]
- ▶ encourage sub-surface and above first floor parking and discourage surface parking lots
- ▶ introduce angle parking on streets with landscaping in triangles created at ends of blocks
- ▶ more short-term parking on streets

- ▶ landscape parking lots with berms
- ▶ make pedestrian friendly landscaping
- ▶ make intersections safer and more efficient for pedestrians — light cycle and cars turning, e.g., scramble lights [S]
- ▶ introduce scramble lights [S]
- ▶ reprioritize goals of OC Transpo to focus on Ottawa [S]

#### **4. Marketing and promotion**

- ▶ create joint economic development area to promote the area, have all the current separate areas under one umbrella [S]
- ▶ use BIA to leverage this
- ▶ coordinate and have 1 BIA for downtown [S]

#### **5. Heritage**

- ▶ encourage Ottawa to adopt heritage planning initiatives, e.g., grants, plaques, etc.

**Table 10: Aimée Fortier (x3355)****A. Issues Regarding the Revitalization of the City of Ottawa Downtown**

1. I wish we had a downtown partnership, an organizing body to move this type of process forward
2. I wish we could bring NCC, public works, feds (and many others) regarding transit
3. I wish we could connect Sparks St. to Rideau St.
4. I wish we could focus on above ground linkage before below ground
5. I wish they would eliminate zoning regulations in downtown and replace it with one on one system — other regulatory methods within an agreed upon framework
6. I wish residential components remained a large part of downtown
7. I wish we could find a way to protect heritage that would please residents, users, developers, etc.
8. I wish there were not so many groups to deal with, as there are in Ottawa (so many)
9. I wish we could reduce auto useage to make Ottawa the transit model
10. I wish we had a forum regarded and respected well enough, that people would want to talk with them prior to development
11. I wish there were an easier facilitation of public/private projects, e.g., Lebreton Flats
12. I wish surface parking would be developed, commercial and on-street
13. I wish there was a façade fund complete with \$
14. I wish there was a new bridge (inter-provincial) — a hot issue
15. I wish we had tax incentive funding in Canada
16. I wish we had more model federal programs, such as ASA like the one in the States — taxes public, builds private
17. I wish we could revisit the parking issue, i.e., other options and alternatives
18. I wish for better beautification, e.g., grass, flowers, etc.
19. I wish for better way to bring Outaouais employees into downtown
20. I wish we had a light rail across Hull and airport downtown
21. I wish for better pedestrian experience safety
22. I wish we didn't have all social agencies located in one district of downtown

## B. Key Issue Areas (Themes)

### 1. Transportation

- ▶ retail — access to
- ▶ congestion
- ▶ parking
- ▶ truck traffic
- ▶ alternatives
- ▶ land use and planning
- ▶ beautification
- ▶ liveability — culture

## C. Initiatives by Key Issue Area

### 1. Transportation

- ▶ **don't block up all the residential streets**
- ▶ eliminate one-way streets
- ▶ **buy in to downtown bypass, includes a new interprovincial bridge**
- ▶ **investigate using water systems as a transportation system**
- ▶ **provide free bicycles (that the city already collects) to travel within the downtown core**
- ▶ allow the use of golf carts in certain areas
- ▶ put light rail from airport across to Hull and downtown
- ▶ better disperse bus stops — too concentrated
- ▶ make the owners of the buildings downtown and provide parking
- ▶ by providing tax breaks (via feds) to encourage use of public transit
- ▶ **maximize on-street parking**
- ▶ provide off-site tour bus parking
- ▶ institute a “linehead” system, a grid system like London

## 2. Land use planning

- ▶ by abandoning land use restraints, but don't forget necessary residential component
- ▶ utilize mixed use development (live/work)
- ▶ **Need to have a use at street level, i.e. people and activity (put all offices on 2nd level)**
- ▶ **Lobby to get the large employment projects downtown (balance — suburbs/downtown, e.g., high tech)**
- ▶ people will have live/work
- ▶ make Ottawa's downtown fun
- ▶ must have high tech infrastructure
- ▶ bring more entertainment downtown, e.g., Corel Centre
- ▶ **avoid ghettoization — any residential project should include a percentage of social housing**
- ▶ build parking garages that exit on to a street not internalized, i.e. same building
- ▶ **institute faster permit approval**
- ▶ legalize sex trade so that one can control it, e.g., Prague (localized in one building), ground floor could have police and a health centre

## 3. Beautification and liveability

- ▶ **keep schools, all levels, downtown**
- ▶ counteract the silo effect, within governments vis-à-vis planning
- ▶ more integrated way of making processes
- ▶ create a downtown daycare centre
- ▶ implement the landscaping/streetscaping proposals from Kent St. study
- ▶ provide smaller parks and more of them
- ▶ provide flexible landscape options, that you change, move quickly (lowering the cost) — providing fresh experiences
- ▶ **connect downtown to the river... cafés, boardwalks, river taxis, etc.**
- ▶ **create a safety program unique to downtown issues, better and more visible, reduce fear, street presence, off the beat... police on feet**
- ▶ **any beautification must be “present” day and night**

- ▶ light up our national treasures at night
- ▶ increase and encourage food retailers
- ▶ maximize street exposure, i.e., 20 stores in one building should have 20 doors on the street
- ▶ mixed use (transportation) on the street, slow down traffic and allow j-walking
- ▶ plant as many trees (in the ground) as possible
- ▶ easy “way-finding” signage — how to get to X...
- ▶ **need more entertainment, i.e. be open for business 24 hours a day, e.g., live music, buskers, theatre**
- ▶ allow cabs to pick-up “on a hail” vs. calling every time you want them, scrap the taxi stands
- ▶ provide more recreation facilities
- ▶ **inventory presence and enhance real heritage buildings, e.g. provide funds, or tax benefits, and stop the abuse of system that currently exists**
- ▶ dome the Sparks St. Mall — our northern climate
- ▶ return Sparks St., as a street, e.g., 2-way traffic, wide sidewalks, parking, etc.
- ▶ clean up the city, remove graffiti, litter, posters — pressure washing, get regular businesses to keep garbage area clean
- ▶ provide readily available architecture, storefront guidelines (definitely signage), e.g., see Stratford’s book
- ▶ provide (to small business) window display expertise (inventory of props) and fund initially
- ▶ provide awards and recognition monthly in daytime and nighttime and do the same for storefronts
- ▶ work with churches and use their temples and space
- ▶ provide flexibility throughout
- ▶ support and fund major festivals, they are struggling now, e.g., Chicago Ex., i.e., dedicated resources
- ▶ more public and private funded sculptures
- ▶ better promote our existing culture, arts and buildings
- ▶ required to encourage percentage of project — public art

**212**

## **Parking Lot**

- ▶ why weren't Rideau and Market included

## Consolidated Issue Areas and Priority Initiatives

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### 1. Housing and Mixed Use (vote 58)

- a. Priority Initiatives:
  - i. Increase the diversity and quantity of all housing types
  - ii. Provide infrastructure to accommodate residential (e.g., schools, services)
  - iii. Provide for ground floor retail with streetscape considerations
  - iv. Remove regulations relating to types of housing (e.g., parking)

### 2. Transportation and Parking (vote 57)

- a. Priority Initiatives:
  - i. Eliminate one-way streets
  - ii. Allow more on-street parking
  - iii. Improve and develop alternative forms of public transportation
  - iv. Improve the pedestrian environment

### 3. Regulations (vote 51)

- a. Priority Initiatives:
  - i. Eliminate zoning or institute performance zoning
  - ii. Fast track approvals

### 4. Finance (vote 50)

- a. Priority Initiatives:
  - i. Waive development-related fees
  - ii. Provide tax incentives
  - iii. Renew federal/provincial investments
  - iv. Remove taxation disincentives and inequalities

**5. Urban Design (vote 49)**

- a. Priority Initiatives:
  - i. Institute an urban design committee/department
  - ii. Develop access to the waterfront
  - iii. Develop gateways to the downtown
  - iv. Establish urban design guidelines (not zoning, i.e., see regulations)
  - v. Facilitate heritage conservation

**6. Quality of Life and Beautification (vote 37)**

- a. Priority Initiatives:
  - i. Improve streetscape, landscape (parks and trees)
  - ii. Ensure a clean, safe and secure environment
  - iii. Organize more entertainment including festivals and cultural events: Ensure walkability
  - iv. Improve public places and include public art

**7. Governance and Process (vote 34)**

- a. Priority Initiatives:
  - i. Integrate public decision-making
  - ii. Foster joint public/private ventures (relationships)
  - iii. Set in place a development corporation to develop LeBreton Flats, the waterfront and the islands

April 11, 2000

ACS2000-PW-PLN-0056

(File: TPL2000/005)

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

**7. Parking - Cash-in-lieu - 1208-1212 Wellington Street  
Stationnement - Règlement financier - 1208-1212, rue Wellington**

**Recommendation**

That the application for a cash payment-in-lieu of providing seven parking spaces for a restaurant at 1208-1212 Wellington Street, be **APPROVED** in the amount of \$18,200.00 subject to the following conditions:

- a) The applicant enter into an agreement to the satisfaction of the City Solicitor and that full payment be received upon execution of the agreement;
- b) The approval be considered null and void if the provisions of condition a) have not been fulfilled within six months from the time of Council approval.



April 17, 2000 (7:40a)

Edward Robinson

Commissioner of Urban Planning and Public  
Works

REK:rek

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



April 17, 2000 (8:55a)

Approved by

John S. Burke

Chief Administrative Officer

## Financial Comment

Subject to City Council approval, payment in the amount of \$18,200. as determined from the Cash-in-Lieu of Parking formula, will be credited to the Parking Development Reserve Fund



April 14, 2000 (11:52a)

for Mona Monkman

City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

#### Background

This application is brought forward to Planning and Economic Development Committee and City Council as the applicant is requesting consideration of a reduced cash payment-in-lieu of providing required parking. The Department of Urban Planning and Public Works, through the Director of Planning, does not have delegated approval authority for reduced payments-in-lieu of parking.

The subject property is currently developed with a single-storey commercial building divided into two commercial bays. Surface parking is provided at the rear of the property. The subject building was damaged by fire on April 18, 1997. Prior to the fire, the building was occupied by two restaurants, Diamond Lynn's Country Restaurant at 1208 Wellington Street and the Medallion Club at 1212 Wellington Street. The combined parking requirements of these restaurants was 30 spaces. Twelve spaces were provided on-site. The previous owner had a non-conforming right not to provide parking for the remaining 18 parking spaces. This non-conforming right to parking has been deemed to have been lost because the use had ceased operation due to a fire in 1997 and the damage to the building had not been repaired within one year as prescribed by the *Zoning By-law, 1998*.

The fire damage to the building now has been repaired and a retail store has been established at 1212 Wellington Street. Four of the 12 parking spaces on-site are required for the retail use. The applicant is proposing to re-establish a restaurant at 1208 Wellington Street. The Zoning By-law requires that 15 spaces be provided for the restaurant whereas only eight

spaces remain available to be provided. The applicant is requesting consideration of a cash payment-in-lieu of parking for the seven parking spaces that cannot be provided.

The recommendation of APPROVAL for a cash payment in-lieu-of parking for the specified amount is based on the following points of consideration:

1. Acceptance of a cash payment-in-lieu of parking is considered appropriate where legitimate site constraints or other hardships exist that limit the ability to provide the required number of parking spaces.

The site is located in a pedestrian-oriented commercial area where buildings are typically built on the lot line and customer parking is, in most cases, provided on-street. The cash-in-lieu of parking program is appropriate as it recognizes the prevailing physical constraints of these commercial areas in providing parking.

The proposed development relates to the re-establishment of a use in an existing building that suffered fire damage (roof) but has since been repaired. The application does not entail new construction or the loss of any on-site parking.

2. Acceptance of a cash payment-in-lieu of parking is appropriate where the existing parking supply in the surrounding area can accommodate the on-site parking deficiency.

On-street parking is permitted on both sides of Wellington Street. An examination of parking usage data indicates there is sufficient on-street parking capacity to handle the proposed deficiency.

The deficiency of seven spaces relates to the short-term parking needs (less than three hours) of the use which can be readily accommodated through on-street means. It is noted that the proposed use will be a delicatessen-type restaurant where there will be some floor space devoted to food retail, which is expected to generate parking at a lower rate than a restaurant.

3. The applicant has requested consideration of a reduced cash payment-in- lieu of parking due to the particular circumstances of this development. The applicant is proposing that only a nominal one dollar (\$1.00) per space be paid in-lieu of the required parking.

This application results from the loss of non-conforming rights rather than the undertaking of new development. The subject property has suffered a fire, however, not

to an extent that required demolition of the existing building. The non-conforming rights have been lost due to the previous owner abandoning the property, which interrupted the continuous use of the building. Had the fire damage been repaired within one year as prescribed by the Zoning By-law, this application would not be necessary. The applicant is only requesting consideration of cash-in-lieu of parking that amounts to a portion of the former non-conforming right to parking. Previously, the property enjoyed a non-conforming right not to provide parking for eighteen spaces, whereas this application requests consideration of only seven spaces.

## Consultation

One letter was received in response to the application. This respondent indicated their concern regarding the increased demand for parking in the area and its effect on adjacent residential properties. The Hintonburg Community Association indicated they had no objection to the application. Ward Councillor Shawn Little has been circulated a copy of the application.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the agent and applicant of City Council's decision and the requirement for a Cash-in-lieu of Parking Agreement.

Office of the City Solicitor to prepare Cash-in-lieu of Parking Agreement.

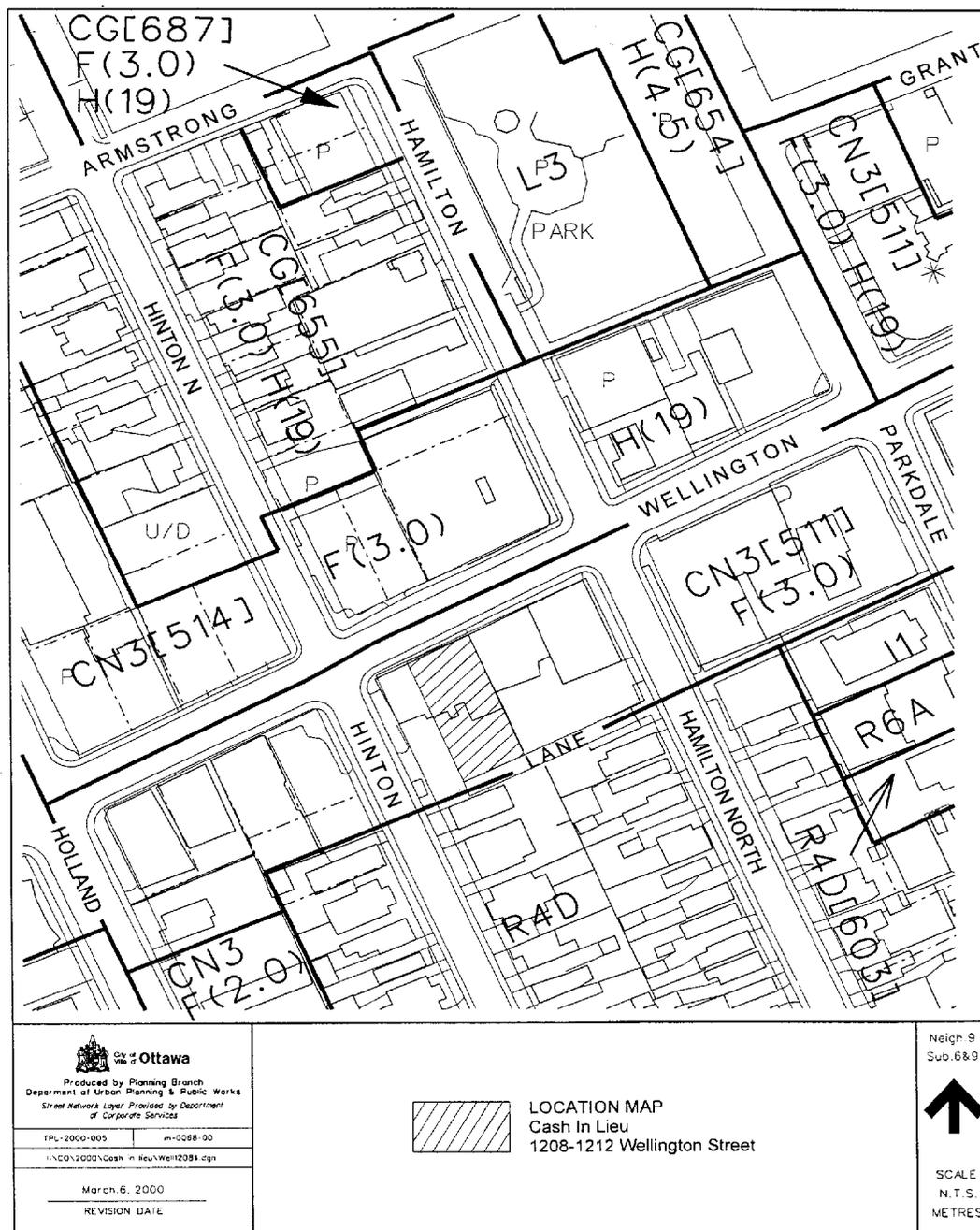
## List of Supporting Documentation

- Document 1    Location Map
- Document 2    Fact Sheet
- Document 3    Consultation Details

Part II - Supporting Documentation

Location Map

Document 1



Cash-in-Lieu of Parking

1208 -1212 Wellington Street

TPL2000-05

Current Zoning: CN3 (3.0) [51]

Retail Store (170 sq. m.) 4 spaces

Restaurant (168 sq. m.) 15 spaces

Total Parking Required 19 spaces

Parking Credits 0 spaces

Parking Provided 12 spaces

Parking Deficiency 7 spaces

Cash-in-Lieu of Parking

7 spaces @ \$2,600 (short-term levy) = \$ 18,200.00

(Note: The Applicant is requesting that the payment be reduced to \$1.00 per space based on the circumstances of development)

**CONSULTATION DETAILS**

Document 3

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedure carried out in accordance with Early Notification Procedure P&D/PPP/N&C #2a approved by City Council for Cash-in-lieu of Parking Applications.

In accordance with the notification policies approved by City Council, a sign was posted on the property and a circulation letter was sent to area community groups. The Planner assigned this application attended a meeting of the Hintonburg Community Association on March 29, 2000, to discuss this application with local residents.

SUMMARY OF PUBLIC INPUT

One letter was received in response to the posting of the on-site information sign. This respondent indicated their concern regarding the increased demand for parking in the area and its effect on adjacent residential properties. It was suggested that if the required parking can not be provided, then some public parking should be considered.

The Hintonburg Community Association indicated they do not oppose the approval of this application. The Association also indicated they would like any reduction of the cost per space contingent on the provision of landscaping at the rear of the property.

Response:

The Planning Act does not provide the legislative authority for a municipality to impose landscaping requirements in-lieu-of providing required parking. However, landscaping and/or fencing will be provided as required by the Zoning By-law through a Site Plan Control application.

COUNCILLOR'S COMMENTS

Ward Councillor Shawn Little has been circulated this application.

APPLICATION PROCESS TIMELINE STATUS

This Application which was received on March 1, 2000, was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart, which established critical milestones, was prepared and circulated as part of the technical circulation and early notification process. This application was processed six weeks in advance of the maximum timeframe established for the processing of cash-in-lieu of parking applications which require City Council approval. A Mandatory Information Exchange was undertaken by staff with interested community associations since the proponent did not undertake Pre-consultation.

April 11, 2000

ACS2000-PW-PLN-0047

(File: JPD4840MORO1130)

Department of Urban Planning and Public  
Works

Ward/Quartier

OT2 - Carleton

- 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 - 1130 Morrison Drive**

**Dérogation mineure de l'Arrêté municipal sur les enseignes - 1130, promenade Morrison**

### **Recommendation**

That the application to vary the Signs By-law 311-90, to permit an extension to the maximum permitted 90 day time-limit for a temporary banner on the subject building, as detailed in Document 2 under Recommended Minor Variance, be APPROVED.



April 17, 2000 (7:10a)

Edward Robinson

Commissioner of Urban Planning and Public  
Works

DRB:drb

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



April 17, 2000 (8:58a)

Approved by

John S. Burke

Chief Administrative Officer

## Financial Comment

N/A.

  
April 14, 2000 (11:57a)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

### Reasons Behind Recommendation

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

The applicant is requesting relief from the Signs Permitted provisions under the Mobile and Portable Signs section of the by-law, to extend the maximum 90 day period in which temporary banner signs may be displayed in any calendar year to 240 days, as part of a recruitment promotion for Cadence. The applicant contends that the sign is required as part of their recruitment drive strategy which typically occurs during their yearly peak periods of January to May and September to November.

The property is located on the north side of Morrison Drive with the back of the building facing the Queensway (Reference Document 3). The land is zoned IP2 to allow for industrial development and is occupied by a two storey office building. Area land use is similar industrial office, retail and warehouse uses.

With regard to temporary signage, the by-law limits the time-frame in which a sign may be erected to 90 days in a calendar year for multi-occupancy buildings. The intent of the by-law is primarily to permit short term advertising of special products or events and to limit the continuous use of temporary signs which ultimately detract from and have deleterious effects on the building and neighbourhood. The 90 day limitation is intended to be utilized by the various occupants of the building and managed by either the building management company or owner. While permanent building signage is for the purpose of identifying the building

and occupants, as mentioned, temporary signs are for the purposes of providing business occupants with the opportunity to display temporary signage for short periods of time in the promotion of special events. Based on the proposal, the banner sign would remain in place for 10 of 12 months per year.

The above notwithstanding, the building owner/manager is at liberty to grant permission for one occupant to utilize all of the available time within one calendar year. However, since the intent of the by-law is to allow temporary signs for short periods of time, the applicant has the option through the standard sign permit process to install the sign several times (totalling 90 days) over the course of the requested 240 days.

In discussions with the Cadence representative, a concern was raised that the removal and reinstatement of the banner, at \$500.00 per occurrence, is very costly. Further, as mentioned, the company has two specific promotional periods and would prefer to display the banner only twice a year for as long as possible during the promotions. In light of the above, and in appreciation of the intent of the by-law, the Department is willing to support an increase in the maximum term the temporary sign may remain in place from 90 days to 120 days in a given calendar year. As such, the banner could be installed at the beginning of each promotional period and remain in place for a period of 60 days during each promotion.

In light of the above, the Department is of the opinion that approval of the Departmental recommendation would satisfy the purpose and intent of the by-law.

## Consultation

In response to the early notification circulation, 9 submissions were received 8 in support and 1 opposed to the application as submitted. Comments in support emphasised that since the sign is flat on the wall and at the third storey level there would be little detrimental impact. Comments in opposition focussed on temporary signs remaining for years, they lead to abuse and discourage architecturally pleasing permanent signs. Further, that high tech jobs are well advertised. Specific comments are summarized within Document 2. Councillor Mackey is aware of the application.

## Disposition

The Department of Corporate Services, Statutory Services Branch is to notify the applicant, Cadence Design Systems Canada Ltd., Suite 240 - 1130 Morrison Drive, Ottawa, Ontario, K2H 9N6, Attention: Mr. Harvey Sowden, and the property owner Intracorp, Suite 500, 36 York Mills Road, Toronto, Ontario, M2P 2E9, of City Council's decision.

## List of Supporting Documentation

Document 1	Fact Sheet
Document 2	Details of Requested Minor Variance and Consultation Details
Document 3	Location Map
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 - 1130 Morrison Drive

JPD4840/MORO 1130

Current Zoning:	IP2 [249] F (1.0)
Sign Level Use:	Level 3
Defined Special Signage Area:	N/A
Existing Development/Use:	Industrial - Office
Site Plan Control (Cross Reference):	N/A
Existing Signs Under Permit: (For the Subject Occupancy)	
<b>Requested:</b>	<b>Permitted or Maximum allowable:</b>
Type: banner sign	Permitted
Classification: Temporary identification	Permitted
Area of Face: 1 @ 28 square metres	Permitted
240 day period	Not Permitted - (Maximum 90 day period in a calendar year)
Location: On the north elevation in the top storey.	Permitted
Illumination: No	N/A

**Requested Minor Variance**

Relief from Sentence 1.5.2.1.(3) of Schedule A of By-law 311-90, as amended, to permit an increase in the maximum permitted time period in which a temporary banner sign may be erected within one calendar year from 90 days to 240 days.

**Recommended Minor Variance**

Relief from Sentence 1.5.2.1.(3) of Schedule A of By-law 311-90, as amended, to permit an increase in the maximum permitted time period in which a temporary banner sign may be erected within one calendar year from 90 days to 120 days.

**Consultation Details**

In response to the early notification circulation, nine submissions were received eight in support and one opposed to the application as submitted. The following comments were provided:

**In Support**

- I live right across the street from 1130 Morrison Drive and I agree with the proposal. The banner will be three storeys up and will be flat to the building wall. Therefore, it will have relatively little detrimental impact.

**In Opposition**

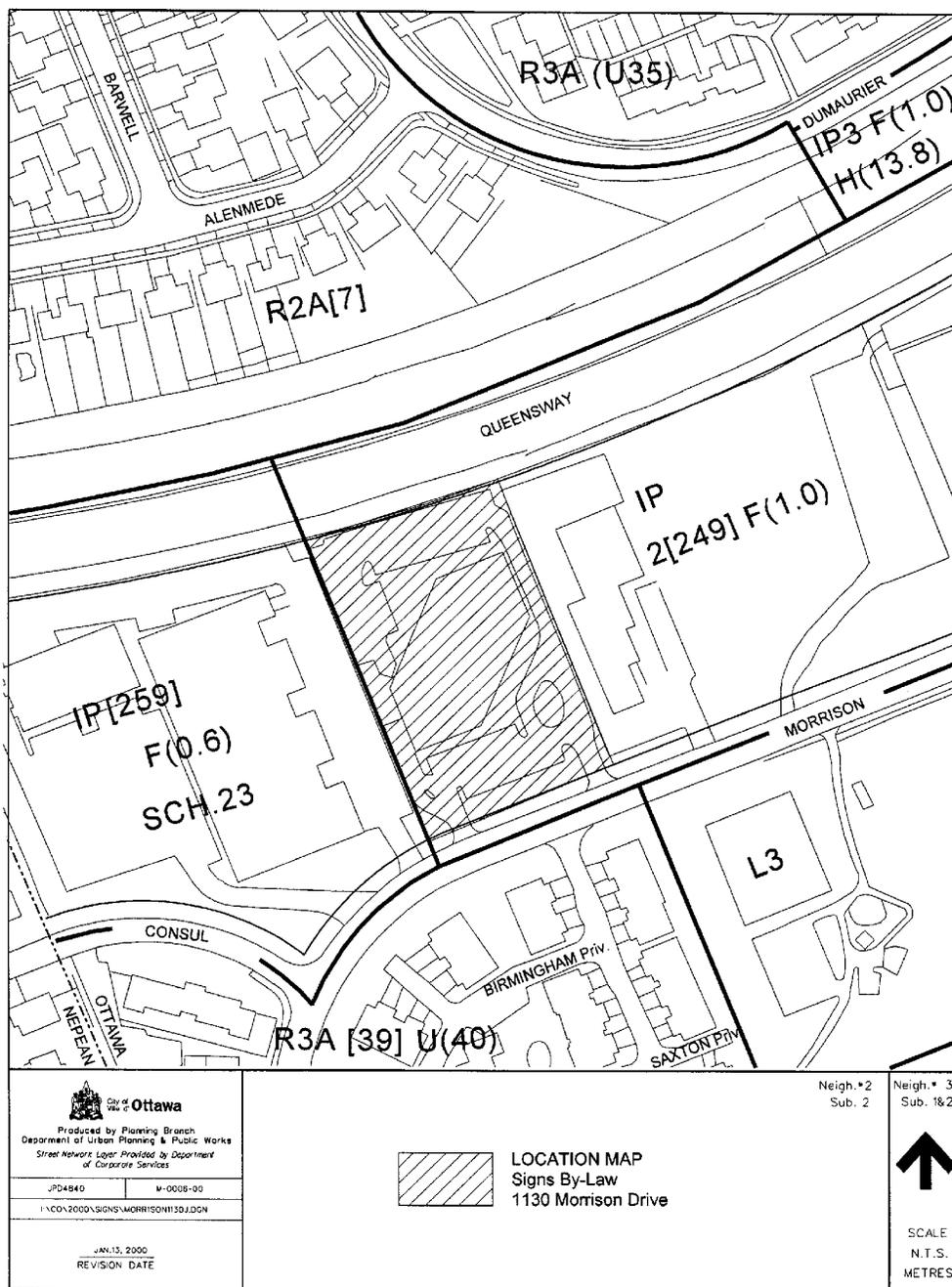
- Any extension of the time period for temporary signs and banners is only going to lead to further abuse, for example, O & Y temporary “Lease Sign” in front of this building. As in the past, temporary signs remain for years until people complain.
- Everyone knows “high tech” jobs are advertised in the schools and on the internet.
- Temporary signs discourage architecturally pleasing permanent signs.

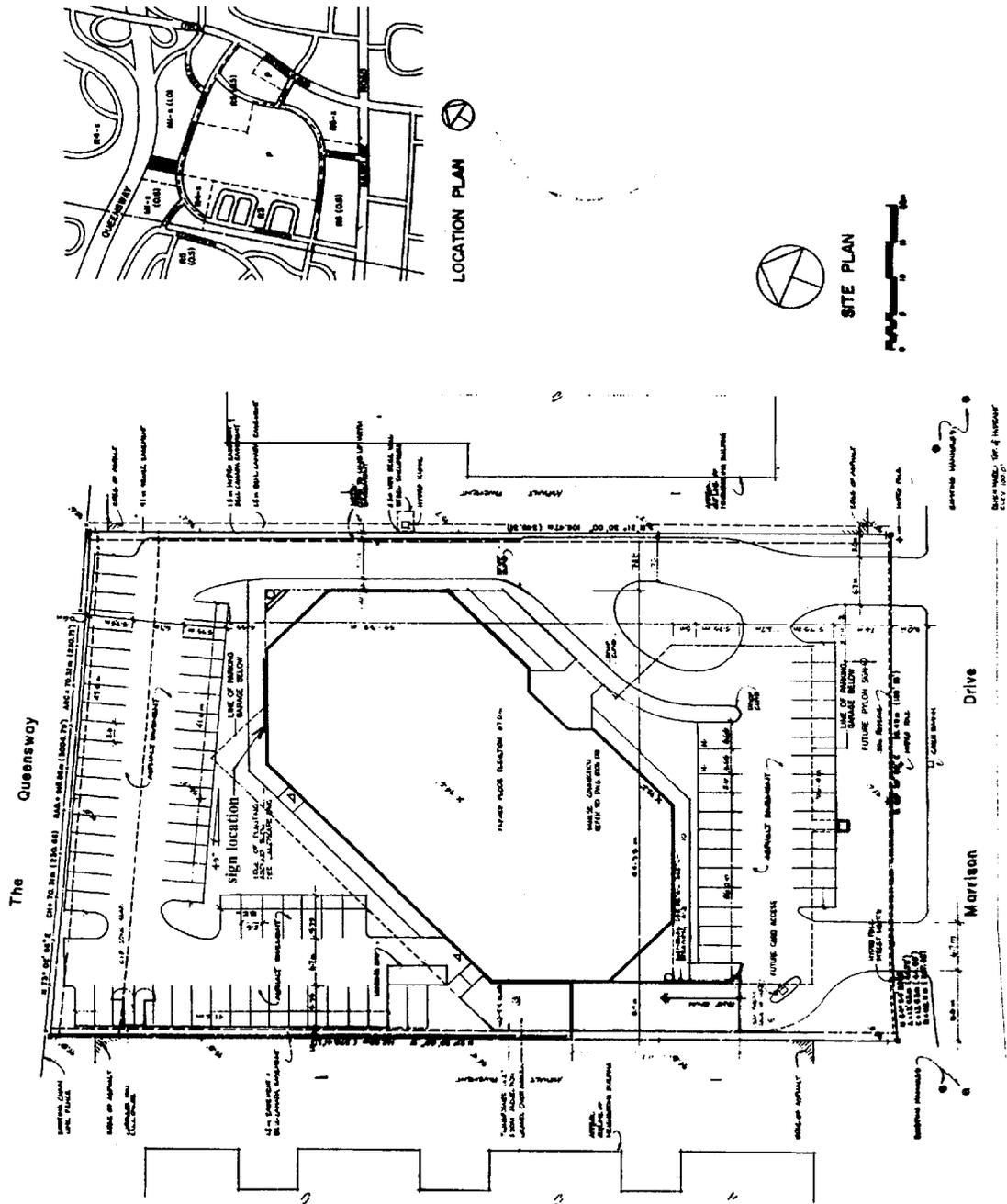
**Ministry of Transportation**

Our office has no objections to extending the maximum 90 period. A sign permit # SG -1999 - 420 - 000116, was issued on December 3, 1999, for the above noted sign.

LOCATION MAP

Document 3





*6"*

*15 ounces  
white paint*

*6" trim*

*Black in lead text*

**We're hiring for our Datacom/Telecom Design Team!**

**www.cadencecafe.com**      **726-2880**

*30'*

*11"*

**CAPITAL SIGNS**  
 1 Macneil Lane  
 Kitchener, Ontario N2L 1Y6  
 TEL: 613-652-2697 Fax: 613-650-6560

File Cadence P.L.T.	
11-26-99	Missy Lawson
M. Lawson	

Artwork Approved by: \_\_\_\_\_ Date: \_\_\_\_\_

*JAN 05 2000*

PHOTOGRAPH



March 30, 2000

ACS2000-PW-PLN-0049

(File: OHD4300LAURIEREAST453)

Department of Urban Planning and Public  
Works

Ward/Quartier

OT5 - Bruyère-Strathcona

- Local Architectural Conservation  
Advisory Committee / Comité consultatif  
local sur la conservation de l'architecture
- Planning and Economic Development  
Committee / Comité de l'urbanisme et de  
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

## 9. Heritage Alteration - 453 Laurier Avenue East

### Transformation d'un bâtiment historique - 453 Laurier Avenue East

#### Recommendation

That approval be given to alter the property at 453 Laurier Avenue East in accordance with the plans by Kurt Storm Ltd. in association with Temprano, Young and Ward Architects Inc. as received on March 24, 2000.

(Note: The approval to alter must not be construed to meet the requirements for the issuance of a Building Permit.)



April 3, 2000 (7:12a)

Edward Robinson

Commissioner of Urban Planning and Public  
Works

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855



April 3, 2000 (9:18a)

Approved by

John S. Burke

Chief Administrative Officer

*Local Architectural Conservation Advisory Committee Recommendation - April 18, 2000*

- ▶ *The Committee concurs and so recommends.*

**Financial Comment**

N/A



March 31, 2000 (3:38p)

for Mona Monkman

City Treasurer

BH:ari

**Executive Report**

**Reasons Behind Recommendation**

The building at 453 Laurier Avenue East is designated under Part V of the Ontario Heritage Act as part of the Laurier Avenue Heritage Conservation District through by-law 307-82.

The house was originally constructed in 1877 for lumber baron John Mather. The appearance of the building at that time partly resembled Laurier House at the corner of Laurier and Chapel. In 1922, architect W.E. Noffke added to the building and transformed its overall appearance into a Tudor Revival manor for mining tycoon J. Ambrose O'Brien. Until recently, the building was occupied by Le Cercle universitaire D'Ottawa, a private club. The new owner is Le Cordon Bleu Ottawa Culinary Arts Institute.

The proposed addition at the north east corner of the building is required in order to accommodate a teaching kitchen together with required roof-top ventilation equipment which cannot be located on the existing building for structural reasons. The addition would be linked to the original building by a glass vestibule at grade providing an easily distinguishable bridge between the older building and the addition.

The proposed alteration is supported because it is respectful of the design and setting of the existing building as well as views of that building from Strathcona Park.

## Consultation

Adjacent property owners, tenants as well as local community associations were notified by letter of the date of the LACAC meeting and the Planning and Economic Development Committee meeting and were provided with comment forms to be returned to LACAC. This is in accordance with City Council's public participation policy regarding alterations to designated heritage buildings (PDD/PPP/N&c #9).

The Ward Councillor Stéphane Emard-Chabot supports this application.

## Disposition

The Department of Corporate Services, Statutory Services Branch to notify the owner (Eleanors Cuisine Francaise Inc./ Le Cordon Bleu Ottawa Culinary Arts Institute, 453 Laurier Avenue East, Ottawa, Ont., K1N 6R4), the agents (Kurt Storm Ltd., Unit #8, 2596 Edinburgh Place, Ottawa, Ont., K1B 5M1 and Temprano, Young & Ward Architects, Ste.203, 280 Metcalfe Street Ottawa, Ont.,K2P 1R7) and the Ontario Heritage Foundation (10 Adelaide Street East, 3<sup>rd</sup> floor, Toronto, Ontario M5C 1J3) of City Council's consent to alter 453 Laurier Avenue East.

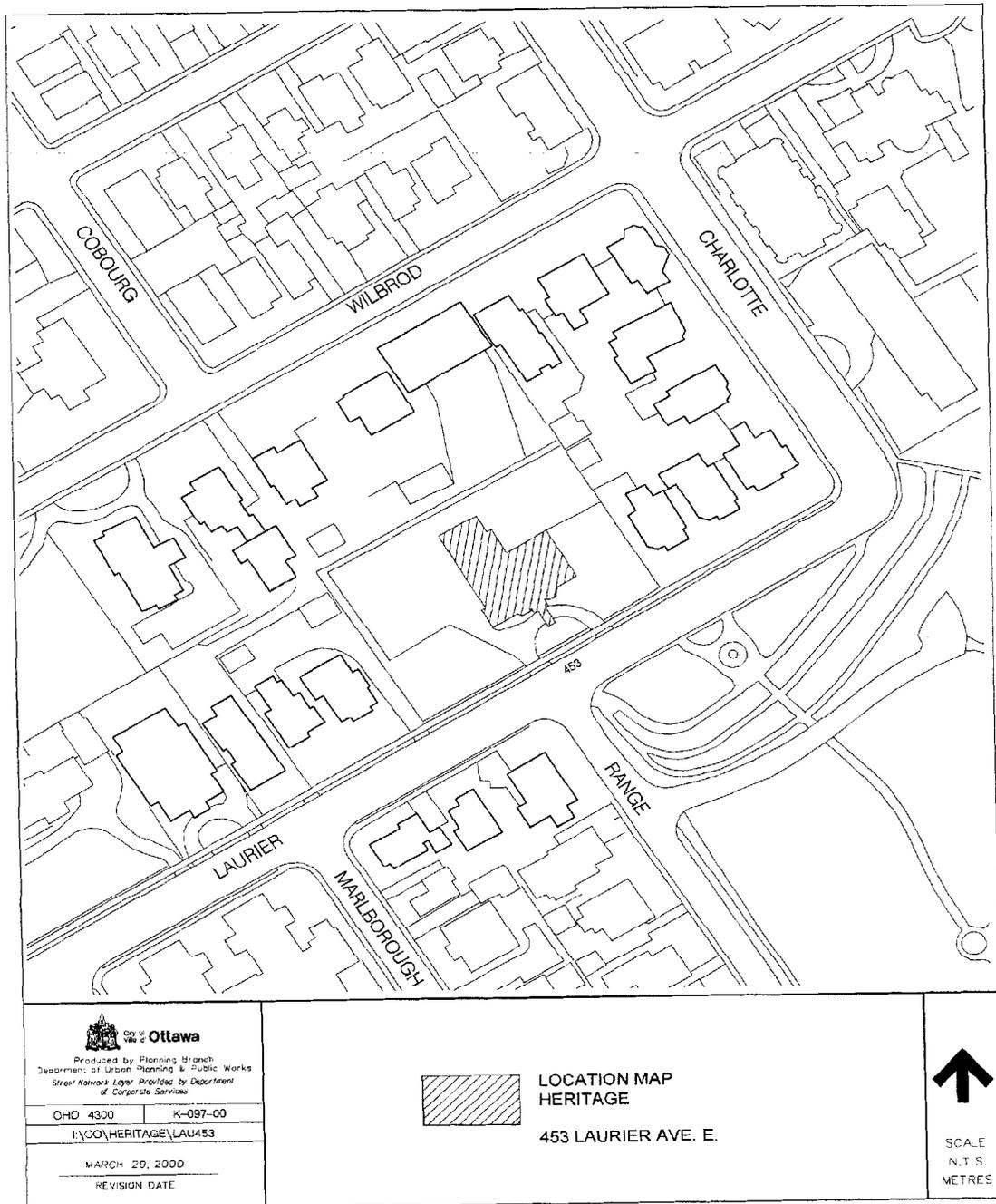
## List of Supporting Documentation

Document 1	Location Plan
Document 2	East Elevation - Existing
Document 3	East Elevation - Proposed
Document 4	South Elevation - Proposed
Document 5	Site Plan
Document 6	View looking north west from Strathcona Park Fountain

## Part II - Supporting Documentation

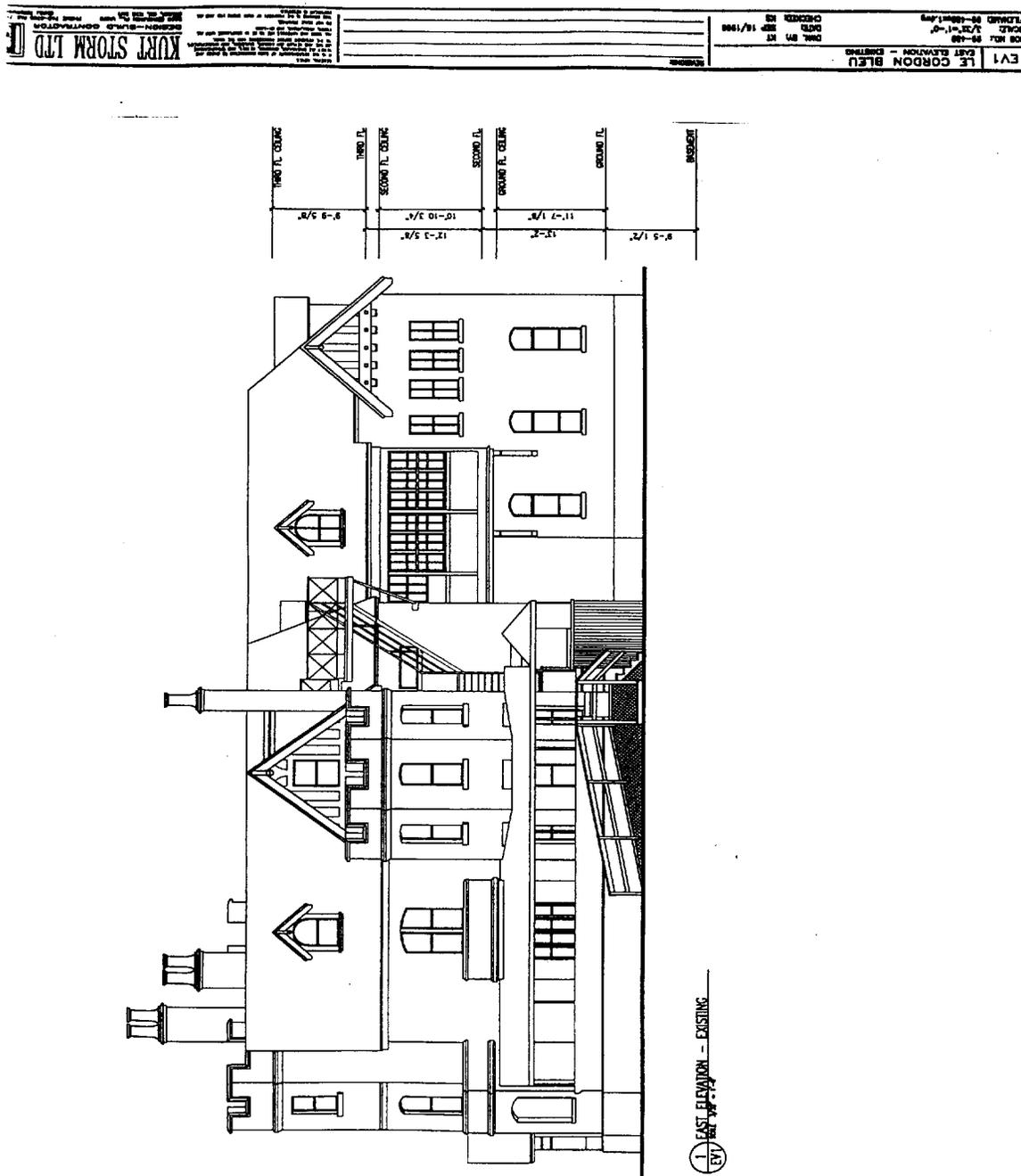
Location Plan

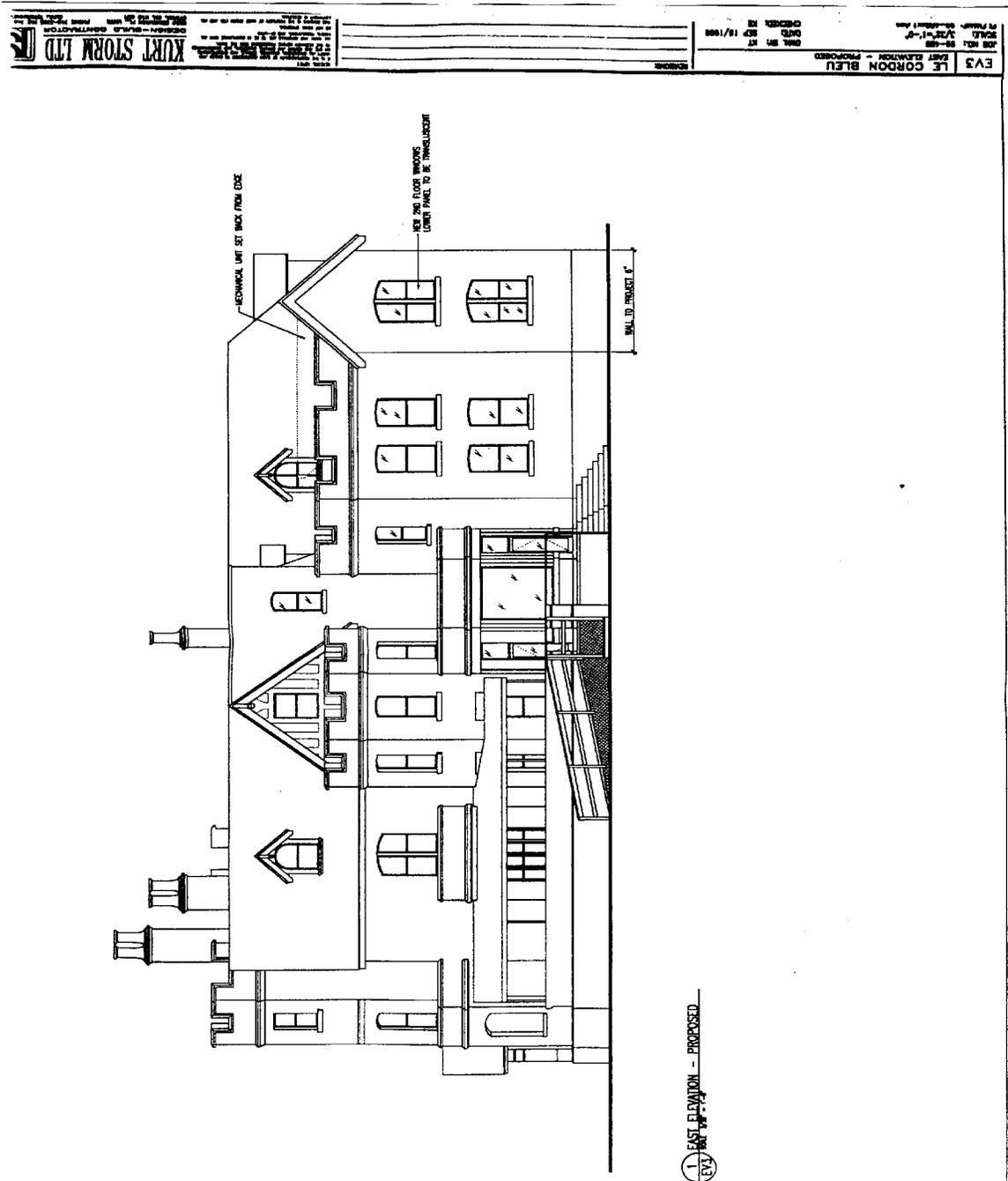
Document 1



East Elevation - Existing

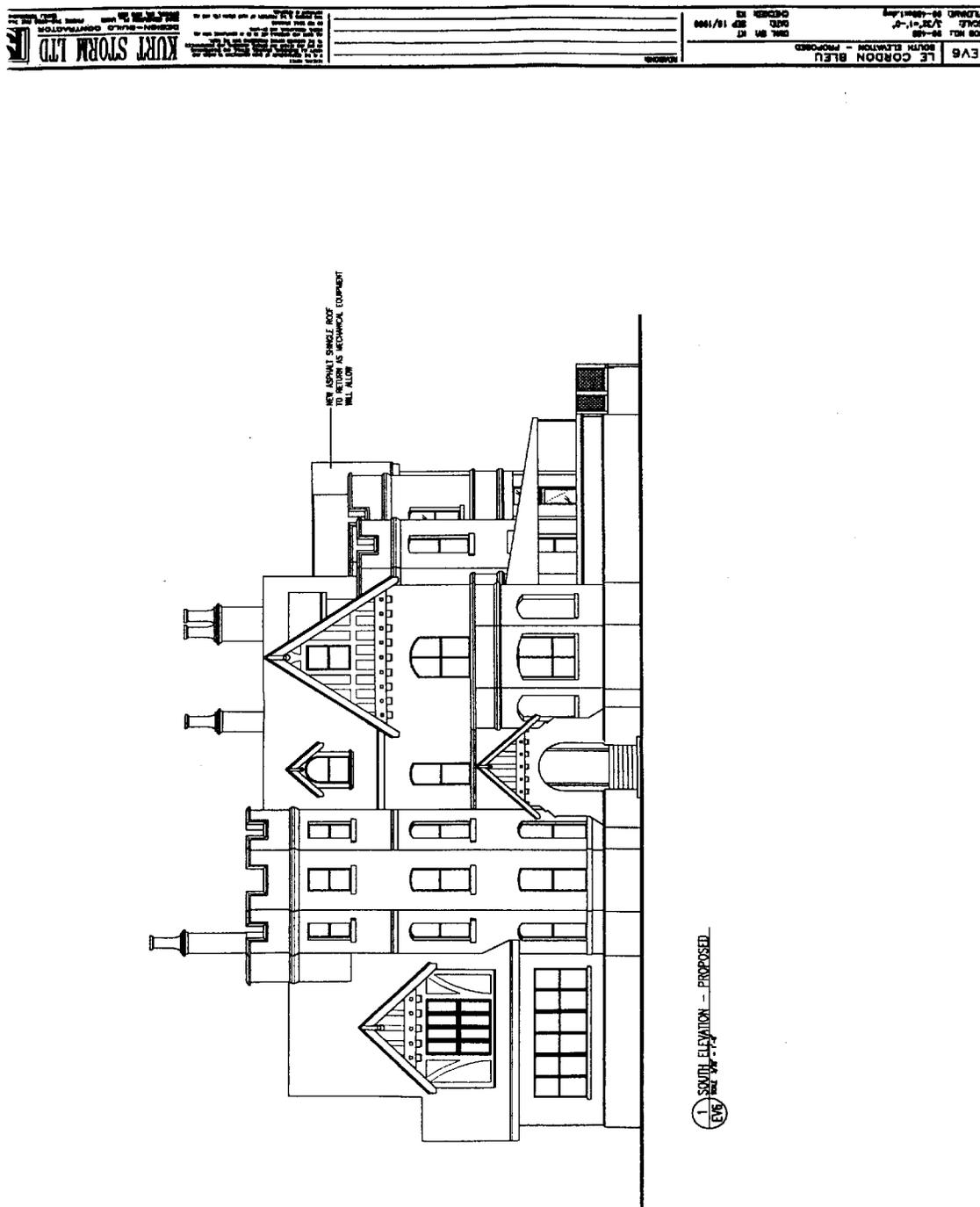
Document 2

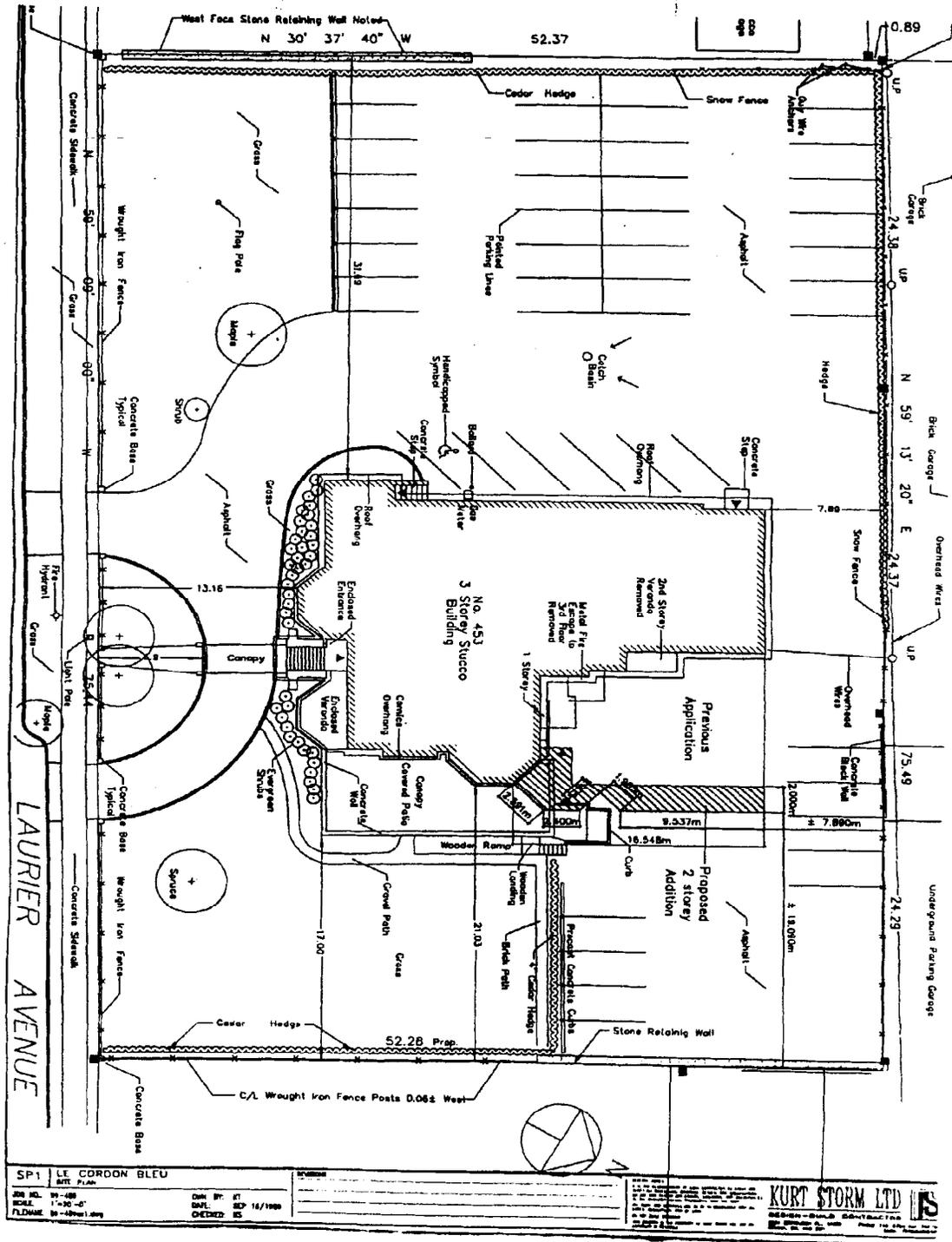




South Elevation - Proposed

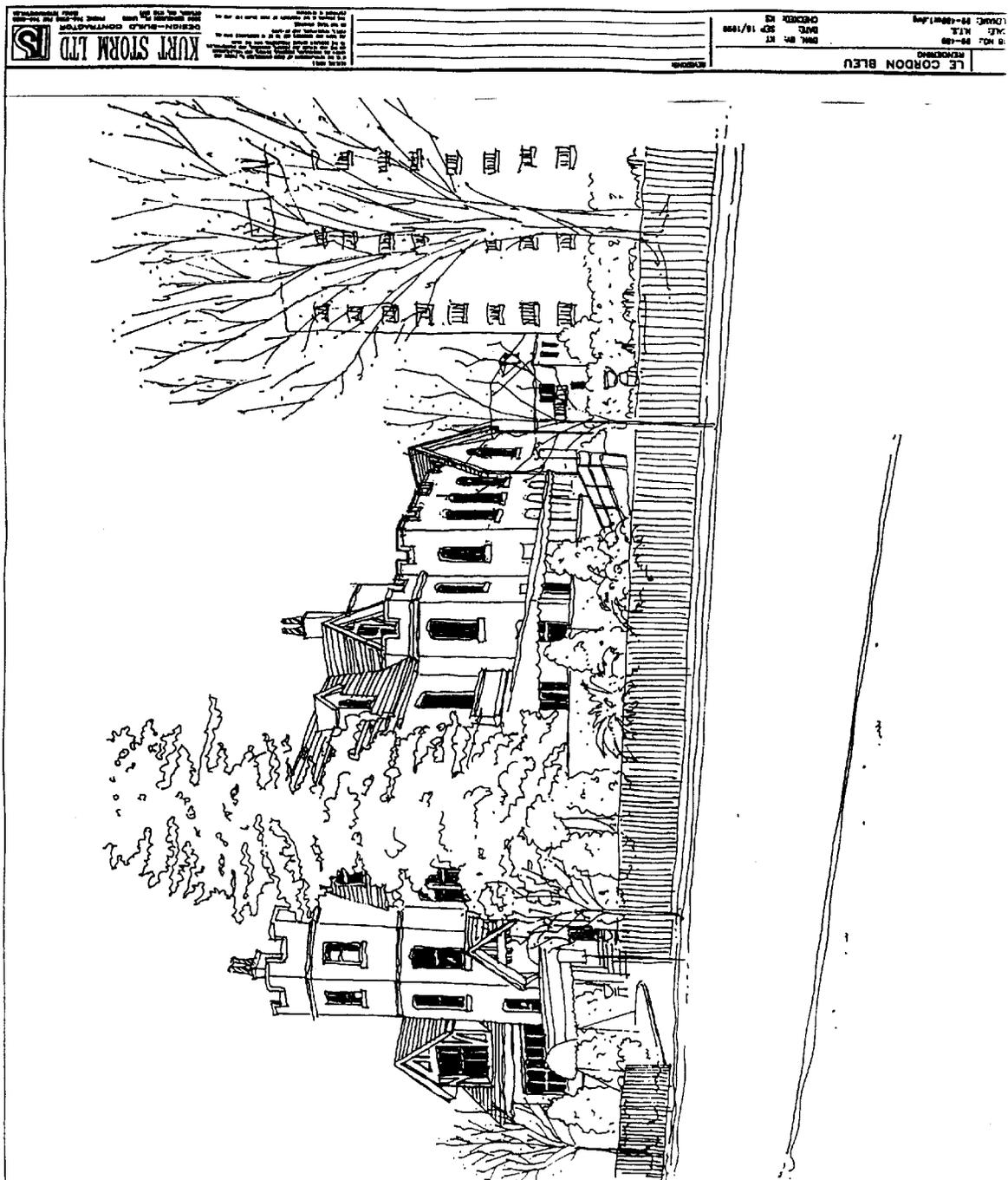
Document 4





View looking north west from Strathcona Park Fountain

Document 6



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March 30, 2000

ACS2000-PW-PLN-0050

(File: OHD4300JAMES30)

Department of Urban Planning and Public  
Works

Ward/Quartier

OT6 - Somerset

- Local Architectural Conservation  
Advisory Committee / Comité consultatif  
local sur la conservation de l'architecture
- Planning and Economic Development  
Committee / Comité de l'urbanisme et de  
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

## 10. Heritage Alteration - 30 James Street

### Transformation d'un bâtiment historique - 30, rue James

#### Recommendation

That approval be given to alter the property at 30 James Street in accordance with the plans by W.G. Mohaupt Architect Inc., received on March 17, 2000.

(Note: The approval to alter must not be construed to meet the requirements for the issuance of a Building Permit.)



April 3, 2000 (7:34a)

Edward Robinson

Commissioner of Urban Planning and Public  
Works



April 3, 2000 (9:00a)

Approved by

John S. Burke

Chief Administrative Officer

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855

#### *Local Architectural Conservation Advisory Committee Recommendation - April 18, 2000*

- ▶ *The Committee concurs and so recommends.*

## Financial Comment

N/A

  
March 31, 2000 (3:49p)

for Mona Monkman

City Treasurer

BH:ari

## Executive Report

### Reasons Behind Recommendation

The building located at 30 James Street is designated under Part V of the Ontario Heritage Act as part of the Centretown Heritage Conservation District through by-law 269-97. It was rated as a Category 2 building and dates from approximately 1890. The proposed alterations will change the existing duplex to a semi-detached house. They include an addition to the west side of the building above an existing garage and one- and two-storey additions as well as a carport on the east side with a deck above.

The Department of Urban Planning and Public Works supports the proposed alteration as it unifies the existing multiple additions and brings them to the same height as the original two-and-one-half, hipped- roof building.

The addition would be in general conformance with the guideline of the 1997 Centretown Heritage Conservation District Study by Julian Smith and Associates which states :

“Where new additions or alterations are introduced, they should be of sympathetic contemporary design, distinguishable from the original but compatible in form and detail. They should not detract from or overpower the original.”

## Consultation

Adjacent property owners and tenants, as well as local community associations, were notified by letter of the date of the LACAC meeting and the Planning and Economic Development Committee meeting and were provided with comment forms to be returned to LACAC. This is in accordance with City Council's public participation policy regarding alterations to designated heritage buildings (PDD/PPP/N&C #9).

The Ward Councillor Elisabeth Arnold provided the following comments:

1. The proposed three-storey addition to the west is more in keeping with the heritage character of the main portion of the building than the current addition, which consists of a one-car garage (of the 1950s) and a wooden siding section with modern sliding patio doors.
2. The proposed carport addition to the east is sympathetic to the existing porch and railing details.
3. The choice of colours, finishes and materials should relate to the brick and wood exterior of the historic portions of 30 James Street, and the other heritage residential buildings in this block of James.
4. The development is a good example of residential intensification that respects the streetscape. Care should be taken to minimize the impact of the new addition on the property to the west.

## Disposition

The Department of Corporate Services, Statutory Services Branch to notify the owner (James Ferris, Suite 2, 2020A Scott Street, Ottawa, Ontario K1Z 6T1) and the agent ( W.G. Mohaupt Architect Inc., Suite 301, 311 Richmond Road, Ottawa, Ontario K1Z 6X3) and the Ontario Heritage Foundation (10 Adelaide Street, 3<sup>rd</sup> floor, Toronto, Ontario M5C 1J3) of City Council's consent to alter 30 James Street.

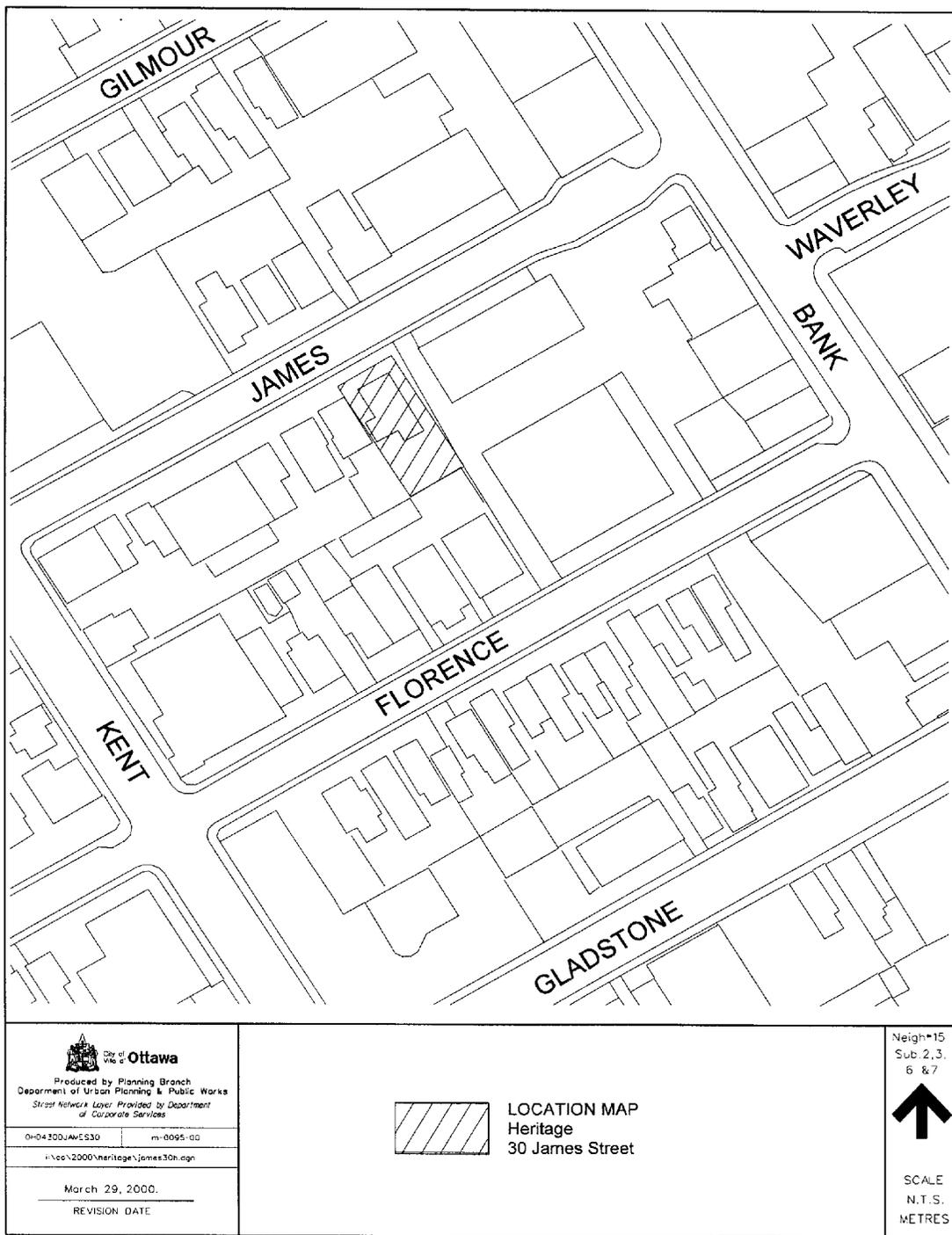
**List of Supporting Documentation**

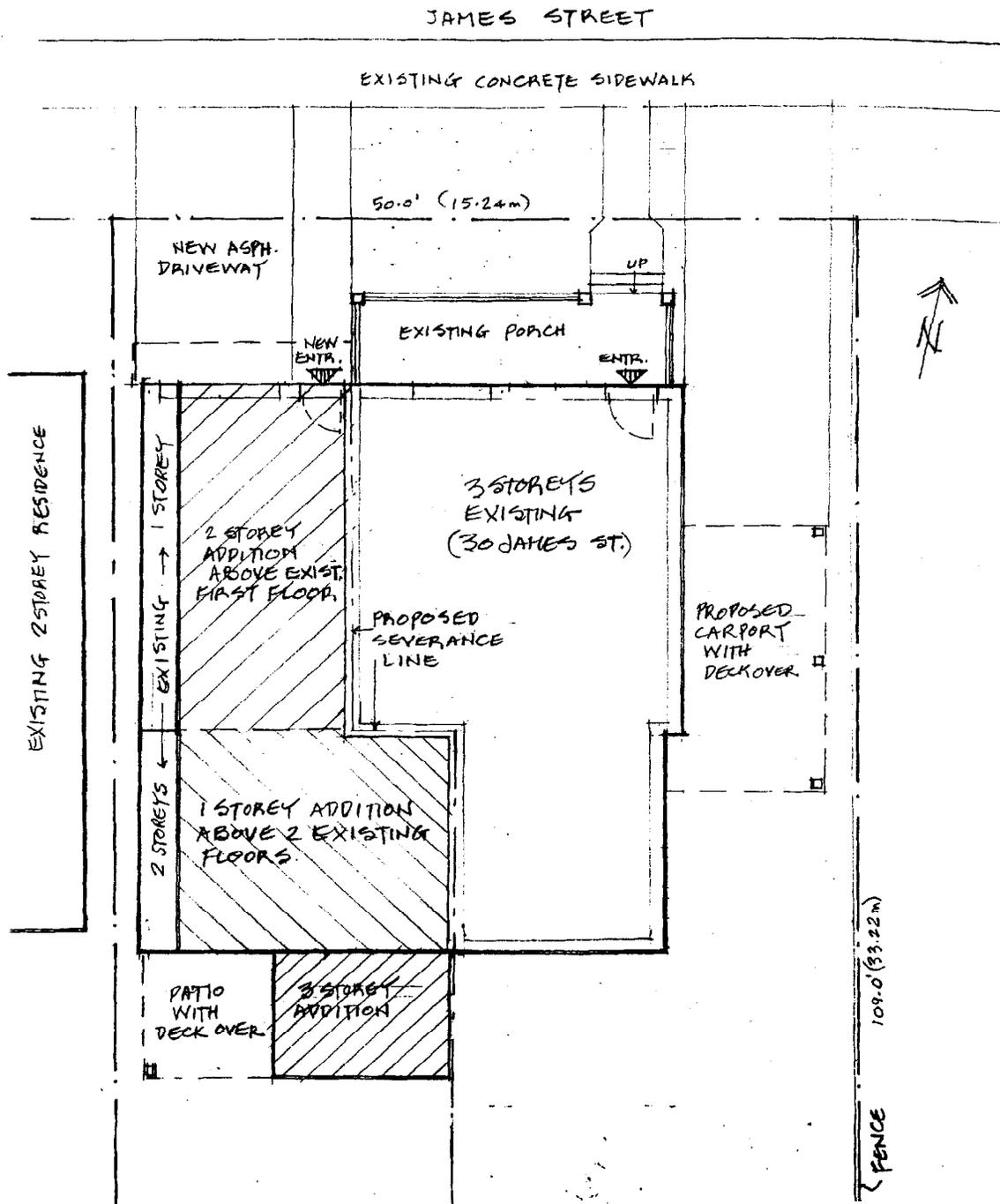
- Document 1    Location Plan
- Document 2    Site Plan
- Document 3    Proposed Front Elevation
- Document 4    Proposed Rear Elevation

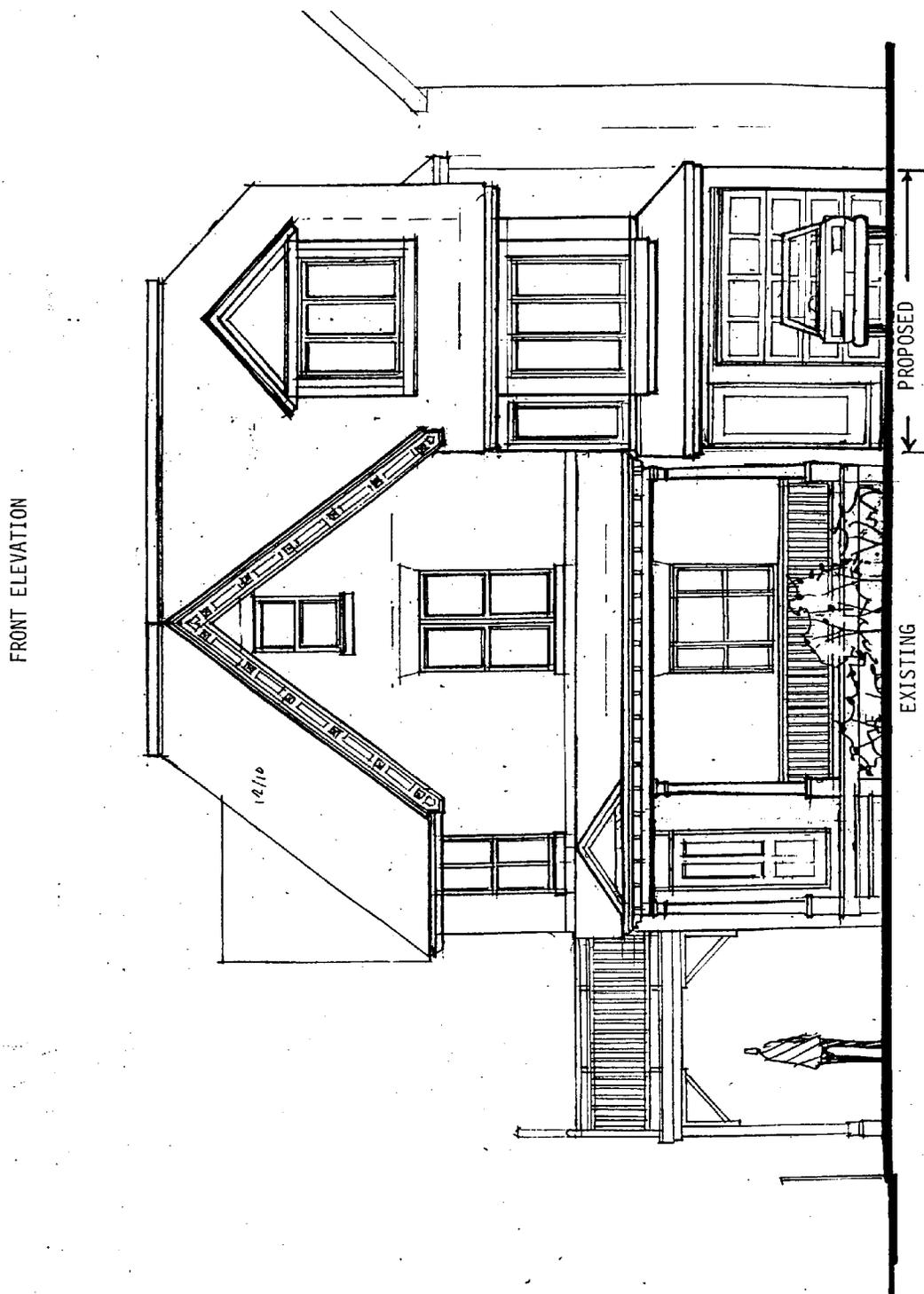
## Part II - Supporting Documentation

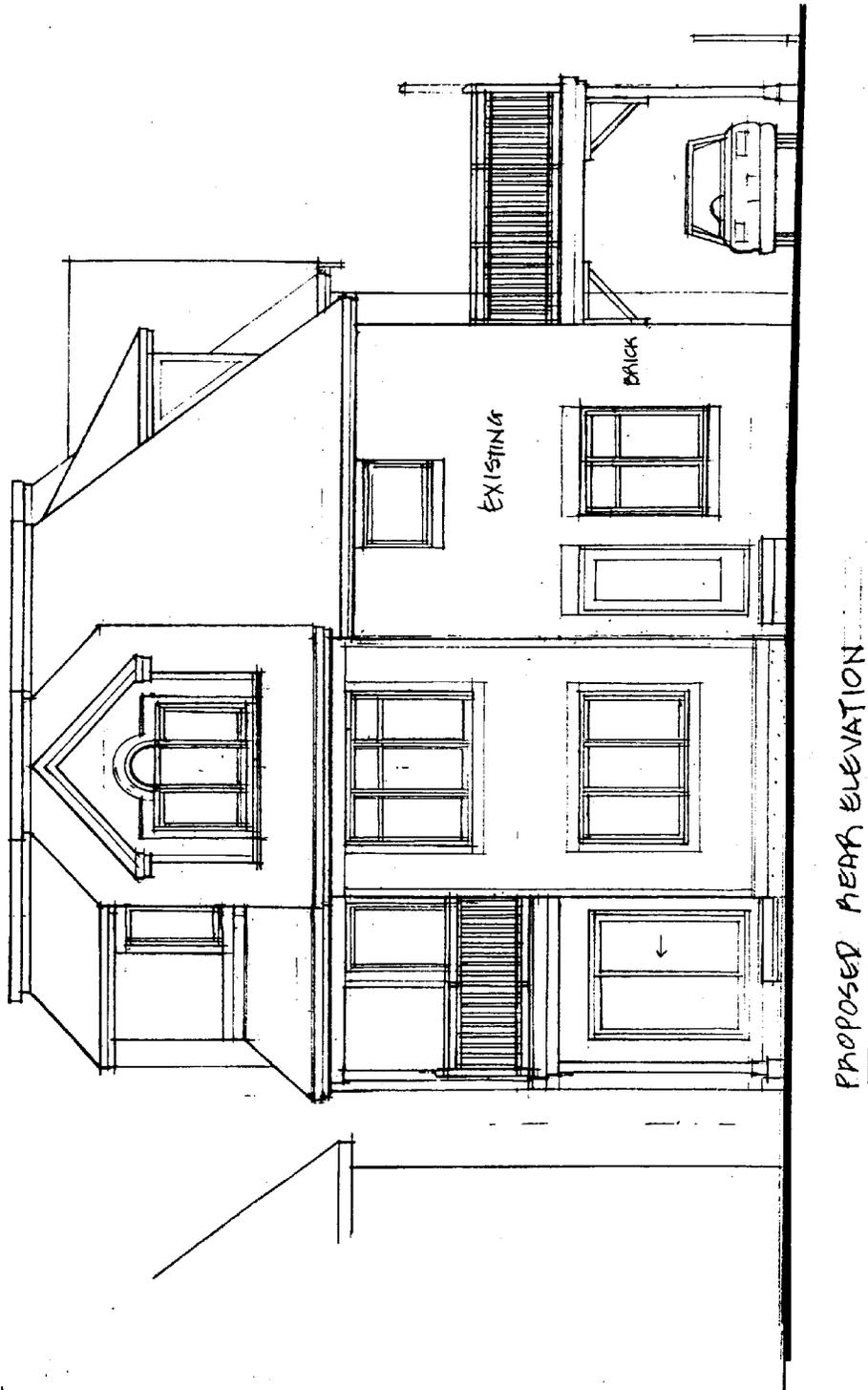
Location Plan

Document 1









March 30, 2000

ACS2000-PW-PLN-0051

(File: OHD4300COOPER358)

Department of Urban Planning and Public  
Works

Ward/Quartier

OT6 - Somerset

- Local Architectural Conservation  
Advisory Committee / Comité consultatif  
local sur la conservation de l'architecture
- Planning and Economic Development  
Committee / Comité de l'urbanisme et de  
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

### **11. Application for New Construction in a Heritage Conservation District - 358 Cooper Street**

**Demande concernant une nouvelle construction dans un district de  
conservation du patrimoine - 358, rue Cooper**

#### **Recommendation**

That approval be given to construct a new building at 358 Cooper Street, in accordance with plans submitted by W.G. Mohaupt Architect Inc., received on March 27, 2000.

(Note: The approval to alter must not be construed to meet the requirements for the issuance of a Building Permit.)



April 3, 2000 (7:45a)

Edward Robinson

Commissioner of Urban Planning and Public  
Works



April 3, 2000 (8:53a)

Approved by

John S. Burke

Chief Administrative Officer

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855

**Local Architectural Conservation Advisory Committee Recommendation - April 18, 2000**

- ▶ *The Committee concurs and so recommends.*

*Yeas: (5) L. Corbin, J. Arnold, R. Bellamy, A. Horrall and R. Pajot*

*Nays: (2) R. Rodgers and T. Montpetit*

**Financial Comment**

N/A

  
March 31, 2000 (3:55p)

for Mona Monkman

City Treasurer

BH:ari

**Executive Report**

**Reasons Behind Recommendation**

The vacant site at 358 Cooper Street is located within the Centretown Heritage Conservation District which is designated under Part V of the Ontario Heritage Act (OHA) through by-law 269-97. New construction in a district requires the approval of City Council following consultation with the City of Ottawa Local Architectural Conservation Advisory Committee (LACAC).

The proposal involves the construction of a seven-storey, thirty-nine unit, condominium apartment building on the site of an existing surface parking lot. The existing building at 356 Cooper Street is currently used as the sales office for the proposed apartment building and will be retained and rehabilitated as part of this project. The apartment building will be faced with a stone veneer on the bottom storey. Upper floors will be faced with brick and stucco in character with other building materials evident on the street. The upper floors on the north east corner of the building will be stepped back slightly to create a transition to the lower buildings on the east. Drawings are included with this report as Documents 3,4,5.

The proposal is recommended for approval because the applicant has attempted to blend this new building into a streetscape of smaller buildings by retaining the existing building at 356 Cooper, stepping the corner of the proposed apartment building and using building materials that will be compatible with other buildings on the street. Although the height of the proposed building is greater than others on the street, seven storeys is permitted for this site under the existing zoning.

## Consultation

Adjacent property owners and tenants, as well as local community associations, were notified by letter of the date of the LACAC meeting and the Planning and Economic Development Committee meeting and were provided with comment sheets to be returned to LACAC. This is in accordance with City Council's public participation policy regarding heritage alterations (PDD/PPP/N&C #9).

The Ward Councillor Elisabeth Arnold provided the following comments:

"I am supportive of this application and pleased that the existing building at 356 Cooper Street will be retained. I would like to hear LACAC's comments on the design and site plan for this project."

## Disposition

The Department of Corporate Services, Statutory Services Branch to notify the owner (Domicile Developments, Ste.1, 371A Richmond Road, Ottawa, Ont. K2A OE7) and the agent (W.G. Mohaupt Architect Inc., Ste. 301, 311 Richmond Road, Ottawa, Ont. K1Z 6X3) and the Ontario Heritage Foundation ( 10 Adelaide Street East, 3<sup>rd</sup> floor, Toronto, Ontario M5C 1J3) of City Council's consent to permit new construction at 358 Cooper Street.

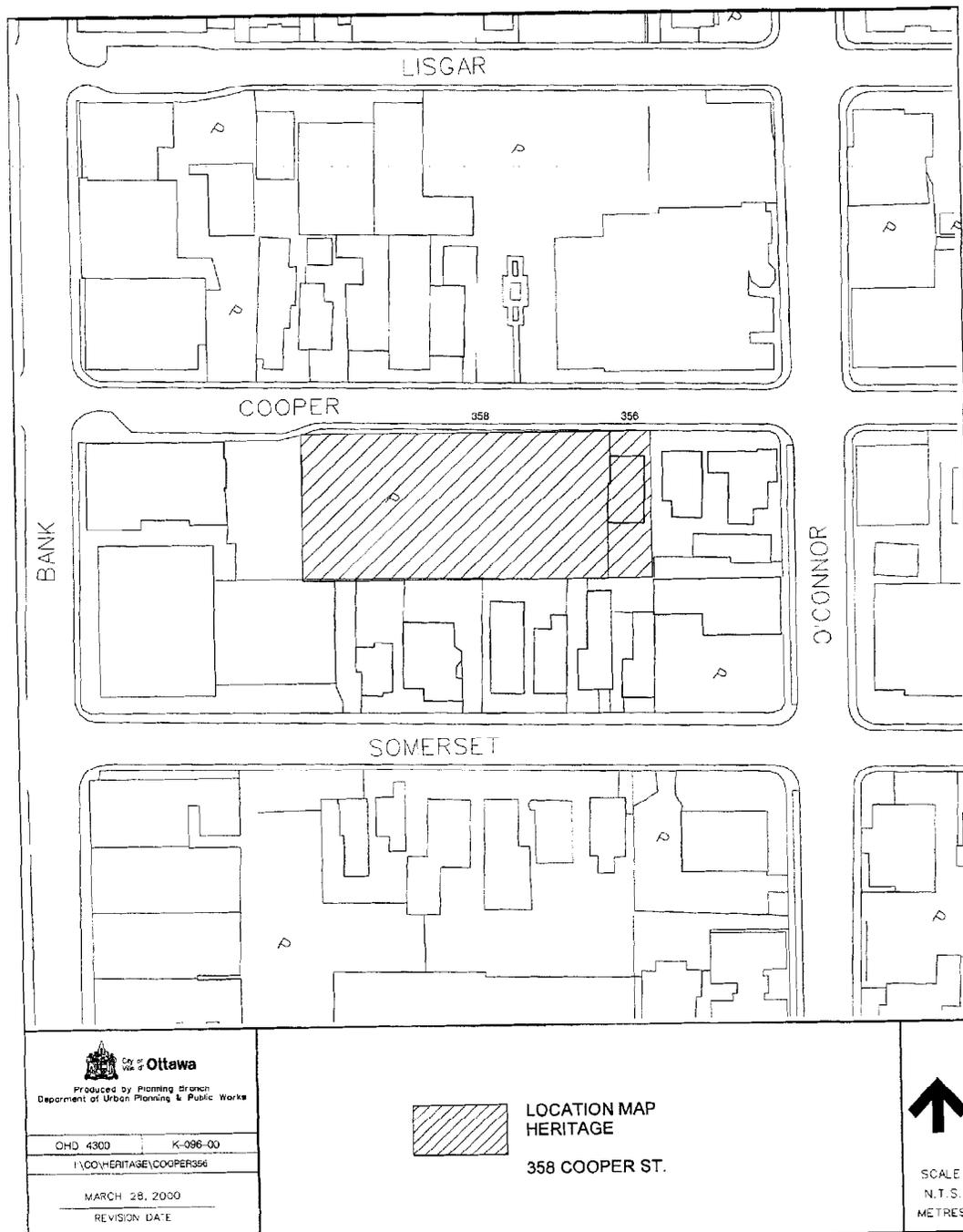
## List of Supporting Documentation

- Document 1    Location Map
- Document 2    Site Plan
- Document 3    Perspective Looking South East
- Document 4    North Elevation
- Document 5    Streetscape (including adjacent residential buildings to the east and potential future 11-12 storey building to the west).

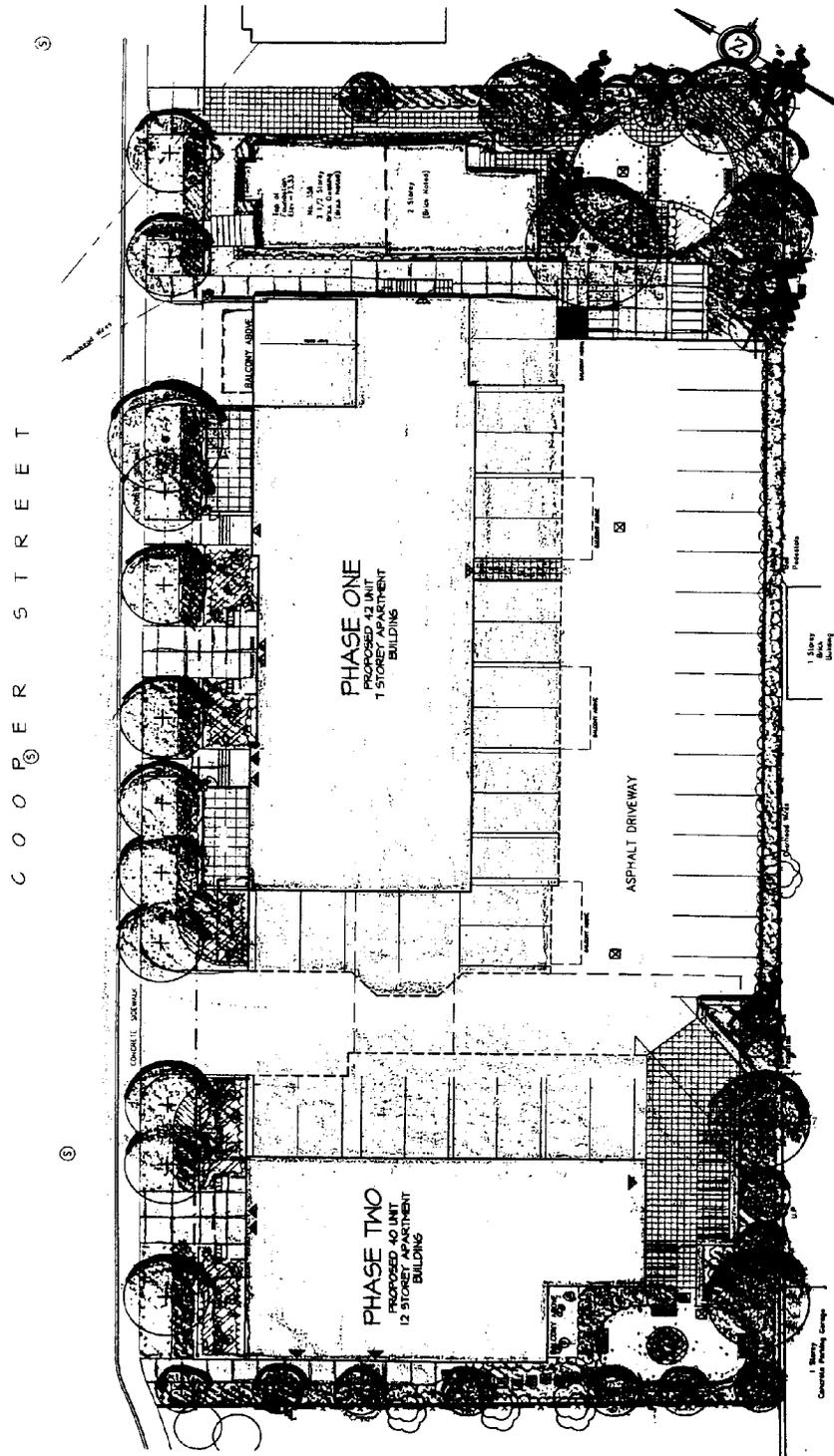
## Part II - Supporting Documentation

Location Map

Document 1



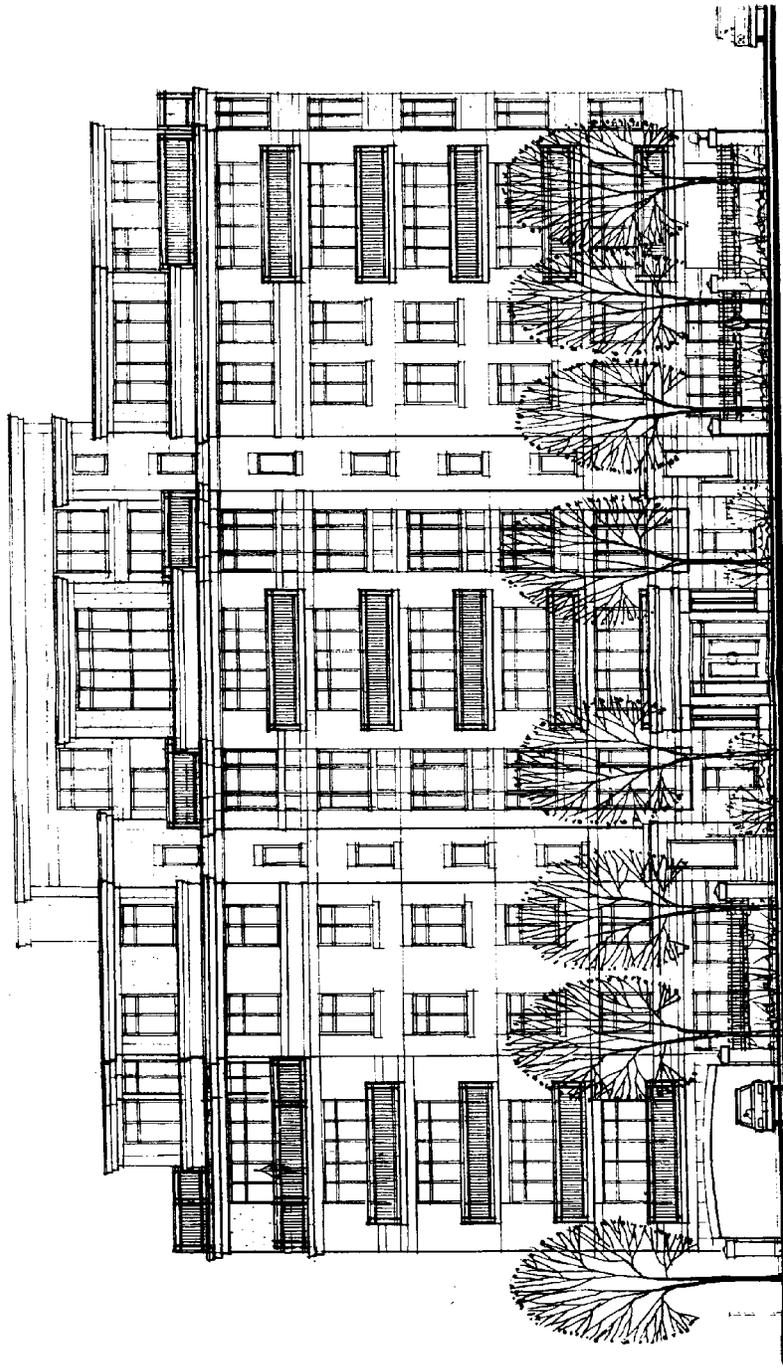
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Perspective Looking South East

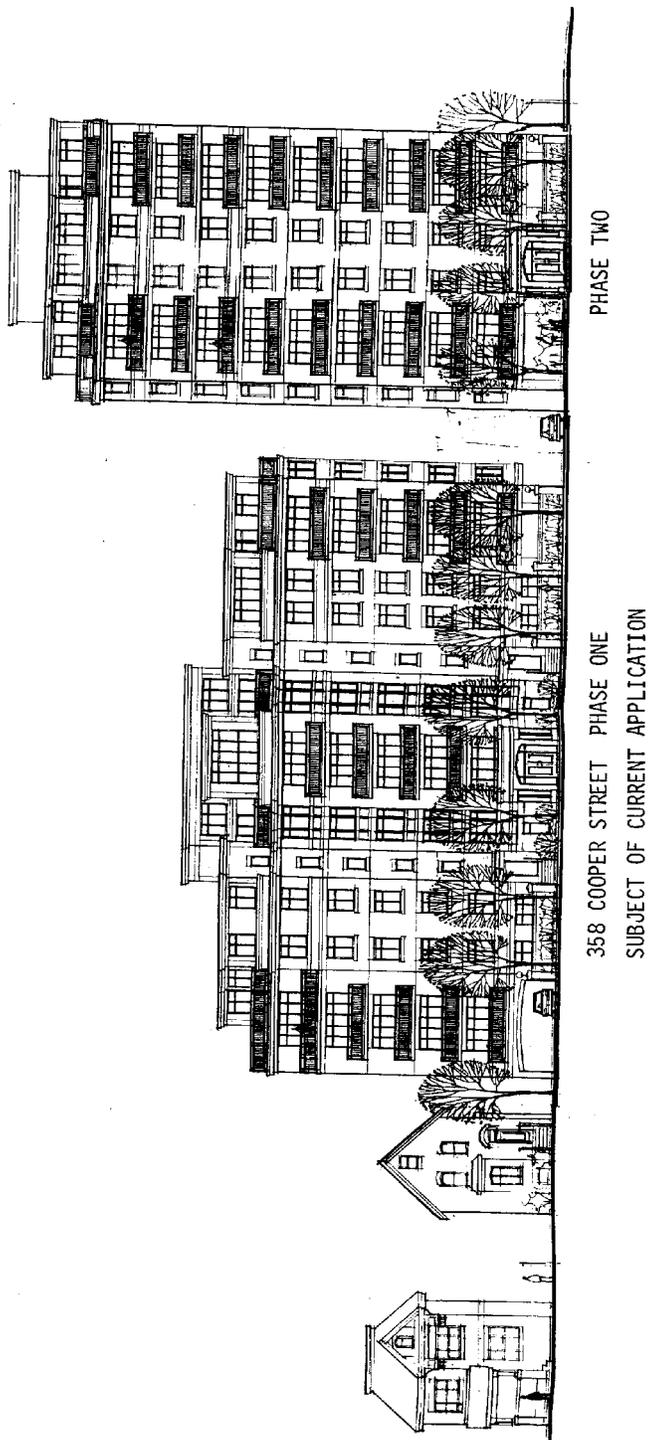
Document 3





Streetscape (including adjacent residential buildings to the east and potential future 11-12 storey building to the west)

Document 5



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April 19, 2000

CC2Z2000132

(File: ACC3310/2000)

Ward/Quartier

OT8 - Mooney's Bay

**13. 4120 A to L Riverside Drive**

**4120 A - L, promenade Riverside**

**City Council and Standing Committee**

Motion

**Conseil et comités permanents**

Formule de motion

Moved by :  
Motion de : Councillor Jim Bickford

Seconded by :  
Appuyée par :

**RE: 4120 A to L RIVERSIDE DRIVE**

**WHEREAS** the lands known for municipal purposes as 4120 A to L Riverside Drive are currently zoned ES;

**AND WHEREAS** the ES zoning does not allow **detached house**;

**AND WHEREAS** allowing **detached house** on the lands may be desirable;

**AND WHEREAS** this community of 12 properties previously enjoyed a P(x) zoning;

**AND WHEREAS** the P(x) zoning was changed to ES without prior, direct notification to any of the 14 property owners, therefore depriving the property owners the opportunity of expressing their views;

**AND WHEREAS** the Uplands-on-the-Rideau Community Association has taken the position that it desires that the zoning allow **detached house** as per the previous P(x) designation;

**THEREFORE BE IT RESOLVED** that the zoning of the lands be reviewed by the Department of Urban Planning and Public Works with a view to allowing **detached house** on the subject lands as was the case under By-law Z-2K as amended by By-law 293-93 and that a report be submitted to Planning and Economic Development Committee not later than the end of the year 2000.