

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

Agenda 17
Ordre du jour 17

Tuesday, October 10, 2000 - 9:15 a.m.
Le mardi 10 octobre 2000 - 9 h 15

Victoria Hall, First Level
Bytown Pavilion, City Hall

Salle Victoria, niveau 1
Pavillon Bytown, hôtel de ville



City of
Ville d' **Ottawa**

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

Minutes 17 (September 26, 2000)

Procès-verbal 17 (Le 26 septembre 2000)

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Councillor/Conseillère Elisabeth Arnold, Chairperson/Présidente

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

Councillor/Conseiller Stéphane Émard-Chabot

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Ron Kolbus

AML

September 14, 2000

ACS2000-PW-PLN-0108

(File: OZP2000/022

OZP2000/024)

Department of Urban Planning and Public
Works

Ward/Quartier

OT2 - Carleton

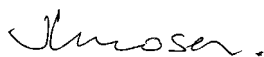
- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

1. Zoning -1183 Greenbank Road and 2730-2750 Iris Street
Zonage - chemin, 1183 Greenbank et rue, 2730-2750 Iris

Recommendations

1. That the application to amend the Zoning By-law, 1998, from CG2[423]F(1.0) to a modified CG2[423]F(1.0) zone to permit a parking lot at 1183 Greenbank Road be **APPROVED**.
2. That the application to amend the Zoning By-law, 1998, from CG2 F(1.0) to a CG2 F(1.0) exception zone to permit a gas bar at 2730-2750 Iris Street be **APPROVED** as detailed in Document 1.



September 18, 2000 (8:22a)

for/ Edward Robinson
Commissioner of Urban Planning and
Public Works



September 18, 2000 (9:43a)


Approved by
John S. Burke
Chief Administrative Officer

GH:gh

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

Financial Comment

N/A.


September 15, 2000 (9:26a)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

There are two properties affected by the zoning amendment; 1183 Greenbank Road which is situated at the southeast corner of Greenbank Road and Iris Street and 2730-2750 Iris Street which is the lot abutting 1183 Greenbank Road having frontage on Iris Street and Greenbank Road.

The property at 1183 Greenbank Road presently contains a Shell Canada service station, while 2730-2750 Iris Street contains Le Biftèque Restaurant at the western portion of the site.

The purpose of the applications is to permit the sharing of lands and accesses for the Shell Canada site and Le Biftèque Restaurant. This will facilitate redevelopment of the Shell Canada property. Shell Canada proposes to redevelop their site in conjunction with the existing parking lots of the restaurant site. Their proposal will accommodate a new parking layout which provides for a sharing of accesses and functions of both sites.

The Shell Canada site plan includes a new convenience store and new gasoline pump stations (defined as a gas bar under the Zoning By-law) to be located along the southern edge of the property adjacent to the existing restaurant parking lot. It is intended that the new gasoline pumps will be located on the Shell Canada land, however, some vehicles when refuelling at the pumps or queuing for refuelling may stop on the abutting restaurant lands depending on the direction in which they approach the pumps. This results in a portion of the gas bar function/use occurring on the restaurant site thereby requiring a need for a zoning amendment to permit a gas bar. The zoning amendment will limit a gas bar to queuing spaces and a canopy. The latter may partially extend onto the restaurant site. The restaurant, on the other hand, is investigating a more practical on-site parking layout that would result in more parking spaces located closer to their entrance. The proposal shows eight new spaces located partially on the Shell Canada site. As these spaces are not required parking for the Shell Canada property, an amendment will be necessary for that site to permit a parking lot.

There will be concurrent consent applications filed with the Committee of Adjustment for both properties to create reciprocal rights-of-way for the purpose of guaranteeing mutual property access. There will also be a minor variance application to the performance standards for the eight parking spaces since the parking aisle and parking space length will not entirely be met on the restaurant lands.

Site Plan Control applications have been submitted for both sites and will be processed concurrently. These approvals are delegated to staff under the Site Plan Control By-law.

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

- The proposal conforms with policies in the Official Plan as they pertain to Non-residential Uses within a Residential Area designation.
- The sites are located across the street from the Queensway/Pinecrest Secondary Employment Centre. The introduction of a gas bar and parking lot would be compatible uses with those found in an employment centre.
- The applications result in the efficient use of land. Through the co-operative efforts of two abutting owners, a desirable and viable land use proposal is achieved by means of the sharing of lands and accesses. A Private Common Elements Agreement will be required as a condition of Site Plan Control approval.
- No adverse traffic impact is anticipated on the adjacent streets as a result this application.
- To ensure compatibility with the abutting residentially zoned land, a gas bar will be permitted provided it is limited to queuing spaces and a canopy. This will ensure that gas pumps will not be located on the restaurant site which abuts residentially zoned lands.

Economic Impact Statement

The proposed redevelopment of these two sites would have no appreciable economic impact on the city.

Environmental Impact

The Municipal Environmental Evaluation Process Checklist identified potential adverse environmental impact(s) but indicated that these were mitigable by current practices.

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Consultation

The application was subject to Early Notification. No comments were received.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the owner and agent, and the Region of Ottawa-Carleton, Plan Administration Division, of the City's decision.

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

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

List of Supporting Documentation

Document 1	Details of Recommended Zoning
Document 2	Explanatory Note
Document 3	Location Map - 2730-2750 Iris Street
Document 4	Location map - 1183 Greenbank Road
Document 5	Municipal Environmental Evaluation Checklist (on file with the City Clerk)
Document 6	Consultation Details

Part II - Supporting Documentation

Document 1

DETAILS OF RECOMMENDED ZONING

The following amendment be made to CG2F(1.0) at 2730-2750 Iris Street:

- permit a gas bar limited to queuing spaces and a canopy for the gas bar located in the abutting CG2[423]F(1.0) zone to the north

THE FOLLOWING IS AN EXPLANATORY NOT TO BY-LAWS.....

By-law Numbers.....amend Zoning By-law, 1998, the City's Comprehensive Zoning By-law. These amendments affect two abutting properties located at the southeast corner of Greenbank Road and Iris Street in order to facilitate redevelopment of the Shell Canada property. The purpose of the amendments is to accommodate parking for the restaurant site on the Shell Canada site and to accommodate the queuing of vehicles for refueling and a canopy on the restaurant lands. The canopy will only partially extend onto the restaurant site and it is not intended that the gas pumps will be located on this site. These properties are shown as the shaded areas on the attached Location Maps.

1183 Greenbank Road

Current Zoning

The zoning of the Shell Canada site is CG2[423]F(1.0) which is Subzone 2 of the General Commercial zoning which contains exceptions. Subzone 2 prohibits residential uses. The [423] exception permits a gas bar if limited to six pumps. The F(1.0) represents the floor space index and in this zone indicates that the gross floor area of the building(s) on site may not exceed one times the lot area.

Proposed Zoning

The Shell property will have to be rezoned to permit a parking lot for uses on the abutting restaurant site.

2730-2750 Iris Street

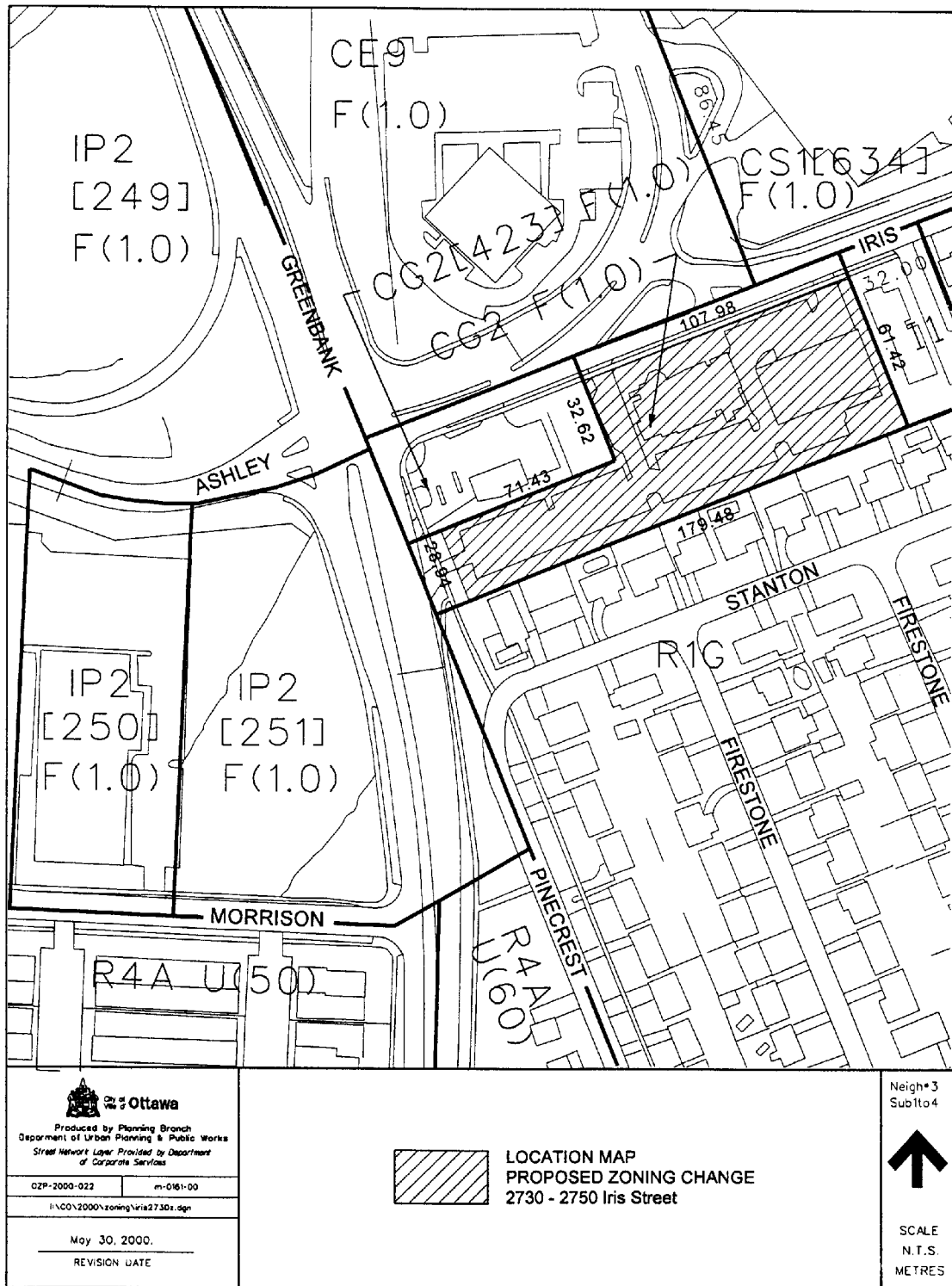
Current Zoning

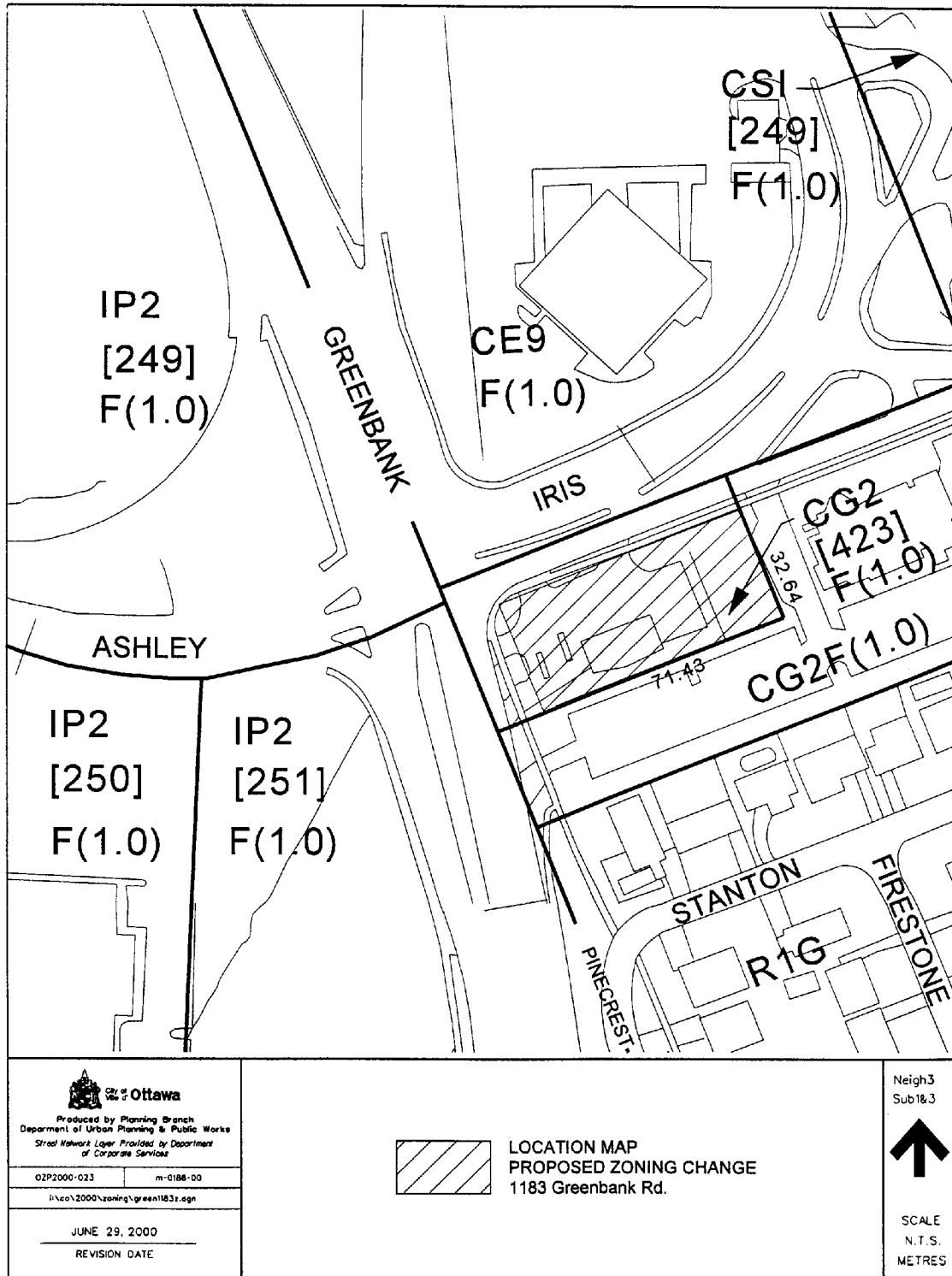
The zoning of the restaurant property is CG2 F(1.0). This is a General Commercial zone with a Subzone 2. This zoning allows limited residential and commercial uses that ensure compatibility with abutting residential areas. The F(1.0) represents the floor space index which allows the gross floor area of a building on the site to not exceed one times the lot area.

Proposed Zoning

The proposed zoning will permit a gas bar limited to queuing spaces and canopy for the Shell Canada gas bar located at 1183 Greenbank Road.

For further information on the proposed amendments please contact Gordon Harrison at 244-5300- ext. 1-3868.





Consultation Details

NOTIFICATION AND CONSULTATION PROCESS

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

PUBLIC COMMENTS

This application was subject to Early Notification procedures. No public comments were received.

COUNCILLOR'S COMMENTS

Councillor Brian Mackey was made aware of the application.

APPLICATION PROCESS TIMELINE STATUS

The applications, which were submitted on May 25, 2000, (OZP2000/022) and June 21, 2000, (OZP2000/024), were 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.

These applications were processed within the fourteen to twenty week timeframe established for the processing of Zoning Amendment applications.

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September 27, 2000

ACS2000-PW-PLN-0130
(File: LBT3200/600)

Department of Urban Planning and Public
Works

Ward/Quartier
City Wide

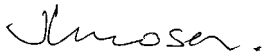
- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
 - City Council / Conseil municipal
- Action/Exécution

2. Zoning By-law Policy Anomalies

Anomalies dans la politique sur le zonage

Recommendation

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



September 29, 2000 (9:18a)

for/ Edward Robinson
Commissioner of Urban Planning and
Public Works

ED:ed

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

Financial Comment

N/A.



September 28, 2000 (11:55a)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The Policy Anomaly Identification and Resolution Program was established earlier this year by the Department of Urban Planning and Public Works to facilitate the identification of policy anomalies by staff involved in the day-to-day administration and enforcement of the *Zoning By-law, 1998* and to provide a mechanism for the timely resolution of these anomalies.

This report contains discussion and recommendations pertaining to two identified policy anomalies in the comprehensive zoning by-law, including 1) the absence of a specific term to accommodate community-based municipal, police and other similar type offices within numerous zones; and 2) the prohibition on heavy vehicles in residential zones.

Municipal service offices

Community-based municipal service offices are a new, or rather a return to a more traditional approach to the provision of public services at the local neighbourhood level. For example, recently, two local neighbourhood police offices opened to serve the surrounding neighbourhood. These police offices do not provide the full range of police services - there are no holding cells, nor processing of those arrested; no training facilities, nor complaints being filed and no other such processes or services associated with a police station. These types of community-based offices serve as walk-in resource centres, where basic questions may be answered by community volunteers; where promotional materials would be made available; where members of the local community would be directed to the appropriate branch or site depending on their issue; where on-duty police officers working in the neighbourhood could make use of the space for breaks, as well as for filing reports at a limited number of workstations and where non-profit or community associations could make use of any boardroom which might be located within such storefront offices. Of note is the fact that the previous comprehensive zoning by-law, By law Number Z-2K included the use "municipal information office", and permitted them in virtually all zones as a listed permitted public use.

The anomaly was created by the facts that 1) the existing land use terms, including "emergency service", do not specifically envisage this type of storefront neighbourhood-serving municipal office; and 2) these facilities are classified as an "office" which is, in the case of the CL zone, not a permitted use, and in the case of the CN zone is a permitted use, though it is restricted to the second or higher storey, thus preventing an at-grade presence within the local neighbourhood.

Further, with the amalgamation of the city, it has been determined that satellite municipal government offices will be established so that they may be easily accessed by the public.

With this in mind, and with the emergence of neighbourhood-serving local police offices, it is recommended that the use be permitted under the use “office” and permitted in all zones where offices are currently permitted, and that the zoning by-law be amended to permit the use “office, limited to municipal services” in those non-residential zones and subzones which either do not currently permit the use office, or which otherwise restrict the use “office” to above the ground floor, including the CL, CL1, CN, CN2, I1 and I2, as detailed in Document 1. Municipal service offices will be subject to all of the same provisions as offices (e.g. parking, yard setbacks, height, size limits), except that they will not be restricted to above the ground floor in those zones where offices are so limited. Finally, where the Zoning By-law Number Z-2K term “office, limited to a municipal office”, or “municipal information office” exists in the L-tp and EW-tp zones and exception zones, the term will be replaced with “office, limited to municipal services”.

Heavy Vehicles in Residential Zones

The current regulation of heavy vehicles noted in Section 119 casts a wide, all-encompassing prohibition on the parking of all such vehicles in residential zones, including pick-up trucks and mini-vans. The zoning by-law defines a “heavy vehicle” as a commercial motor vehicle as defined in the *Highway Traffic Act*. Under the *Act*’s definition of commercial motor vehicle, all trucks including pick-up trucks are considered commercial motor vehicles and require commercial plates (see Document 2 for relevant definitions). Vans, mini-vans and sport utility vehicles are also considered to be trucks; and buses are considered to be commercial motor vehicles. Farm tractors, road-building machines and self-propelled agricultural machines do not fall within the definitions of “commercial motor vehicle” under the *Act* or “heavy vehicle” under the zoning by-law.

The city’s previous comprehensive zoning by-law, Zoning By-law Number Z-2K, did not regulate heavy or commercial motor vehicles within residential zones. A revision to the current regulation to exclude certain passenger vehicles will leave only those larger commercial motor vehicles, which are visibly disruptive and out of character with the residential nature of a neighbourhood, subject to the parking prohibition.

Section 7.6.2 of the Official Plan outlines the city’s truck policies. The policies are intended to minimize the effect of truck traffic on established residential and pedestrian oriented areas, and in policy 7.6.2 iv) states:

prohibiting the continued overnight parking of commercial vehicles on residential properties which could adversely affect the air and visual qualities of neighbourhoods, generate excessive noise and impose safety risks;

Though the above-noted Official Plan policy is implemented through the City’s Parking By-law Number 1-96, Council’s objective of minimizing the effects of truck traffic in neighbourhoods may be translated into zoning regulations which restrict the parking of heavy vehicles on residential lands.

The challenge in regulating heavy vehicles is determining what types of vehicles are reasonable to be parked on a residential lot and what zoning provisions or criteria may be used in the regulation. Arguments can be made that residents use their pick-ups, passenger vans and sport utility vehicles for business purposes. The business may not be in their home, but they bring the vehicle back home. It would be difficult to distinguish these vehicles by the nature of their use in a zoning by-law. For example, a pick-up truck with commercial plates may not have any greater impact than a similar sized sport utility vehicle used solely for personal transportation. As such, the focus of this issue should be on the scale of the vehicle and not whether it is used for personal or business purposes.

Other municipal zoning by-laws and studies indicate that there are two methods used in the attempt to regulate the parking and storage of commercial motor vehicles, including the most common method establishing a prohibition based on the weight of vehicle. The less common approach includes prohibitions based on length or height of vehicle. The maximum weight, length and height standards vary from one municipality to the next.

Based on the information provided by the Ministry of Transportation and detailed in Document 2, the recommended approach for the regulation of commercial motor vehicles is to regulate all vehicles based on their weight, with the exception of buses which would be regulated by length, as described in detail below. Although either the weight, or the length and height could be used to administer the regulations, it is believed that it would be less cumbersome to enforce by weight as no measurements would need to be taken by enforcement staff.

Vehicles other than buses and Recreational Vehicles

In terms of ease in municipal enforcement, regulating vehicles by their registered gross vehicle weight (GVWR) is considered the best approach. This is the weight of the vehicle as assigned to the vehicle by the manufacturer. The GVWR appears on a plate that is affixed to the door of the vehicle. It may also be accessed by request for a search undertaken for a fee by the Ministry of Transportation. This weight information is the most accessible and therefore, the most easily enforced vehicle weight. This is also the type of weight that is used under the Commercial Vehicle Operator's Registration (CVOR) to distinguish between light and heavy trucks, with trucks weighing below 4,500 kg being considered light and exempt from registration.

Most passenger vans, pick-ups and sport utility vehicles have a GVWR below 4,500 kg. Examples include the Dodge Ram, GMC Yukon, Jeep Cherokee, Dodge Caravan, Ford Winstar, Chevrolet Silverado, Ford Explorer, Ford Expedition, Ford F150 and Plymouth Voyager.

Staff recommend that vehicles weighing less than or equal to 4,500 kg be permitted to park on a residential lot in compliance with the parking regulations of the *Zoning By-law, 1998*, as detailed in Document 1. This will permit both personal use and commercial vehicles of similar size and impact to park on a residential lot. It is also recommended that tractor-

trailers or any part of these (e.g. truck cabs, with or without sleeping areas) be specifically excluded as some of these could fall below the 4,500 kg weight limit - particularly in the case of just the cab portion of a tractor-trailer. Such cabs are visually intrusive, noisy and inappropriate in residential neighbourhoods.

School Buses and Recreational Vehicles

All school mini-buses and buses are considered to be commercial motor vehicles under the *Highway Traffic Act*, have GVWRs above the 4,500 kg and all buses must register under the CVOR. Virtually all recreational vehicles (RV's) also fall above the 4,500 kg. weight, though the smallest ones are less than 5,000 kg.

The largest mini school bus holds 30 passengers, and has a length of 6.73 metres. Full size school buses are considered to be visually intrusive and of too great a length and height to be reasonably accommodated on a residential lot. It is recommended that a mini school bus not exceeding 6.75 m in length be permitted due to the nature of the business, in that generally such buses run both morning and lunch time pick up and drop off, with the operator parking the bus at the residence between runs.

Though recreational vehicles vary from small to extra-large, with the latter being akin to a motor home, it is acknowledged that such vehicles are used for personal use, as they are not commercial in nature, and as such may be considered to be subordinate and incidental to the principal land use on a residential lot. Research on such vehicles indicates that the larger RVs would not be able to be parked in the usual permitted parking spaces on a lot as their lengths exceed the space lengths. For example, staff found a series of RVs which ranged from 6.4 m in length and 2.9 m in height, to 10.4 m in length, much longer than the average driveway or garage, and 3.4 m in height, much higher than a garage. As such, it is recommended that one vehicle with a weight exceeding the 4,500 kg. limit be permitted, provided it is used solely for personal and not for commercial purposes.

Finally, it is recommended that either a maximum of one mini school bus OR a maximum of one personal, including recreational, use vehicle weighing in excess of 4,500 kg be permitted on a residential lot.

In all cases, the parking of any permitted vehicles would be permitted only in any parking space legally established under the zoning by-law.

Consultation

As the amendments proposed in this submission are remedial and intended to undertake corrections to the *Zoning By-law, 1998*, no public participation process was undertaken.

Disposition

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

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

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

List of Supporting Documentation

- Document 1 Details of Proposed Amendments to the *Zoning By-law, 1998*
- Document 2 Relevant Definitions and Background Information on Vehicle Weights

Part II - Supporting Documentation

Document 1

Details of Recommended Zoning

1. That the use “office, limited to municipal services”, be added as a permitted use to the following zones: CL, CL1, CN, CN2, I1, I2.
2. That the term “office, limited to municipal services” be added as a permitted use on the ground floor in the following: Section 401ah - CM regulations and Section 442 - CE8 conditional uses.
3. That the term “office, limited to a municipal office” be replaced by the term “office, limited to municipal services” in paragraphs 549 (3) (g) and 599 (3) (g), and Subsection 553 (a).
4. That the term “municipal information office” be replaced by the term “office, limited to municipal services” in paragraphs 550 (3) (f) and 600 (3) (f).
5. That Section 119 be amended to:
 - a. allow the parking of heavy vehicles weighing 4,500 kg. or less, except tractor-trailers, or any portion thereof; and
 - b. allow the parking of either
 - i. 1 heavy vehicle weighing over 4,500 kg. and used for personal transportation only; OR
 - ii. 1 school bus having a length of not more than 6.75 metres

Definitions

1. The *Zoning By-law, 1998*

“*heavy vehicle*” means a commercial motor vehicle as defined in subsection 1.(1) of the *Highway Traffic Act*, as amended or re-enacted from time to time, and includes a road building machine as defined in that section, and all other types of construction equipment;

2. The *Highway Traffic Act*, R.S.O. 1990

“bus” means a motor vehicle designed for carrying ten or more passengers and used for the transportation of persons;”

“commercial motor vehicle” means a motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, buses and tractors used for hauling purposes on the highways;”

“motor vehicle” includes an automobile, motorcycle, motor assisted bicycle unless otherwise indicated in this Act, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car, or other motor vehicles running only upon rails, a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry or road building machine within the meaning of this Act;”

Background Information on Vehicle Weights and Registration Systems

All trucks, including pick-ups, vans and sport utility vehicles are considered commercial motor vehicles under the *Highway Traffic Act*. If vehicles are used for personal transportation and have a gross weight of 3,000 kg. or less then they pay the same license fee as a passenger vehicle. Vehicles weighing over 3,000 kg and under 4,500 kg. are considered to be commercial motor vehicles under the *Act* regardless of whether used for personal or business use, but in the case of personal use they have a commercial license plate with a red sticker identifying the “commercial motor vehicle” for passenger-use.

The *Highway Traffic Act* regulations distinguish between light and heavy trucks and use the Commercial Vehicle Operator’s Registration (CVOR) system. The registration system operates such that any operator of a bus with a seating capacity for more than 10 passengers or a commercial motor vehicle with a registered gross vehicle weight greater than 4,500 kg is required to register. Trucks with a registered gross vehicle weight below 4,500 kg. are considered light trucks and are exempt from the CVOR.

Three different weights associated with vehicles are used to characterize commercial motor vehicles including: 1) the capacity; 2) the gross weight; and 3) the registered gross vehicle weight (GVWR). The first is based on the maximum load that can be carried by a commercial motor vehicle as determined by the manufacturer or by the owner; the second is the weight registered with the Ministry of Transportation for the commercial motor vehicle permit. The gross weight method tends to vary since an operator tends to register for just the weight that will be carried rather than for the full capacity of the vehicle since the permit fees are based on weight. Any regulation based on gross weight would be difficult to enforce since the weight information is available only at the Ministry and on the vehicle registration application. See the body of the report for a discussion on the GVWR.

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September 25, 2000

ACS2000-PW-PLN-0091
(File: OCF3000/110)

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

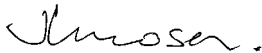
Action/Exécution

3. Resolution of Deferral Nos.13 and 17 associated with the City of Ottawa Official Plan

Résolution de report des points 13 et 17 concernant le Plan directeur de la Ville d'Ottawa

Recommendations

1. That City Council accept the resolution of Deferral Nos. 13 and 17 to the Official Plan as set out in Documents 1 and 2 and request the Regional Municipality of Ottawa-Carleton to lift the deferrals and modify the Official Plan accordingly, including those proposed modifications previously approved by City Council on July 2, 1992, as set out in Document 3.
2. That City Council amend S.1.12.3 b) of the Rideau Street Theme Street policies within the Central Area Secondary Policy Plan by replacing the cross-reference to Policy 5.6.2 n) contained therein with Policy 5.6.2 l) and request the Regional Municipality to modify S.1.12.3 b) accordingly.
3. That City Council amend S.1.12.3 h) of the Rideau Street Theme Street policies within the Central Area Secondary Policy Plan by replacing the cross-reference to Policy 5.6.2 p) contained therein with Policy 5.6.2 q) and request the Regional Municipality to modify S.1.12.3 h) accordingly.



September 26, 2000 (11:16a)


for/ Edward Robinson
Commissioner of Urban Planning and
Public Works

JF:jf

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

Financial Comment

N/A.


September 26, 2000 (10:24a)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

General Context

As part of the consideration and approval of the City of Ottawa Official Plan by Regional Council on April 13, 1994, a number of policies in the Plan were deferred for a variety of reasons, usually pending additional study and/or discussion between the City and the affected parties who had raised issues. An intensive process of mediation carried out during 1995 and 1996 resulted in the resolution of almost all issues which had either been deferred by Regional Council or referred to the Ontario Municipal Board. Those which remain are being addressed as and when the opportunity presents itself.

The subject at hand affects certain policies of the Central Area Secondary Policy Plan contained within Volume II of the Official Plan. Deferral No.13 affects a part of the Character Area entitled the "Rideau/Congress Centre", specifically the paragraph in S.1.6.1 "Vision", entitled "Pedestrian Environment". Deferral No.17 applies to the Rideau Street Theme Street in its entirety, being S.1.12. The purpose of this report is to request City Council to accept the recommended changes to the affected policies and to request Regional Council to lift the deferrals and modify the affected policies as recommended.

Context of Deferrals 13 and 17

Following the adoption of the Official Plan in 1991, City Council gave consideration to a large number of submissions from the public requesting modification and/or referral of portions of the Plan. Included among those parties who had requested changes were the Viking Rideau Corporation and Ambassador Realty. Among these parties' issues were concerns with certain parts of the Rideau/Congress Centre Character Area and the Rideau Street Theme Street. For the most part, their concerns were addressed by the changes agreed to by City Council in July of 1992. Document 3 is an extract from the Minutes of the Council meeting in this regard.

The overriding reason for Deferral Nos. 13 and 17, however, did not lie with Viking Rideau or Ambassador Realty, but with City Council's direction of July, 1992, that the paragraph entitled "Pedestrian Environment" of S.1.6.1 along with S.1.12 "Rideau Street Theme Street" in its entirety be deferred **"pending the completion of discussions on the future of Rideau Street with the varied Rideau Street interests"**. Because of the request to defer the affected policies, however, Regional Council could not approve any of the individual changes City Council had agreed to from the various parties, since a deferral is, in effect, "setting aside", rather than "approving" the affected section. Hence, these changes have been recognized as "proposed modifications" by the Region, to be dealt with as and when the deferrals are lifted.

Unfortunately, the details of who the various Rideau Street interests were and what the specific issues may have been at the time which caused the Council of the day to request the Region to defer the affected policies is not recorded. In large part, it is assumed that the redesign/reconstruction of the street associated with the removal of the enclosed transit shelters, the accommodation of two-way vehicular traffic and the enhancement of pedestrian and cycle movement had much to do with Council's reason for the deferrals. This was a substantial undertaking and there were related matters before the Ontario Municipal Board having to do with financial obligations of a number of associated parties. There were also longer term matters which had been raised during the extensive public discussions surrounding the preparation and adoption of the Official Plan. These were diverse and ranged anywhere from shopping centre policies, the William Street Mall, Rideau BIA initiatives, a study of the Rideau area transportation network, and addressing the many and varied social issues in the Rideau Street area. Hence, in this context, the deferral of the subject portion of S.1.6 and the entire S.1.12 may have been done more out of an abundance of caution considering the many interests and varied input actively engaged at the time.

Although many issues were fully or partially addressed in the intervening years, it is not possible to provide a definitive accounting as to "the completion of discussions on the future of Rideau Street with the varied Rideau Street interests". In fact, in a broad sense, it may be considered that discussions on the future of Rideau Street may never be complete. Such is the evolving nature of planning.

One way of "testing the waters" as to the advisability of proceeding with a request to lift the Deferrals was to approach the "Downtown Rideau Board of Management" (the Board) to see if there was any sense of outstanding matters which would determine that the deferred status of the affected policies should remain. The Board approved a motion to the effect that the City should request the Region to lift the Deferrals prior to the unfolding of municipal restructuring (see Document 4). Accordingly, and in consideration of the foregoing, it is the Department's recommendation that the basis of lifting Deferral Nos. 13 and 17 should relate to the resolution of the outstanding specific issues of the original appellant, the carrying forward of changes agreed to by City Council in July of 1992, and the approval of two minor technical changes to correct errors in cross-referencing. This will enable the underlying policies to have equal status with the rest of the Official Plan and to be considered equitably

in whatever decisions are made concerning the format and content of the Official Plan for the new City of Ottawa.

Issue-resolution discussions recently carried out with Viking Rideau has resulted in some additional minor revisions which are consistent with those changes agreed to by City Council in 1992.

The Recommended Changes

Recommendation 1

The only party with specific ongoing interests is Viking Rideau, whose concerns centre on the need to provide recognition of north-south pedestrian links between the Rideau Centre and the Hudson's Bay Co. and to the ByWard Market, as well as wording describing the removal of through truck traffic in the area. The resolutions arrived at in consultation with Viking Rideau are shown in Documents 1 and 2.

The changes to the paragraph entitled "Pedestrian Environment" of S.1.6.1 (the Vision) of the Rideau/Congress Centre Character Area involve a more direct reference to Council's intent to remove through truck traffic from the area and the addition of appropriate references to pedestrian links to and through the Rideau Centre and other identifiable pedestrian links. This is consistent with Policy 1.6.3 e) ii) of the Rideau/Congress Character Area which makes reference to "the maintenance of existing pedestrian links between the Rideau Centre and the By Ward Market".

The changes to S.1.12, the Rideau Street Theme Street policies, includes an addition to the paragraph entitled "Rideau Street Evolution" of S.1.12.1 (the Vision) which recognizes the complementary relationship between both east-west and north-south pedestrian routes. This is also consistent with changes agreed to by City Council on July 2, 1992, affecting the paragraph entitled "Revitalization" of the Vision for Rideau Street, as well as Policy 1.12.3 g) of the Rideau Theme Street (see Document 3). A revision similar to that recommended in the Vision for S.1.6 with respect to the removal of through truck traffic is also recommended in the Vision for S.1.12.

The above-noted changes to S.1.6 and S.1.12 are considered to be minor and are consistent with Council's direction set out elsewhere within these parts of the Official Plan so that the intent of the Plan is not prejudiced.

Previous City Council Decisions:

As described earlier, the modifications which City Council had requested along with the request for deferral in July of 1992, were essentially put on hold, to be addressed at such time as Deferral No.17 was lifted. Now that a recommendation is being brought forward to lift the deferral, the proposed modifications from 1992 can be made by Regional Council concurrently with those recommended in this report to the affected text.

Recommendations 2 and 3

The Central Area Secondary Policy Plan in Volume II makes a substantial number of cross-references to policies within S.5.6.2 of the Primary Plan (Vol.I). Two such cross-references within S.1.12, the Rideau Street Theme Street policies, inaccurately make cross-reference to policies which subsequently have been re-lettered by an amendment to S.5.6.2 (Official Plan Amendment No.28 inserted a new Policy 5.6.2 h) in Chapter 5.0, Central Area and re-lettered existing Policies 5.6.2 h) through y) accordingly). The purpose of Recommendations 2 and 3 is to request the Region to make the necessary housekeeping modifications as part of the lifting of Deferral No.17. Normally this would require the enactment of a formal amendment of the Official Plan, but since S.1.12 was deferred and in light of the non-substantial nature of the changes, Regional Council has the authority to make the revisions as part of the lifting of the deferral and approval of the underlying policies.

Consultation

The issue-resolution process is conducted primarily between the City and the appellant. Occasionally, when a matter is considered to be of interest to a broader constituency, a limited external consultation is carried out.

In this case, direct consultation occurred with the Viking Rideau Corporation, the party which maintained outstanding concerns with respect to S.1.6 and S.1.12 of the Central Area Secondary Policy Plan. Representatives of Ambassador Realty were also provided an advance copy of this submission out of courtesy, in consideration of Ambassador's involvement with changes agreed to by City Council in July of 1992, which are being brought forward as part of Recommendation 1. The Downtown Rideau Board of Management, representing business interests on Rideau Street was also informed of the settlements. The Board advised the City in writing of its desire to have Deferrals 13 and 17 lifted in advance of the completion of the municipal restructuring process. A copy of correspondence from the Board in this regard is attached as Document 4 to this submission.

In light of its on-going interest in the mediation process affecting the Official Plan, the Federation of Community Associations of Ottawa-Carleton was also provided with an advance copy of the submission.

It is noted that no written responses were received.

Councillor Émard-Chabot is aware of this submission.

Disposition

Department of Corporate Services - Statutory Services Branch to notify the appellant (Mr. D.A. Maclellan, President, Viking Rideau Corporation, 1 Toronto Street, suite 810, Toronto, Ontario, M5C 2V7) and the Region of Ottawa-Carleton (Mr. Nigel Brereton, Senior Project Manager, Development Approvals Division, Planning and Development Approvals Department, Region of Ottawa-Carleton, 111 Lisgar Street, Ottawa, Ontario, K2P 2L7) of City Council's decision.

List of Supporting Documentation

- | | |
|------------|--|
| Document 1 | Details of Resolution of Deferral No.13 |
| Document 2 | Details of Resolution of Deferral No.17 |
| Document 3 | Extract from City Council Minutes of July 2, 1992 |
| Document 4 | Letter from Downtown Rideau Board of Management, dated January 13, 2000. |

Part II - Supporting Documentation

The overall intent of the mediation process followed in the case of Deferral Nos. 13 and 17 is the same as was established in all preceding mediation associated with the Official Plan, which may be summarized as follows:

- To communicate with the appellants to better understand their concerns.
- To communicate to the appellants the intent of the Official Plan policies.
- To effect changes which maintain the integrity of the Official Plan.
- To avoid unnecessary OMB hearings.

Documents 1 and 2 use a standardized format to summarize the issues and their resolution, consistent with that presented to City Council in all previous referrals and deferrals. The mediated solution is highlighted by a combination of “strike-out” and/or “underlining” to indicate where existing text has been removed and new text has been added to replace or augment the existing policy affected by the deferral. It is the mediated solution that is being referenced in Recommendation 1.

<p>Subject: S.1.6.1 Vision in the Rideau/Congress Centre Character Area of the Central Area Secondary Policy Plan (Paragraph entitled “Pedestrian Environment”)</p>	<p>Deferral # 13</p>
<p>Appellant: Viking Rideau Corporation</p>	
<p style="text-align: center;"><u>Existing Policy</u></p> <p>“The pedestrian environment of the Rideau/Congress Centre area will be greatly enhanced as improvements to traffic circulation in the Central Area, east of the Canal, are effected, including : the reintroduction of mixed traffic on Rideau Street and the removal of through truck traffic when a more appropriate route is established.</p> <p>Providing a variety of visitor-oriented activities and special events in an attractive environment with a heritage focus, the future Rideau/Congress Centre area will reflect well on Ottawa and encourage many return trips to the City.”</p>	
<p style="text-align: center;"><u>Summary of Issue</u></p> <p>It is unnecessary to qualify Council’s goal of removing truck traffic from Rideau Street in the Vision by use of the statement “when a more appropriate route is established”. It was deemed to weaken the intent of the ultimate vision for the street.</p> <p>The Vision should contain acknowledgement of north-south pedestrian movement between the Rideau Centre and the Hudson’s Bay Co. and the By Ward Market along with other pedestrian links as an integral part of enhanced pedestrian movement, consistent with Policy 1.6.3 e) ii) of the Rideau/Congress Centre Character Area.</p>	
<p style="text-align: center;"><u>Mediated Solution</u></p> <p>Revise the first paragraph to read:</p> <p>The pedestrian environment of the Rideau/Congress Centre area will be greatly enhanced as improvements to traffic circulation in the Central Area, east of the Canal, are effected, including : the reintroduction of mixed traffic on Rideau Street and the removal of through truck traffic when a more appropriate route is established <u>from the area. The maintenance of pedestrian links to and through the Rideau Centre, and the promotion and enhancement of other identifiable pedestrian links will be an integral part of achieving an improved pedestrian environment within the Rideau/Congress Centre area.</u></p> <p>(No change to second paragraph)</p>	

<p>Subject: S.1.12 (in its entirety) of the Central Area Secondary Policy Plan, entitled Rideau Street Theme Street</p>	<p>Deferral # 17</p>
<p>Appellant: Viking Rideau Corporation</p>	
<p style="text-align: center;"><u>Existing Policy</u></p> <p>As S.1.12 has been deferred in its entirety, the existing text is not repeated here. However, the portion to which the mediated solution applies is limited to S.1.12.1 (the Vision), specifically, the paragraph entitled “Rideau Street Evolution”, which presently reads as follows:</p> <p>“An east-west flow of pedestrian and vehicular traffic will be successfully reactivated and through truck traffic will be removed as alternative acceptable routes become available. In addition, Rideau Street’s establishment as a gateway into the Central Area, the creation of significant development at the east end of the street, and the realization of an aggressive centralized retail marketing strategy will all contribute to Rideau Street’s evolution as a vital part of the Central Business District. The potential expansion of the Congress Centre, and increased hotels east of the Canal will also assist in the successful realization of the Central Business District east of the Canal.”</p>	
<p style="text-align: center;"><u>Summary of Issue</u></p> <p>The section of the Vision entitled “Rideau Street Evolution” only contains reference to east-west pedestrian flow and is not consistent with other parts of the Vision which also make mention of north-south pedestrian routes.</p> <p>Although not specifically mentioned by the appellant, this part of the Vision contains a reference to the removal of through truck traffic “<u>as alternative acceptable routes become available</u>”, similar to that contained in the Vision for the Rideau/Congress Centre (Deferral No.13). The removal of text similar to that underlined within quotations above was part of the mediated solution to Deferral No.13 and a consistent approach should be taken here as well.</p>	

Mediated Solution

Revise the paragraph to read:

“An east-west flow of pedestrian and vehicular traffic will be successfully reactivated, complementing established north-south pedestrian routes, and through truck traffic will be removed as ~~alternative acceptable routes become available~~. In addition, Rideau Street’s establishment as a gateway into the Central Area, the creation of significant development at the east end of the street, and the realization of an aggressive centralized retail marketing strategy will all contribute to Rideau Street’s evolution as a vital part of the Central Business District. The potential expansion of the Congress Centre, and increased hotels east of the Canal will also assist in the successful realization of the Central Business District east of the Canal.”

**Extracts - City Council Minutes
July 2, 1992**

WHITTON HALL

JUNE 17, 1992

SALLE WHITTON

LE 17 JUIN 1992



**TO THE COUNCIL OF THE
CORPORATION OF THE CITY OF OTTAWA**

**PRÉSENTÉ AU CONSEIL MUNICIPAL
DE LA VILLE D'OTTAWA**

**REPORT 13A
PLANNING COMMITTEE**

**RAPPORT 13A
COMITÉ D'URBANISME**

**MEMBERSHIP
MEMBRES**

Councillor/Conseiller T. Kehoe, Chairman/Président
Councillor/Conseillère D. Holmes, Vice-Chairman/Vice-Présidente
Councillor/Conseiller A. Cullen
Councillor/Conseiller R. Cannings
Councillor/Conseiller J. Legendre
Councillor/Conseiller M. Maloney
Councillor/Conseillère N. Mitchell
Councillor/Conseillère J. Wong
Mayor/Maire J. Holzman - ex-officio

**ACTION ITEMS - ADMINISTRATIVE
ARTICLES POUR EXÉCUTION - ADMINISTRATIFS**

Ref.: ACS1992/1304-175 PD1C0454

City Council Response to Regional Municipality of Ottawa-Carleton on Requests for Modifications and/or Referrals To The Ontario Municipal Board of the City Council adopted Official Plan for Ottawa

Réponse du Conseil municipal à la Municipalité régionale d'Ottawa-Carleton relativement aux demandes de modification et de renvoi à la Commission des affaires municipales de l'Ontario du Plan directeur d'Ottawa adopté par le Conseil municipal

VOLUME II**CENTRAL AREA - SECONDARY POLICY PLAN**a) **AMBASSADOR REALTY INC.(SOLOWAY, WRIGHT)***Description of Referral:*

Ambassador Realty Inc., the owner of lands located at the southwest corner of Bank Street and Laurier Avenue West, has requested that the Region refer to the OMB portions of the Bank Street policies contained in the Central Area Secondary Policy Plan, particularly those pertaining to the provision of a human scale of development, the Main Street theme, and the Bank and Laurier focal point. The request also seeks the referral of certain aspects of the Central Area Primary Plan, especially those aspects pertaining to a human scale of development, and to the policy on gateways and nodes.

Ambassador Realty has expressed concerns that the cumulative impact of these aspects of the Plan would apparently require setbacks on both the ground floor, and of the upper floors which would make it difficult, if not impossible to develop to the 8.0 permitted floor space index.

Recommended Course of Action:

- i) That City Council advise the Region to delete existing Policy 5.6.2j) "Human Scale of Development" of the Central Area Primary Plan, as follows:
 - 5.6.2j) City Council shall ensure the improvement and enhancement of the pedestrian environment in the Central Area by reviewing all development proposals to ensure the provision of a human scale of development in accordance with Section 12.4 of the Urban Design chapter of this Plan, and in accordance with the following criteria:
 - i) in all development, treatment of the lower floors shall be provided in order to create visual interest and a sense of human scale, through the use of architectural detailing/embellishment, materials, colour and/or finishes;
 - ii) in predominantly low profile areas, low profile development shall be provided to ensure a human scale;
 - iii) in medium and/or high profile areas, the upper stories of development shall generally be set back from streets and/or open spaces to create a sense of human scale and avoid over-powering effects;

- ~~iv) on Theme Streets, the provision of low profile development shall be provided directly abutting the street, and where it reaches medium to high profiles, development shall generally be set back from the street to create a sense of human scale; and~~
- ~~v) on Theme Streets, and/or where retail uses or pedestrian-oriented uses are required, the use of a high percentage of clear glazing/transparency shall be provided, as well as the use of retailing displays to provide visual interest.~~

and replace it with the following:

5.6.2j) City Council shall improve and enhance the pedestrian environment in the Central Area by requiring development to contribute to a sense of human scale, using one or more of the following design measures:

- i) the use of architectural detailing/embellishment, materials, colour, finishes and/or other similar design treatment of the lower floors to create visual interest and a sense of human scale;
- ii) the use of a high percentage of clear glazing/transparency, as well as the use of retailing displays at grade to create pedestrian interest, especially on Theme Streets and where retail or pedestrian-oriented uses are required;
- iii) the use of appropriate building massing, such as setting back the upper stories of development to minimize over-powering effects in medium and high profile areas;
- iv) the visible exterior expression of building components, such as floors, windows, and columns, and the avoidance of continuous reflective curtain walls; and
- v) those set out in Section 12.5 of the Urban Design chapter of this Plan or any other design measure which achieves this principle.

ii) That City Council advise the Region to modify the last sentence in the paragraph entitled "Revitalization" in Section 1.14.1 Bank Street Vision as follows:

A sense of "Old is New Again" will be conveyed as the Bank Street streetscape is revitalized, with the protection and enhancement of heritage buildings, the restoration of the original character of, and continuity between building facades, and the introduction of a consistent, vibrant streetscape treatment. Development will reflect a high quality of design, ~~follow a range of profiles~~ and contribute to a sense of human scale, resulting in a

street level environment which is visually enjoyable.

- iii) That City Council advise the Region to delete the first two sentence of the paragraph entitled "Profile" in Section 1.14.1 Bank Street Vision, as follows:

~~Directly abutting the street, development will generally be at low profiles and will provide a traditional Main Street setting. Continuous, pedestrian-oriented uses with narrow frontages and direct access will line the street at-grade, promoting pedestrian activity:~~

and replace it with the following:

Development will generally reflect a traditional Main Street theme, providing continuous pedestrian-oriented uses at grade with narrow shop frontages and direct street access.

- iv) That City Council advise the Region to delete the second paragraph entitled "Profile" in Section 1.14.1 Bank Street Vision, as follows:

~~Above the street, higher profile development will generally be set back, maintaining a sense of human scale while providing opportunities for terraces overlooking the street. Infill development, along Bank and in nearby sites in the Core, will accommodate significant commercial and residential uses as well as sensitively integrated parking facilities, which will support the retail street both day and evening, creating a more vibrant, secure environment:~~

and replace it with the following:

Infill development along Bank and in nearby sites in the Core will create an enjoyable pedestrian environment while accommodating significant commercial and residential uses, as well as sensitively integrated parking facilities. This mix of uses will support the retail street both day and evening, creating a more vibrant, secure environment.

- v) That City Council advise the Region to delete the first sentence in the paragraph entitled "Focal Point" in Section 1.14.1 Bank Street Vision, as follows:

~~The intersection of Laurier with Bank Street will be an important focal point, with the enhancement and animation of the open area on the southeast corner at L'Esplanade Laurier, and with the provision of complementary features on the southwest corner as it redevelops:~~

and replace it with the following:

The intersection of Laurier Avenue with Bank Street will be an important focal point, through the enhancement and animation of the open area on the southeast corner adjacent to the L'Esplanade Laurier towers.

vi) That City Council advise the Region to modify Policy 1.14.3 c) as follows:

1.14.3 c) City Council shall ensure that development along Bank Street provides an interesting roof treatment or other appropriate design feature at the upper levels, within the height limits, contributes to a sense of human scale, ~~avoids~~ minimizes overpowering effects, respects heritage resources, minimizes shadowing and maximizes direct sunlight on pedestrian areas, and is in keeping with a Main Street theme, in accordance with Policies 5.6.2 c), i), j) and x) of the Primary Plan for the Central Area and Policy b) above. ~~City Council shall, therefore, permit a range of building profiles, having regard to the following guidelines when considering plans for development:~~

- ~~i) where it directly abuts the street, development shall generally be at a low profile; and~~
- ~~ii) where it reaches medium to high profiles, development shall generally be set back from the street, creating a sense of human scale.~~

vii) That City Council modify the first sentence in Policy 1.14.3 h) to read as follows:

1.14.3 h) "City Council shall investigate, together with Bank Street interests, the creation of a focal point ~~at the intersection~~ on the southeast corner of Bank Street and Laurier Avenue, which will provide"

viii) That City Council, in order to ensure consistency and clarity in the Plan, advise the Region to also modify the Rideau Street and Sparks Street Theme Street policies, and the Core policies in the Central Area Secondary Policy Plan pertaining to a human scale of development as follows:

- delete the third sentence in the paragraph entitled "Mixed Uses" in Section 1.12.1 Rideau Street Vision as follows:

~~"... New developments will be designed to high urban design standards, and will complement, and be sensitive to, surrounding uses. For example, the upper storeys of higher buildings will be set back from the street."~~

This design sensitivity will provide a sense of human scale, and permit the sunlight penetration ..."

- modify Policy 1.12.3 b) Rideau Street, as follows:

City Council shall ensure that development along Rideau Street provides an interesting roof treatment or other appropriate design feature at the upper levels, within the height limits, ~~is of~~ contributes to a sense of a human scale and ~~avoids~~ minimizes overpowering effects, respects heritage resources and the preservation of the symbolic primacy of the Centre Block, minimizes shadowing and undesirable wind impacts, and provides a continuity of weather protection, in accordance with Policies 5.6.2 c), i) j) and n), of the Primary Plan for the Central Area and Policies d) and e) below. City Council shall therefore permit a range of building profiles, while having regard to the following criteria:

- ~~i)~~ where it directly abuts the street, development shall generally be at low profiles, retaining the sense of a traditional shopping street;
- ~~ii)~~ where development reaches medium to high profiles above the street, it shall generally be set back;
- iii) i) development between Sussex Drive and Dalhousie Street will generally be at low to medium profiles; development between Dalhousie and Cumberland Streets will generally be at medium to high profiles, and:
 - provide an appropriate transition to abutting Character Areas, and in particular, from Rideau Street to the low profile forms in the By Ward Market Character Area compatible with the heritage character of the area,
 - maintain direct sunlight on the By Ward Market Square, in accordance with Policy 1.5.3 d) of this chapter, and
 - maximize sunlight on the William and Waller Street pedestrian malls; and
- iv) ii) a concentration of high profile development will be promoted between Cumberland Street and King Edward Avenue, in order to establish an anchor and visual focus for the street and to help define it as a gateway into the Central Area

The new BWM zoning facilitated the implementation of the heritage objectives of the By Ward Market Heritage Conservation District, and the policies of the new Official Plan. It is the intent of the BWM zoning to preserve the By Ward Market's heritage scale and character, and the built form of existing development.

In the context of the new Official Plan policies, this property falls into both the By Ward Market Character Area (the northern portion of this property) and the Rideau Street Theme Street (southern portion). The southern portion of the property is also included in the Central Business District (CBD). The Lowertown (By Ward Village) Character Area is located to the immediate northeast of the Mercury Court property. The Interpretation section of the Central Area Secondary Policy Plan notes that where Character Area and/or Theme Street boundaries come together, an interface will be recognized, and reference to the policies of the adjacent areas may be necessary.

The Rideau Street policies of the Secondary Policy Plan ensure the protection of heritage resources on Rideau Street, and also provide that City Council shall recognize that the group of heritage buildings on the north side of Rideau Street generally between Sussex Drive and Cumberland Street represents the most significant heritage area on Rideau Street. The investigation of this area's potential designation as a Heritage Conservation District is also required by the Rideau Street policies. The Rideau Street "mental map" and policies also ensure the protection of views of the Mercury Court development and of the Rideau Street heritage area from the Rideau Street right-of-way.

As noted below, in the response to the Viking Rideau request for a referral, it is recommended that the Region defer Section 1.12, Rideau Street Theme Street policies in the Central Area Secondary Policy Plan pending the completion of discussions involving the City and Rideau Street interests concerning the future of Rideau Street.

f) **VIKING RIDEAU CORPORATION (POOLE, MILLIGAN)**

Description of Referral:

Viking Rideau Corporation has expressed several concerns based on a review of policies contained in Section 1.12, Rideau Street Theme Street, and Section 1.6, Rideau/Congress Centre of the Central Area Secondary Policy Plan, insofar as they affect the Rideau Centre. They have stated particular concerns that policies to re-establish an east-west pedestrian orientation along Rideau Street are inconsistent with the well established north-south orientation from the Rideau Centre northward to the Hudson's Bay and the By Ward Market. Viking Rideau has also expressed concerns that the Official Plan does not make reference to the interface of Rideau Street with the By Ward Market and Rideau/Congress Centre Character Areas.

They have therefore requested that Sections 1.12 and 1.6 of Volume II be referred to the Ontario Municipal Board.

Recommended Course of Action:

It is recommended that City Council advise the Region to modify the Central Area Secondary Policy Plan, as follows:

- i) Add to Section 1.12, Rideau Street, 1.12.1 Vision, Paragraph 2, as follows:

". . . the provision of pedestrian links to adjacent areas (especially to the By Ward Market and the Rideau Congress Centre areas), and the creation"
- ii) Add to Section 1.12 Rideau Street, Policy 1.12.3 g) iv) as follows:

1.12.3 g) "maintains and provides identifiable, secure, inviting pedestrian links to adjacent Character Areas, especially the By Ward Market and Rideau/Congress Centre Character Areas, and to the Central Area west of the Canal, in accordance with Policy 5.7.2 a) of the Primary Plan for the Central Area; and"
- iii) Revise the Rideau/Congress Centre Conceptual Image ("Mental Map") to incorporate the existing pedestrian bridges connecting the Rideau Centre to Hudson's Bay and the By Ward Market, as shown on Document 4F;
- iv) Add to Section 1.6, Rideau/Congress Centre, Policy 1.6.3 e)ii) as follows:

"the maintenance of existing pedestrian links between the Rideau Centre and the By Ward Market, and the promotion and enhancement of identifiable pedestrian corridors and links in accordance with Policies 5.7.2 a) and b) of the Primary Plan for the Central Area";
- v) That, following the incorporation of the above amendments, the Region defer Section 1.12 Rideau Street Theme Street policies in their entirety pending the completion of discussions on the future of Rideau Street with the varied Rideau Street interests.

PLANNING COMMITTEE RECOMMENDATION - June 1 and 2, 1992

The Committee concurs with the above Recommended Course of Action and so recommends, subject to the following amendments:

1. *That the word "existing" be deleted from Recommended Course of Action iv) to read as follows: "iv) Add to Section 1.6, Rideau/Congress Centre, Policy 1.6.3 e)ii) as follows: the maintenance of pedestrian links between the Rideau Centre and the By Ward Market, and"*
2. *That 60 Waller be drawn in on Document 4F, (the Rideau/Congress Centre mental*

map) Schedule/Map Changes.

3. *That, under Volume II, Central Area Chapter 1.0, Policy # Rideau/Congress Centre Vision, Item 1.6, Mental Map, Page 31, City Council recommend that the Region defer the mixed use traffic (automobile) element shown for Rideau Street on the Rideau/Congress Centre mental map as shown on Document 4F, Schedule/Map Changes, pending the completion of discussions on the future of Rideau Street with the varied Rideau Street interests.*
4. *That, under Volume II, Central Area Chapter 1.0, Policy # Rideau/Congress Centre Vision, Item 1.6.1, Pedestrian Environment, Page 33, City Council recommend the deferral of Paragraph 4, Pedestrian Environment of the Rideau/Congress Centre Vision pending the completion of discussions on the future of Rideau Street with the varied Rideau Street interests.*

Rationale for the Recommended Course of Action:

It is the intent of the Rideau Street policies to ensure the provision of pedestrian links to adjacent Character Areas while revitalizing the street and reinstating it as an east-west transportation artery and a dynamic pedestrian shopping street. With respect to Viking Rideau's concerns, the Rideau Street "mental map" clearly indicates the existing north-south pedestrian bridges connecting the Rideau Centre with the By Ward Market area. In addition, the By Ward Market "mental map" indicates pedestrian links to the Rideau Centre and to Rideau Street.

Modifications have been recommended however to the Rideau/Congress Centre "mental map" which will clarify the intent to maintain the existing north-south pedestrian bridges connecting the Rideau Centre to the Hudson's Bay and the By Ward Market area. Changes to the text of certain policies in both the Rideau/Congress Centre and the Rideau Street sections of the Plan as shown above will further clarify the intent to maintain the existing north-south pedestrian movement referred to by Viking Rideau.

With respect to the interface of the Rideau Street policies with adjacent Character Areas, it is the intent of Section 1.0 of Volume II that in the use of the Central Area Secondary Policy Plan, reference to policies of adjacent Character Areas and/or Theme Streets may be necessary. In certain instances, however, the policies make specific reference to nearby areas. The Rideau Street policies, for example, require the provision of an appropriate transition in building profile to abutting Character Areas, especially to the By Ward Market area. Complete "interface" or reference in the text to all policies for each adjacent character area would however be inappropriate due to duplication of policies.

It is further noted that in August, 1991, subsequent to City Council's endorsement of the new Official Plan, Council rescinded their earlier approval in principle of Modified 'Option C' (the Rideau Street Community Improvement Plan), which called for the substantial removal of the mall enclosures. This action was taken in light of the

upcoming O.M.B. Hearing on the Rideau mill levy. City Council also approved the continuation of staff discussions with Rideau Street interests on the future of Rideau Street. Since, in effect, the rescission of Modified 'Option C' represents the rescission of the Rideau Street policies, and since the current Rideau Street discussions include the Rideau Street Vision contained in Section 1.12, it is essential that the Region defer the Rideau Street policies since potential changes to the policies may be recommended as a result of these discussions.

Letter from Downtown Rideau Board of Management, dated
January 13, 2000



January 13, 2000

Mr. Jack Ferguson
Policy & Strategic Planning Branch
Department of Planning, Economic Development & Housing
City of Ottawa
111 Sussex Drive
Ottawa, ON, K1N 5A1

SUBJECT: Official Plan Deferral Numbers 13 & 17

Dear Mr. Ferguson:

Thank you for meeting with our Executive Director last month to discuss the status of the above-noted deferral numbers in the City of Ottawa's Official Plan.

As a result of those discussions, the Rideau BIA passed the following motion at its December 7, 1999 board meeting. We are aware of the issues that lead to the deferrals and the amendments to the policies in response to those concerns. The Rideau BIA accepts the amendments.

MOTION:

That the Downtown Rideau Board of Management send a letter to the City of Ottawa asking the City to request the Region lift deferral numbers 13 and 17 in the City's Official Plan regarding Rideau Street.

moved by: Mastrogiacomo, seconded by: Friedman

-CARRIED-

It is our understanding that this request, from us, asking the City to ask the Region to lift deferrals 13 and 17 in the City's Official Plan, is all that is required to move this process forward. We trust that you will respond to our request in a timely fashion to ensure that the deferrals are lifted and finalized in the Official Plan well in advance of the completion of the municipal restructuring process.

Thank you for your assistance with this matter.

Sincerely,
DOWNTOWN RIDEAU BOARD OF MANGEMENT

Donna Holtom
Chair

O T T A W A ' S A R T S & T H E A T R E D I S T R I C T
Downtown Rideau Board of Management, 45 Rideau Street, Suite 406, Ottawa, ON, Canada K1N 5W8
Telephone: (613) 241-6211 Fax: (613) 241-8612 Email: rideau@cyberus.ca www.downtownrideau.com

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September 27, 2000

ACS2000-PW-PLN-0143
(File: JPD4840/WALK 1920-1950)

Department of Urban Planning and Public
Works

Ward/Quartier
OT3 - Southgate

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

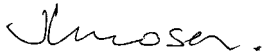
Action/Exécution

4. Signs By-law Minor Variance - 1920-1950 Walkley Road

Demande de dérogation mineure au Règlement municipal sur les enseignes 1920-1950, chemin Walkley

Recommendation

That the application to vary the area limitations of Signs By-law 36-2000, to permit two ground-mounted identification signs and an information sign with a total combined area of 24 square metres instead of the maximum permitted area of 13 square metres, be APPROVED, provided that none of the identification signs for this development exceed a maximum height of 7 metres.



September 29, 2000 (9:58a)

for/ Edward Robinson
Commissioner of Urban Planning & Public
Works

PB:pb

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

Financial Comment

N/A.



September 28, 2000 (12:01p)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The applicant is requesting relief from the area limitations of the by-law. Originally, the applicant requested relief from the area provisions to allow four ground signs with a total combined area of 42 square metres instead of the maximum permitted area of 24 square metres. The revised proposal is to build three identification ground signs with each sign having no more than 10 square metres of area and an information sign with an area of 4 square metres. The ESSO sign proposed at the corner of Walkley and Conroy would now comply with the area provisions of the by-law and does not require a variance. The intent of the area provisions is to limit signage so that it would not negatively impact on adjacent uses, and to promote consistency in design with other signs.

The property is located in a commercial zone adjacent to the Ottawa Business Park on the corner of Walkley and Conroy. This development will consist of a future furniture store, a gas bar including a car wash and retail, and three restaurant uses. Adjacent area land uses are primarily commercial and industrial development. This area is designated as a District 4 Commercial Use Zone under the Signs By-law. The total site has recently been severed into individual parcels which has meant that each parcel must comply with the Signs By-law based on new street frontages.

The applicant contends that the proposed variance will permit the corporate signage of the major tenants of this shopping centre and will facilitate easy recognition of the services offered at this location. In addition, the applicant noted that the signage is similar to other commercial developments in business park settings at major arterial road intersections.

The Department feels that the variance for the proposed ground signage is not excessive when compared to similar sites, would not have a detrimental impact on the community or on the Ottawa Business Park based on the revised scale proposed, and would be in keeping with the general purpose and intent of the by-law and the planning policies for this area.

Regarding the height, approval is granted with the condition that none of the signs for this development exceed a height of 7 metres to be consistent with smaller scaled signs found in the adjacent business park. As such, approval of the application is recommended.

Proposed Variance

Relief from section 178 of By-law Number 36-2000 is requested to allow two ground-mounted identification signs, for a retail store and for a fast-food restaurant, with a total combined area of 20 square metres (maximum 10 square metres for each sign), whereas the by-law only allows an area of 12 square metres. Additional relief from section 181 of By-law 36-2000 is requested to allow an information sign (menu board) with an area of 4 square metres whereas the by-law only allows an area of 1 square metre.

Consultation

In response to the standard early notification to area residents, community and business groups, and the Ward Councillor, two responses were received, both opposed to the application. The Ward Councillor and the Hunt Club Park Community Association are opposed to the variances.

Councillor Deans' comments are as follows:

“I am opposed to the application for the signs variances requested for the Tim Hortons/Wendy's site, including the menu board, as well as for the ESSO site and the furniture store.

There do not appear to be any compelling reasons to approve sign dimensions other than those permitted by the signs by-law at this location. This commercial development site is situated at the entranceway to Conroy Road, leading to the Ottawa Business Park and the residential communities to the south. There are no other competing commercial developments in close proximity to this development. The signs proposed would be visually unappealing.”

Comments from the Hunt Club Park Community Association were as follows:

There was a unanimous decision to not permit the requests for 3 reasons:

1. The intersection is busy and complicated and the extra-large signs will be distracting,
2. This is the gateway to Hunt Club Park and other communities and the oversized signs will not be welcoming nor attractive,
3. What is the purpose of having a signs by-law if such MAJOR variances are even considered? There obviously was a lot of thought put into the by-law.

Response to Comments

The Department is of the opinion that the revised application submitted is appropriate for the development and will not have an adverse impact on the local community or the business park. This location is adjacent to commercial development and the residential communities are setback a substantial distance from this development. Approvals have been granted allowing a rezoning for the gas bar and a Site Plan Control agreement has been approved. As a result of a recent severance, the development's frontages were altered and this impacted the calculations for the sign areas permitted for these uses. The applicant has reduced the scale of the signs from the original proposal based on concerns reflected from this Department. Approval is recommended as the scale of the signs is not seen as excessive given the size of this development compared to other similar sites in the City.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the agents, Lloyd Phillips & Associates, 14 Woodlawn Avenue, Ottawa, Ontario. K1S 2S9; Holzman Consultants Inc., 1076 CastleHill Crescent, Ottawa, Ontario. K2C 2A8, and the owner, 1374441 Ontario Inc., c/o Chello Building Corporation, 2-15 Antares Drive, Nepean, Ontario. K2E 7Y9, of City Council's decision.

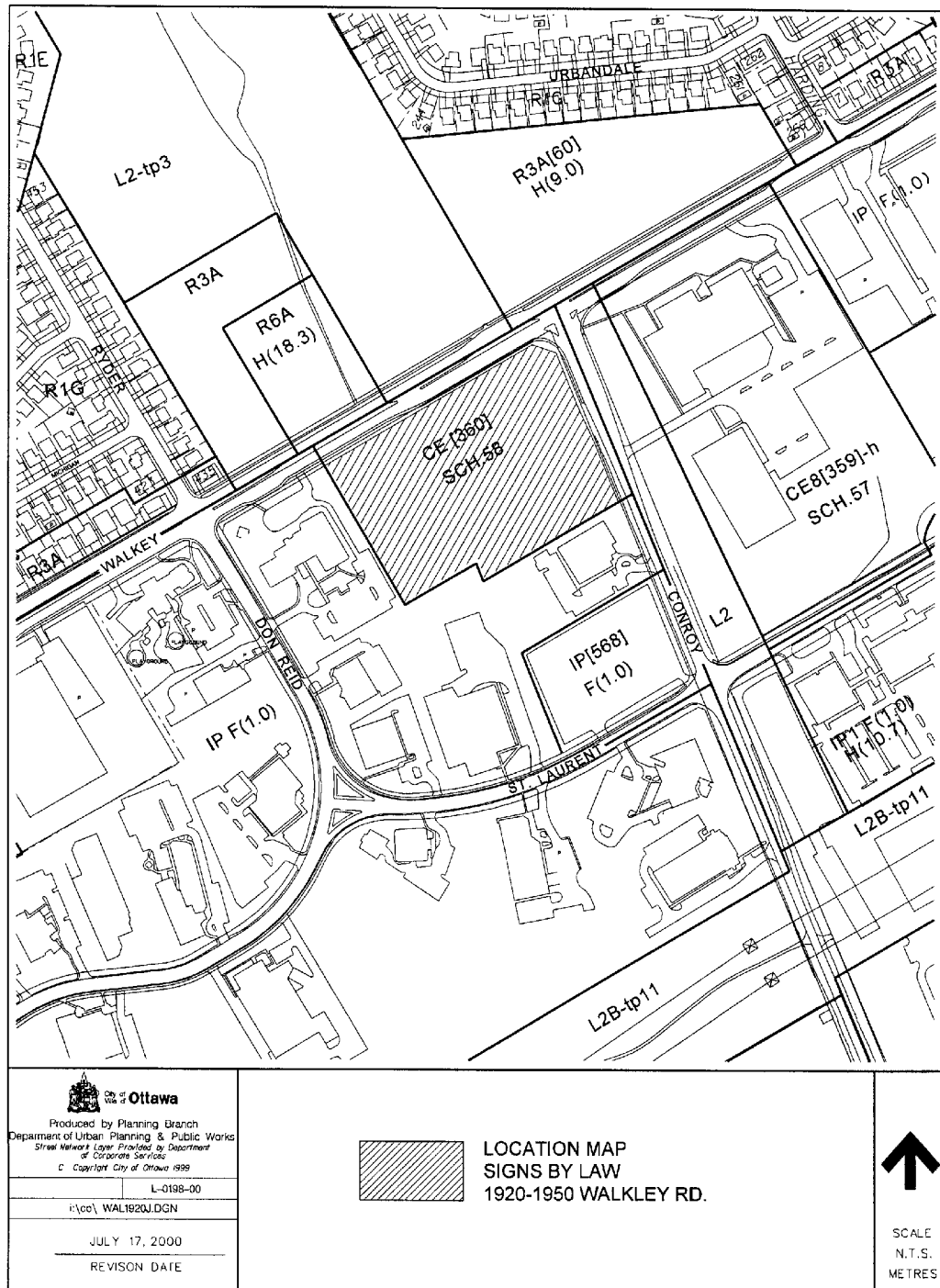
List of Supporting Documentation

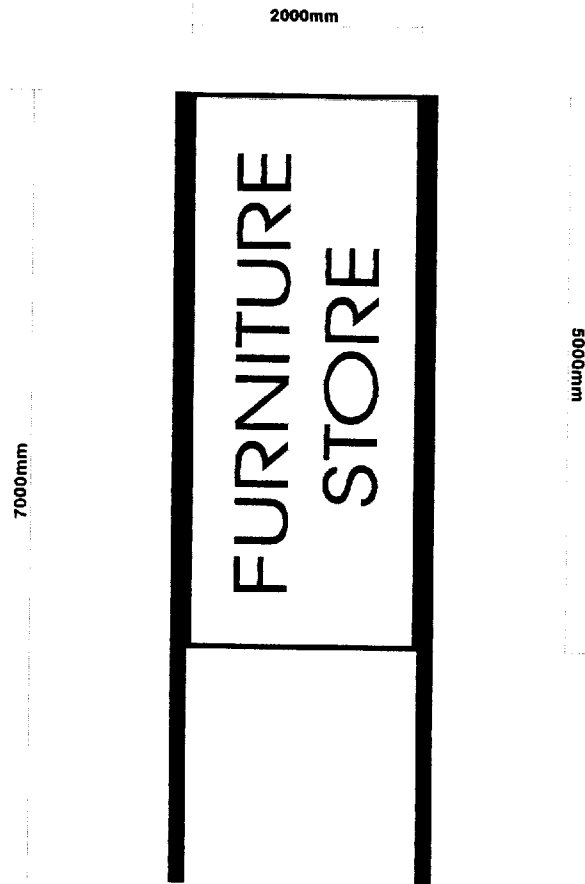
Document 1	Location Map
Document 2	Site Plan
Document 3	Elevation Drawings

Part II - Supporting Documentation

Location Map

Document 1






DOUBLE SIDED ILLUMINATED PYLON SIGN

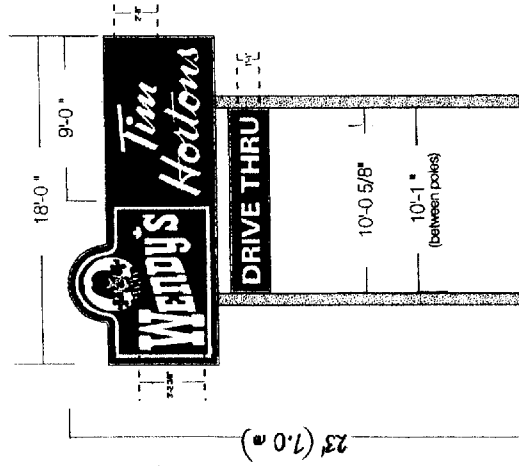
DOUBLE SIDED ILLUMINATED PYLON SIGN TO BE LIT FROM INSIDE WITH H/O FLUORESCENT TUBES

C/W 3/16" THICK PLEXIGLASS TENANT FACE TO BE FRAMED INDIVIDUALLY WITH EX-12 SIGN FRAME

 <p>2870 SHEFFIELD RD. OTTAWA, ON K1B 3V9 TEL: (613) 749-2995 FAX: 749-1543</p>	<p>Copyright in ownership of this drawing remains the property of RAY NEON SIGNS INC. and any uses thereof without the express written consent of RAY NEON SIGNS INC. will result in the commencement of proceedings to enforce their rights.</p> <p>Pantone colour simulation used in this sketch may not match the Pantone Colour(s) painted on the sign face or structure. For exact colour representation please request a sample of the Pantone Colour Chip(s).</p>	<p>REFERENCE # 00 - 09 - 37 SCALE: 1 : 50 DATE: SEPTEMBER 25, 2000 DESIGNER: R. C. A.</p>
<p>CUSTOM SIGN MANUFACTURER SINCE 1947 PROJECT TITLE: CONROY PLAZA</p>		<p>PROJECT LOCATION: CONROY @ SPENCER</p>

WALKLEY

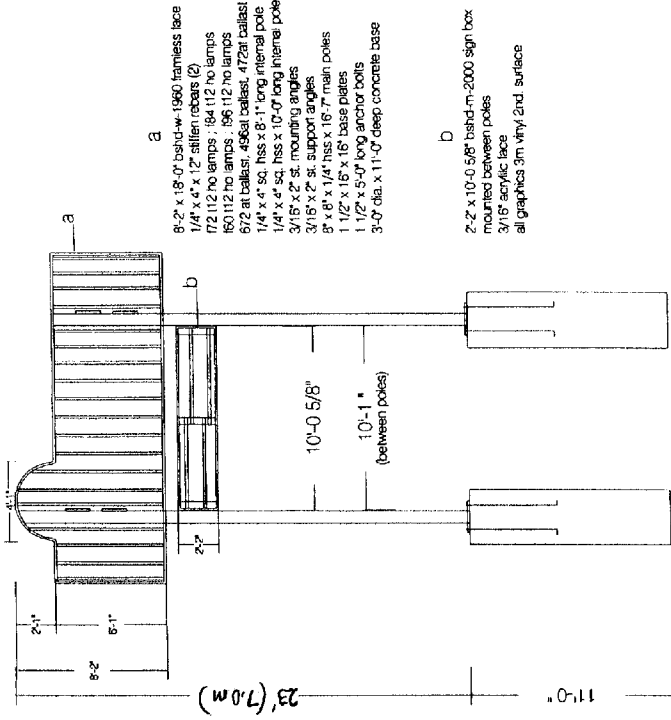
COMBO PYLON #2



- 24'-8" X 18'-0" D/F Combo Pylon sign.
- Cooley Bite #2662 red flex face embacable at graphics 3m vinyl 1st. surface
- Tim Hortons - 2'-8" white copy comes with black keyline #3630-22
- Wendy's - 3'-2 3/8" white copy black scroll #3630-22
- 3 1/2" yellow border #3630-015
- Cameo- face print #155c. flash with black outline features #3630-22
- hair flexibles red #3630-143 (#2662 red flex)
- hair ribbons blue #310c
- Drive Thru -1'-1" white copy #3630-20 with black keyline #3630-22 on red background #3630-143

* all frames, poles & sign boxes to be painted northern gold

total sq. ft. of combo sign
= 107.6 ft² (70.0 m²)

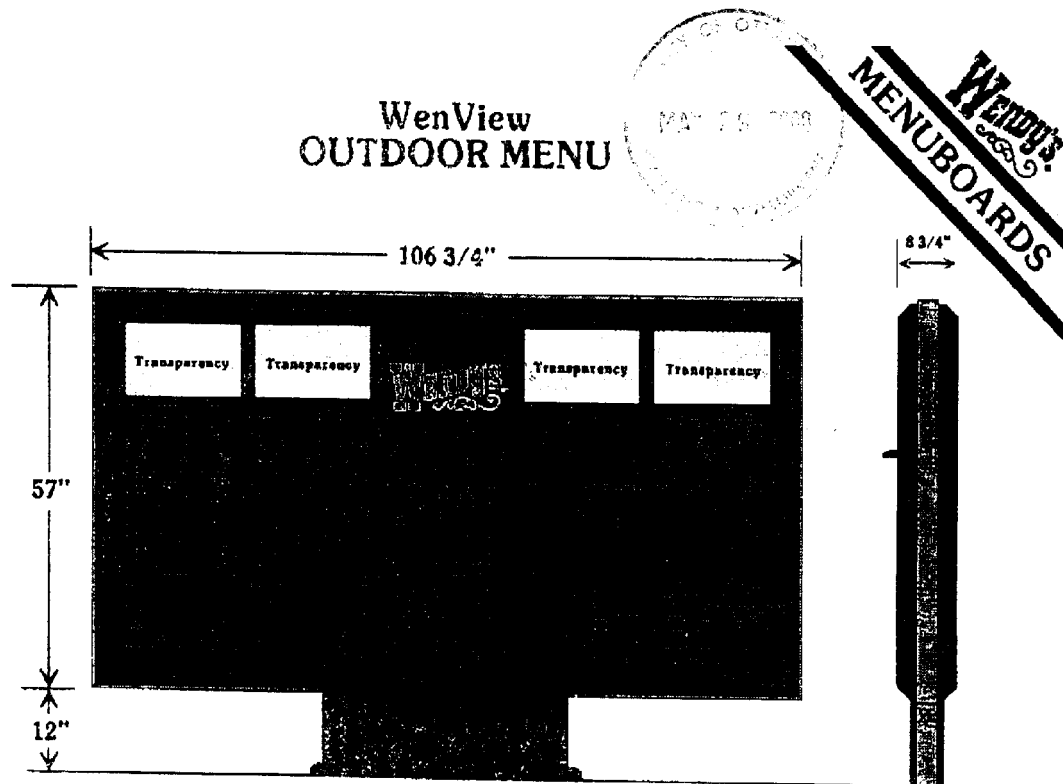


- a
- 8'-2" x 18'-0" back w. 1960 frameless face
- 1/4" x 4" x 1/2" silicon rebars (2)
- 160 11/2 no amps . 184 11/2 no lamps
- 160 11/2 no amps . 196 11/2 no lamps
- 6/2 at ballast. 480at ballast. 472at ballast
- 1/4" x 4" sq. has x 8'-1" long internal pole
- 1/4" x 4" sq. has x 10'-0" long internal pole
- 3/16" x 2" sq. mounting angles
- 3/16" x 2" sq. support angles
- 9" x 8" x 1/4" has x 16'-7" main poles
- 1 1/2" x 16" x 16" base plates
- 1 1/2" x 5'-0" long anchor bolts
- 3-0" dia. x 11'-0" deep concrete base
- D
- 2'-2" x 10'-0 5/8" bush-m-2000 sign box mounted between poles
- 3/16" acrylic face
- all graphics 3m vinyl 2nd. surface

LETTER VISIBILITY CHART		MAXIMUM READABLE DISTANCE	
LETTER HEIGHT	READABLE DISTANCE FOR IMPACT	READABLE DISTANCE	DISTANCE
10"	100'	450'	
30"	300'	1250'	
36"	360'	1500'	

brill-light neon sign inc.
6380 Northwinds Dr. Mississauga, Ontario L4V 1V7

Name	Tim Hortons & Wendy's Combo Pylon	Art	KAH	Sales	John Monk	Date	07/01/97	Approved by	
Address	Various	Scale	1/8" = 1'-0"	File	TH-78-2	Rev. Date		Rev. No.	
									Date



PRODUCT FEATURES

- ▶ Extruded aluminum cabinet and frames.
- ▶ Non-glare cover door faces.
- ▶ Menu faces lift out for servicing inside the store.
- ▶ 2 side hinged cover doors over menu faces.
- ▶ 23 lines of copy per panel - 92 lines total.
- ▶ 4 standard 11" x 17" transparencies.
- ▶ Speaker system mounts remotely in a National Sign Systems speaker pedestal.
- ▶ 24 character, 12 line LED driver feedback system mounts in center panel.

MODEL NO.
WVM

FOUNDATION REQUIREMENTS:
Concrete Base - 18" x 18" x 3'-0" Deep.
(Foundation specifications subject to local soil conditions and code requirements.)
Mounted with "J" bolts; see installation instructions for details.

ELECTRICAL REQUIREMENTS:
Sign Lamps: 3.0 Amps @ 120 Volts/60Hz
L.E.D. Unit: 4.4 Amps @ 120 Volts/60Hz

NATIONAL
SIGN SYSTEMS
855 Grandview Ave., Columbus, OH 43215
614 486-3338 / 1 800 544-6726
FAX 614 426-0038

PLEASE NOTE:
▪ DRAWING NOT TO SCALE
▪ COLORS ARE REPRESENTATIVE ONLY

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September 14, 2000

ACS2000-PW-PLN-0135
(File: OHD4300BANK366-378)

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

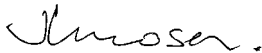
5. Heritage Alterations - 366-378 Bank Street

Transformation des bâtiments historiques - 366-378, rue Bank

Recommendation

That approval be given to alter the buildings located at 366 to 378 Bank Street in accordance with the plans by Robert J. Woodman Architect as received on September 5, 2000.

(Note: The approval to alter must not be construed to meet the requirements for the issuance of a Building Permit.)



September 15, 2000 (10:01a)

for/ Edward Robinson
Commissioner of Urban Planning and
Public Works



September 15, 2000 (10:37a)

Approved by
John S. Burke
Chief Administrative Officer

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855

Local Architectural Conservation Advisory Committee Recommendation - October 3, 2000

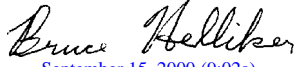
- ▶ *The Committee concurs and so recommends.*

Yeas: (4) R. Bellamy, R. Pajot, D. Showman and P. Stumes

Nays: (2) R. Rodgers and T. Montpetit

Financial Comment

N/A.


September 15, 2000 (9:02a)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The proposed Bank and Gilmour Place project involves two buildings located at 366 to 378 Bank Street within the Centretown Heritage Conservation District designated under Part V of the Ontario Heritage Act through by-law 269-97. The three-storey building at Bank and Gilmour (366-370 Bank and 404 Gilmour Streets) was built c. 1899 and is linked to the one-storey building to its immediate south (372-378 Bank Street) by a metal cornice and unified storefront design. The three-storey building was rated as a Category 2 building and the one-storey building as a Category 3 building as part of the heritage evaluation of buildings in the area undertaken during the Centretown Heritage Conservation District Study. A Category 1 building is of the highest heritage significance and a Category 4 building is of the lowest significance based on Council-approved criteria for the evaluation of heritage buildings. Copies of heritage survey forms are on file with the City Clerk as noted in Document 6 of this report.

The southernmost storefront, CCB Electric Ltd. located at 378 Bank Street, is the most intact and includes original cast iron columns with decorative capitals. It is proposed that the original features of this storefront, such as the metal columns, wood bulkheads, transom details etc., be dismantled and reproduced in the six other storefronts to the north which have been altered over time and to varying degrees. The original metal cornice and stone pilasters separating the storefronts of the one-storey building at 372 to 378 Bank will be dismantled and reinstated together with the restored and reconstructed storefronts in accordance with the elevation shown in Document 2. A new four-storey residential building will be constructed above and behind the storefronts as shown in Document 2. It will extend to the north and above the existing three-storey building at Bank and Gilmour (366-370 Bank and 404 Gilmour) with a setback at the rooftop as shown in Documents 3 and 4. The windows on the second and third floors of the existing building will be identical in fenestration/sash pattern to the original windows although they will be clad in vinyl.

The proposed alteration to these buildings is in general conformance with the guidelines of the Centretown Heritage Conservation District Study by Julian Smith Architect and Associates and specifically Section VII.5.2 entitled “The Conservation and Restoration of Heritage Commercial Properties.” Extracts from this Study are on file with the City Clerk as noted under Document 7.

In summary, the proposed alteration to the two buildings located at 368 to 378 Bank Street is supported because it will enhance the Centretown Heritage Conservation District and specifically the Bank Street streetscape at this location.

Consultation

Adjacent property owners and tenants, as well as local business and 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 heritage buildings (PDD/PPP/N&C #9).

The Ward Councillor Elisabeth Arnold is aware of this application.

Disposition

The Department of Corporate Services, Statutory Services Branch to notify the owner (Valuga Properties, 237 Argyle Avenue, Ottawa, Ontario, K2P 1B8), the agent (Jane Ironside Consulting, 2055 Prince of Wales Drive, Nepean, Ontario, K2E 7A4) and the Ontario Heritage Foundation (10 Adelaide Street East, 3rd floor, Toronto, Ontario, M5C 1J3) of City Council’s consent to alter the buildings at 368 to 378 Bank Street.

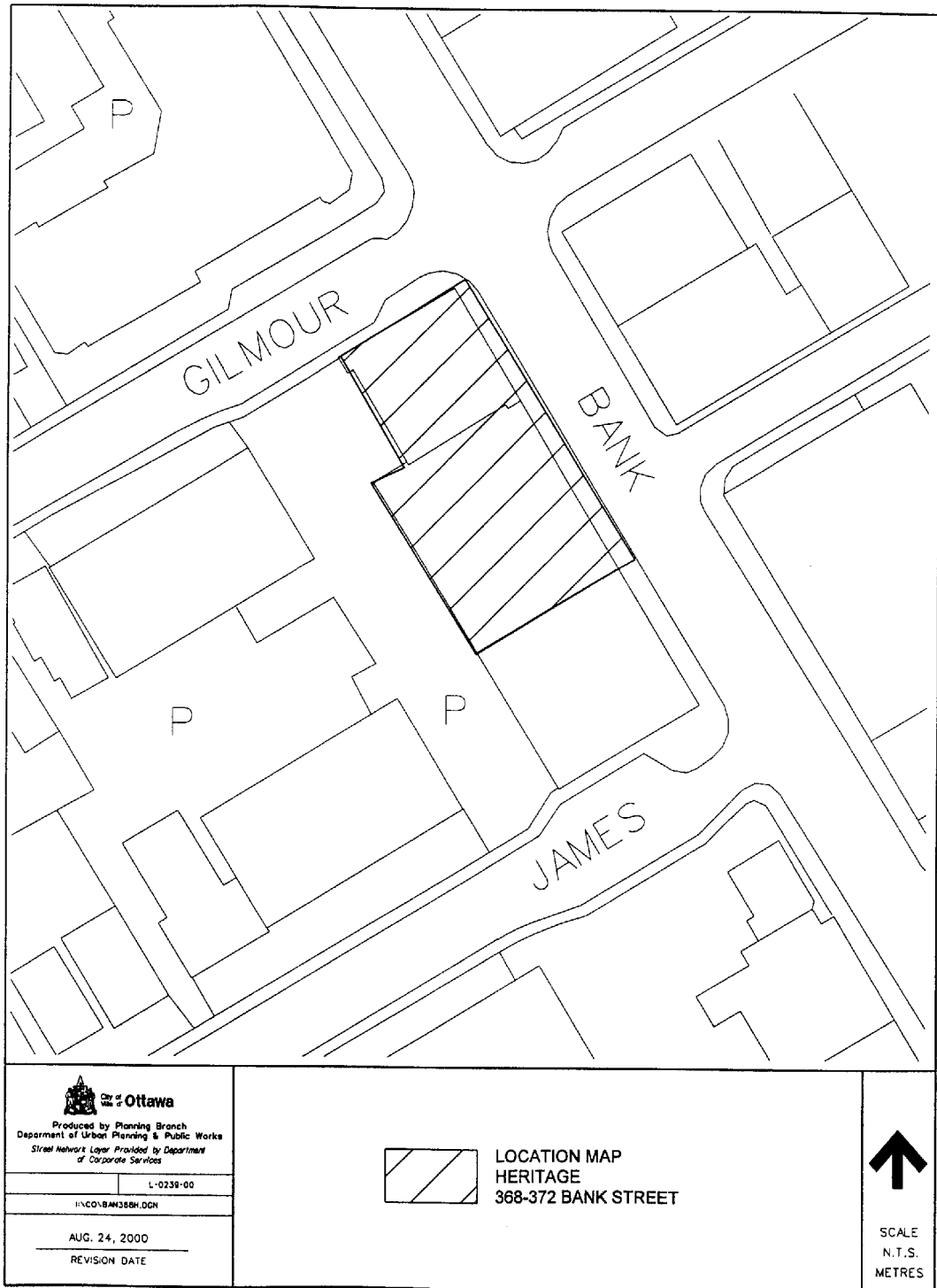
List of Supporting Documentation

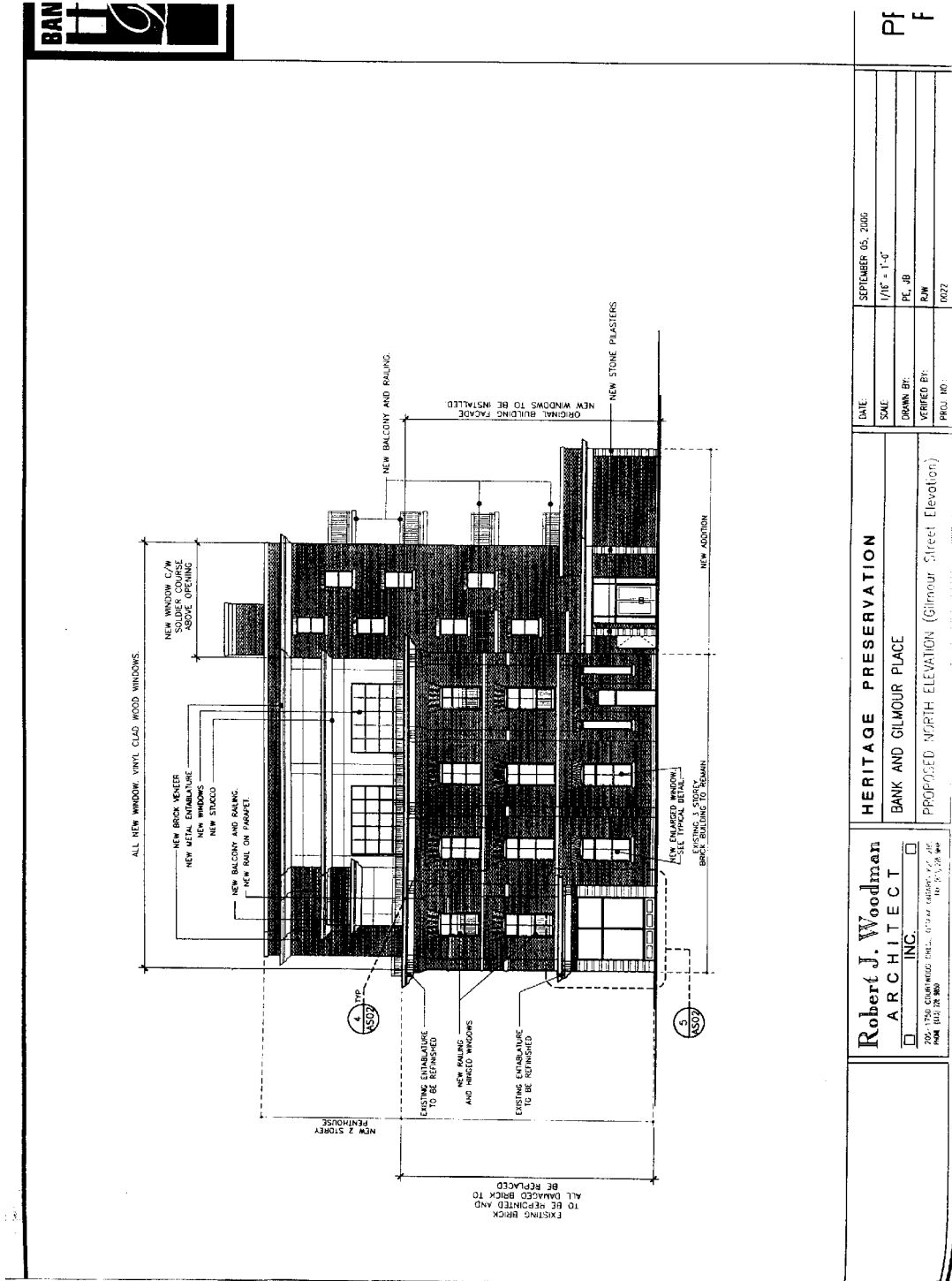
- | | |
|------------|---|
| Document 1 | Location Plan |
| Document 2 | Bank Street Elevation |
| Document 3 | Gilmour Street Elevation |
| Document 4 | Perspective View looking South West |
| Document 5 | Storefront Detail |
| Document 6 | Heritage Survey Forms (Distributed separately to LACAC and on file with the City Clerk) |
| Document 7 | Extracts from the Centretown Heritage Conservation District Study (Distributed separately to LACAC and on file with the City Clerk) |

Part II - Supporting Documentation

Location Plan

Document 1

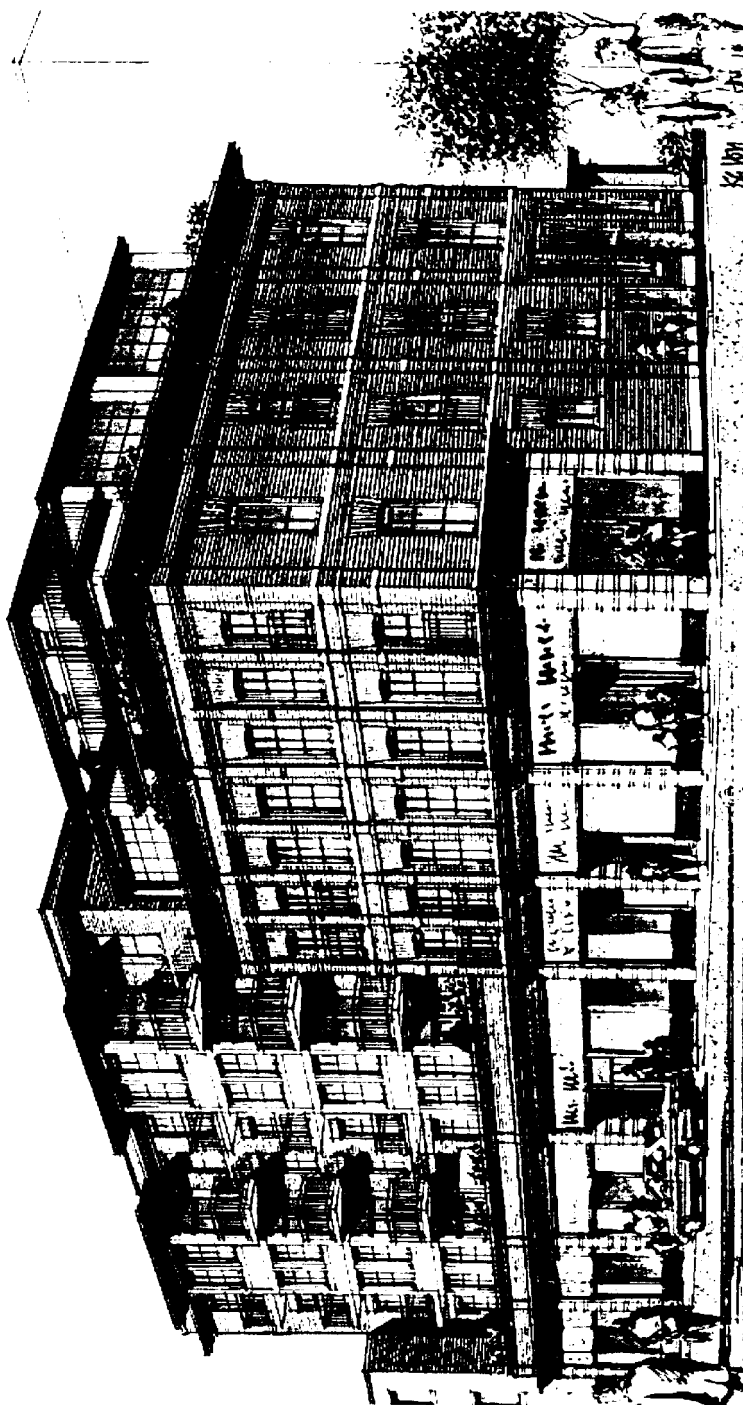


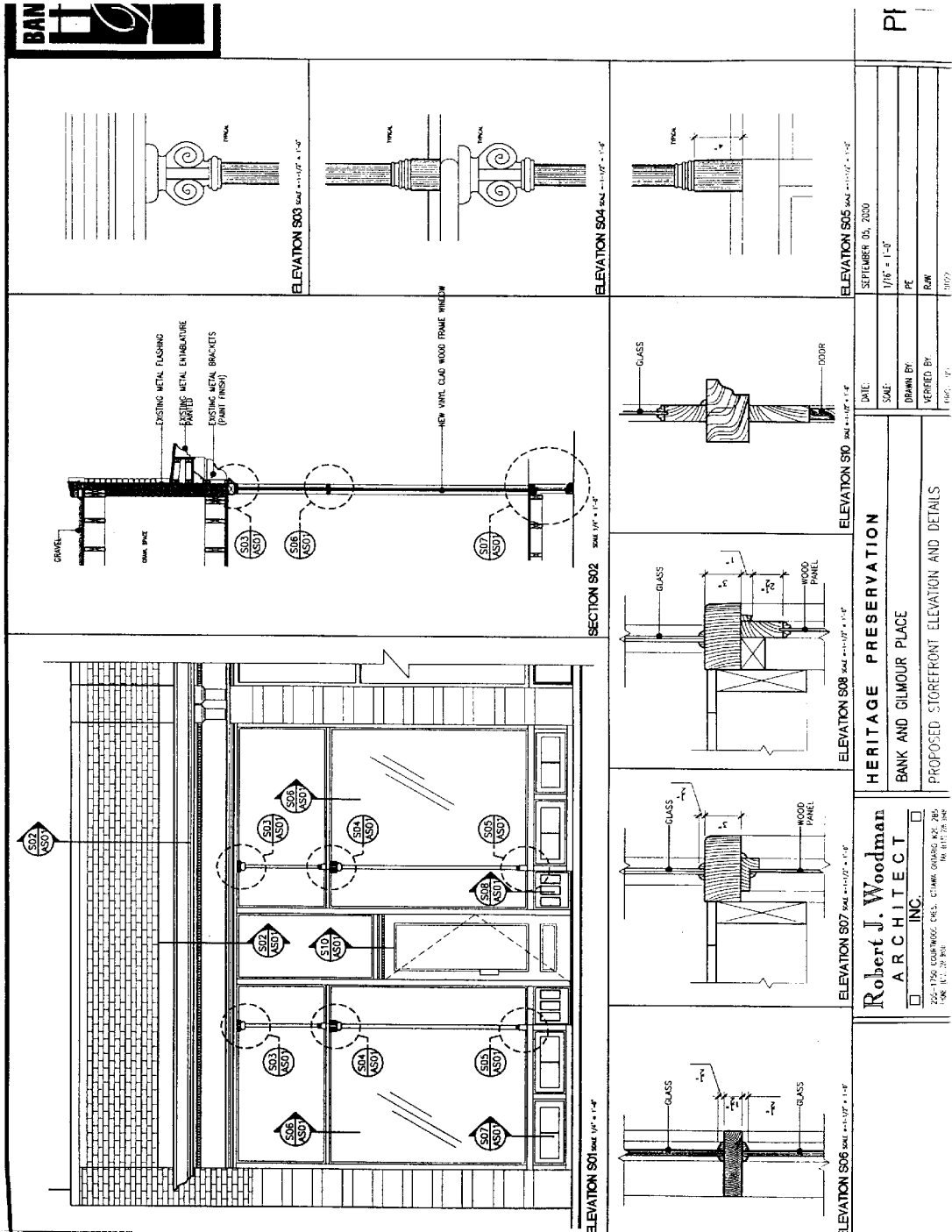


Robert J. Woodman ARCHITECT <input type="checkbox"/> ARCHITECT 200-1750 COWANWOOD DRIVE, SUITE 1000, GILGOUR, ONT. L1R 4K1 PHONE: (416) 291-8800 FAX: (416) 291-3344		HERITAGE PRESERVATION BANK AND GILGOUR PLACE PROPOSED NORTH ELEVATION (Gilmour Street Elevation)		DATE: SEPTEMBER 05, 2005 SCALE: 1/16" = 1'-0" DRAWN BY: PC, JB VERIFIED BY: RAW PROJ. NO.: 0022
				Pf F

Perspective View looking South West

Document 4





September 20, 2000

ACS2000-PW-PLN-0138
(File: OHD4300LAURIERAVE.EAST153)

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

6. Application for New Construction in a Heritage Conservation District - 153 Laurier Avenue East

**Demande concernant une nouvelle construction dans un district de
conservation du patrimoine - 153, avenue Laurier est**

Recommendations

1. That approval be given to demolish the existing building at 153 Laurier Avenue East.
2. That approval be given to construct a new building at 153 Laurier Avenue East in general conformance with the plans submitted by Douglas Hardie Architect as received on September 5, 2000 subject to modification of the architectural design of the upper levels to the satisfaction of the Commissioner of Urban Planning and Public Works.



September 21, 2000 (11:33a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



September 22, 2000 (9:38a)

Approved by
John S. Burke
Chief Administrative Officer

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855

Local Architectural Conservation Advisory Committee Recommendations - October 3, 2000

Departmental Recommendation 1

- ▶ *The Committee concurs and so recommends.*

Yeas: (4) R. Bellamy, R. Pajot, D. Showman and P. Stumes


Nays: (2) R. Rodgers and T. Montpetit

Departmental Recommendation 2

- ▶ *The Committee objects to the proposed development, as presented, because the mass, scale and height of the proposal will be detrimental and have a negative impact on the heritage character of the neighbourhood.*

Financial Comment

N/A.


September 21, 2000 (8:46a)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

1. The site of this proposed infill project is located within the Sandy Hill West Heritage Conservation District which is designated under Part V of the Ontario Heritage Act (OHA). The District was approved by the Ontario Municipal Board in June, 1995 pursuant to the OHA. City Council approval is therefore required for the demolition of the existing building at 153 Laurier Avenue East, and for the construction of the proposed seven-storey condominium apartment building.

St. Joseph's Parish Hall, located at 153 Laurier Avenue East was constructed c.1963. It was rated as a Category 4 building (i.e. of no heritage significance), as part of the Sandy Hill West Heritage Conservation District Study. The heritage survey form compiled as part of that study is on file with the City Clerk as noted in Document 8.

2. The proposed infill building illustrated in Documents 2 to 5 has attempted to respect the character of Laurier Avenue to some degree by setting back part of the one storey retail frontage of the building along Laurier behind existing mature trees and tapering the building away from Laurier at its eastern end. The six storeys of apartments above are set back even further behind the one-storey retail frontage. The brick and stone construction materials respect adjacent apartment buildings on Laurier Avenue and Stewart Street. The roofs of the penthouse storey have been sloped to mitigate their visibility from vantage points across the street on Laurier Avenue.

The seventh floor penthouse, including the roofs of the elevator shaft and other service components, extend approximately twenty-four feet above the height of the roof parapet. Although St. Joseph's Church and other buildings in the area are of a similar height (though of different character), the buildings immediately adjacent on Laurier are three to four storeys in height. The proposed building is also over one storey higher than the design presented in 1995. An illustration of the earlier design is attached as Documents 6 and 7. At its meeting of May 2, 1995, LACAC approved that design as part of a Site Plan Control application with the following motion:

“LACAC urges the Architect to change the exterior to brick(sympathetic colour) rather than split concrete (fake stone). It is LACAC's opinion that brick finish will compliment the heritage stone church and Sandy Hill's heritage environment.”
(Note-The current proposal has a largely brick exterior).

At the time of this report, the proposed additional height over the 1995 design which would permit a seventh storey was not permitted under the Zoning By-law and minor variances were being sought at the Committee of Adjustment from the provisions of the Heritage Overlay. Staff believe that a modification of the upper levels will make it more compatible with the heritage area and streetscape.

The Infill Guidelines of the Sandy Hill West Heritage Conservation District Study state as follows:

“Some mixed use developments have occurred in the area, and can be considered on a case by case basis.”

The design review provided under the Ontario Heritage Act for this application constitutes this consideration.

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 current proposal was presented to a planning committee meeting of Action Sandy Hill on September 14, 2000.

The Ward Councillor, Stéphane Émard Chabot is aware of this application.

Disposition

The Department of Corporate Services, Statutory Services Branch to notify the owner (Oblates of Mary Immaculate, St. Peter's Province, 151 Laurier Avenue East, Ottawa, Ont. K1N 6N8); the agent (Douglas Hardie Architect Inc., Ste. 301, 311 Richmond Rd., Ottawa, Ont. K1Z 6X3); and the Ontario Heritage Foundation (10 Adelaide Street East, 3rd floor, Toronto, Ont. M5C 1J3) of City Council's consent to demolish the existing building at 153 Laurier Avenue East and to construct a new building subject to the conditions contained in this report.

List of Supporting Documentation

Document 1	Location Plan
Document 2	Proposed Laurier Streetscape
Document 3	Proposed Cumberland Streetscape
Document 4	Proposed South and West Building Elevations
Document 5	Proposed Site Plan
Document 6	Proposed Laurier Elevation, 1995 Design
Document 7	Proposed Site Plan, 1995 Design
Document 8	Heritage Survey Form for 153 Laurier Avenue East (Distributed separately and on file with City Clerk)

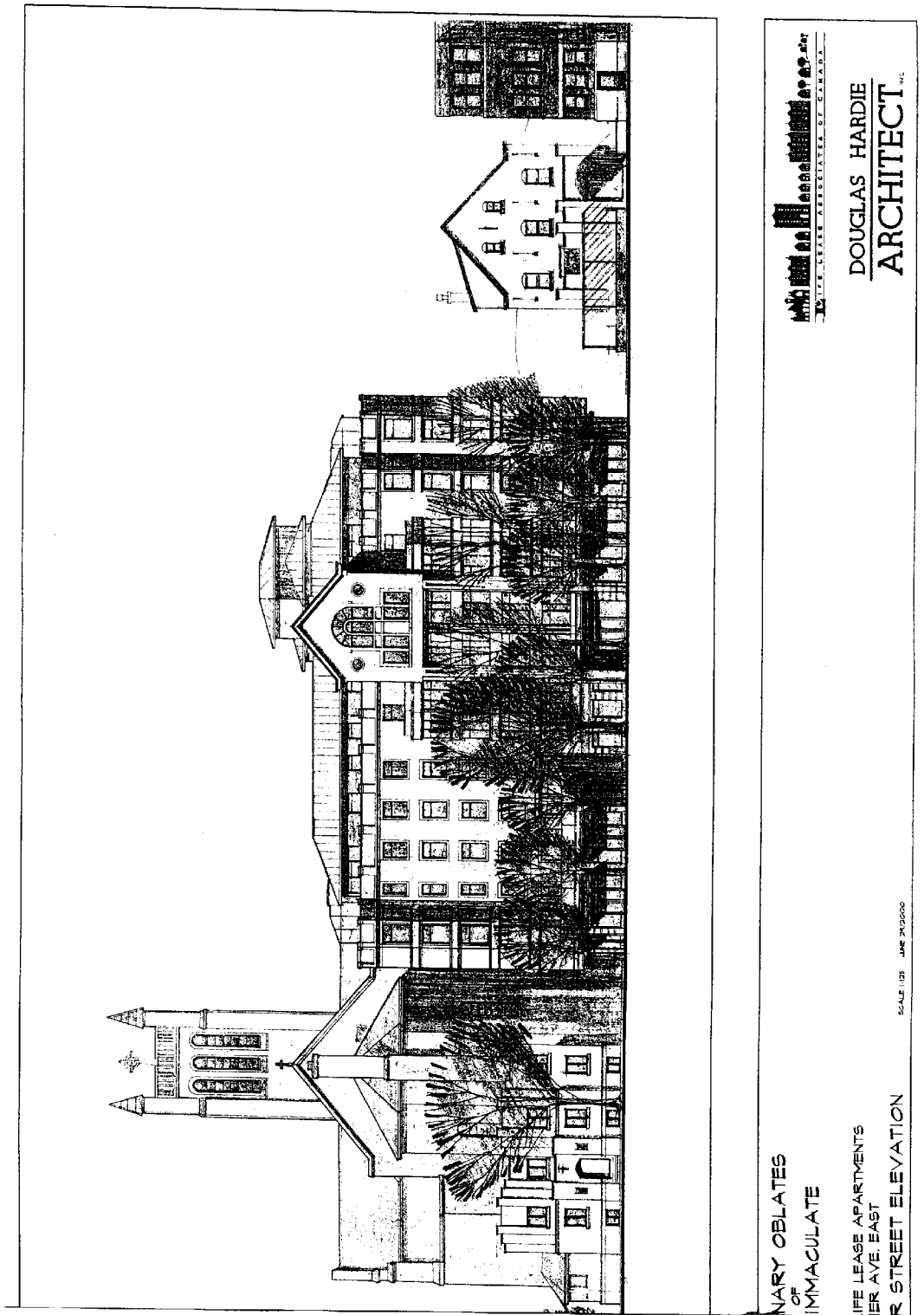
Part II - Supporting Documentation

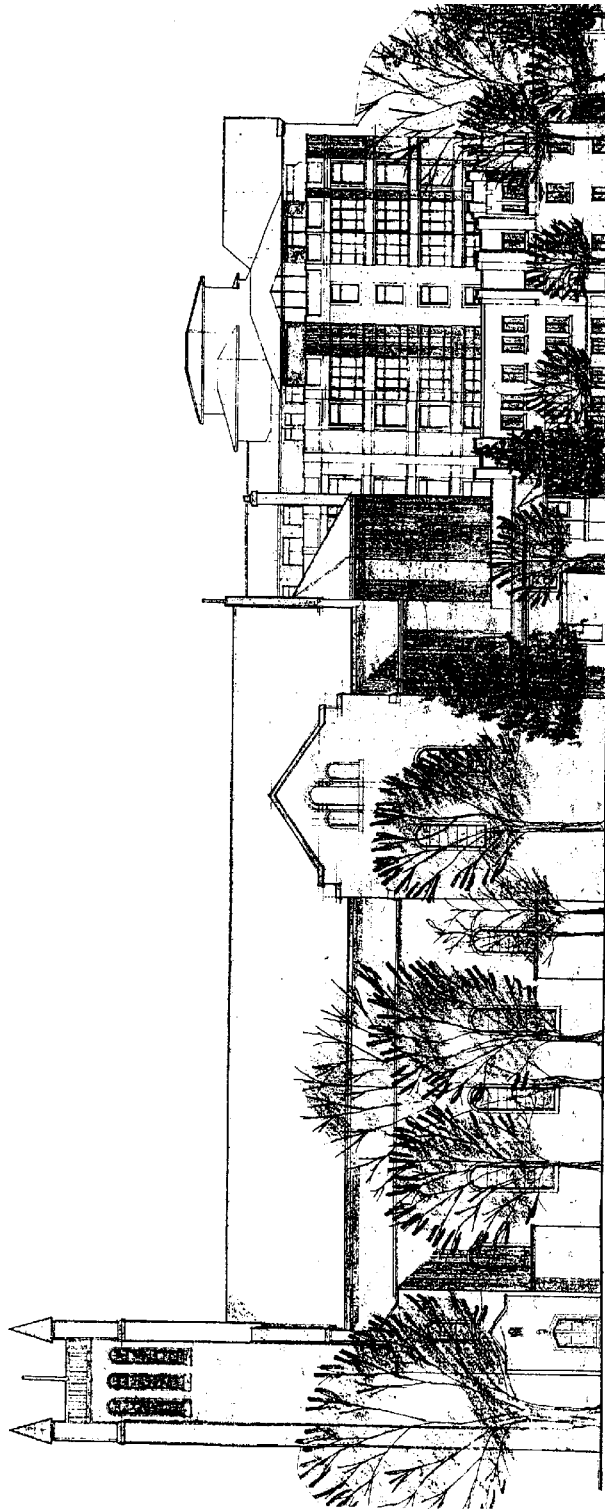
Location Plan

Document 1



 <p>City of Ottawa Produced by Planning Branch Department of Urban Planning & Public Works <i>Street Network Layer Prepared by Department of Corporate Services</i></p> <p>L-0239-00</p> <p>H:\CON\LAH153H.DGN</p> <p>AUG. 24, 2000</p> <p>REVISION DATE</p>	 <p>LOCATION MAP HERITAGE 153 LAURIER AVE.</p>	 <p>SCALE N.T.S. METRES</p>
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MISSIONARY OBLATES
OF
MARY IMMACULATE

54 UNIT LIFE LEASE APARTMENTS
193 LAURIER AVE. EAST

CUMBERLAND STREET ELEVATION

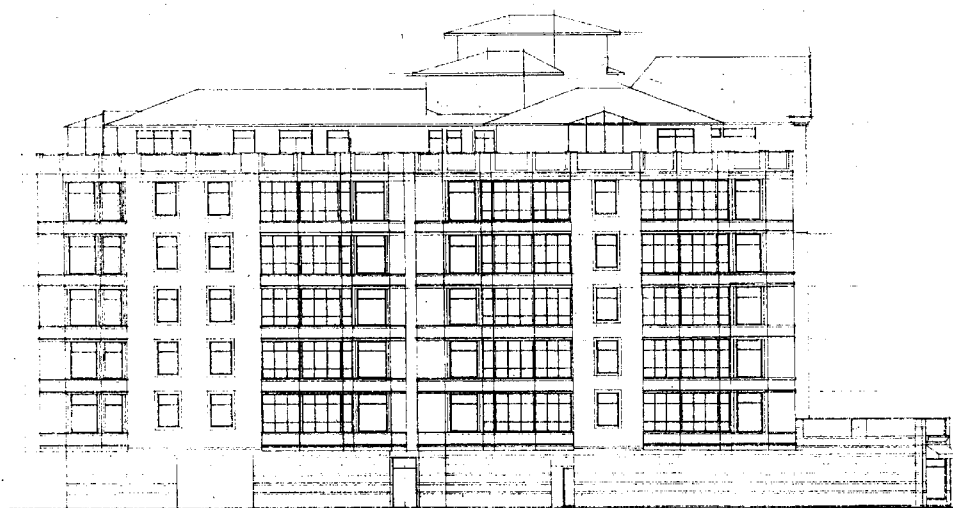
SCALE 1/8" = 1'-0" JUNE 20/2000



DOUGLAS HARDIE
ARCHITECT



SOUTH ELEVATION (LAURIER STREET)



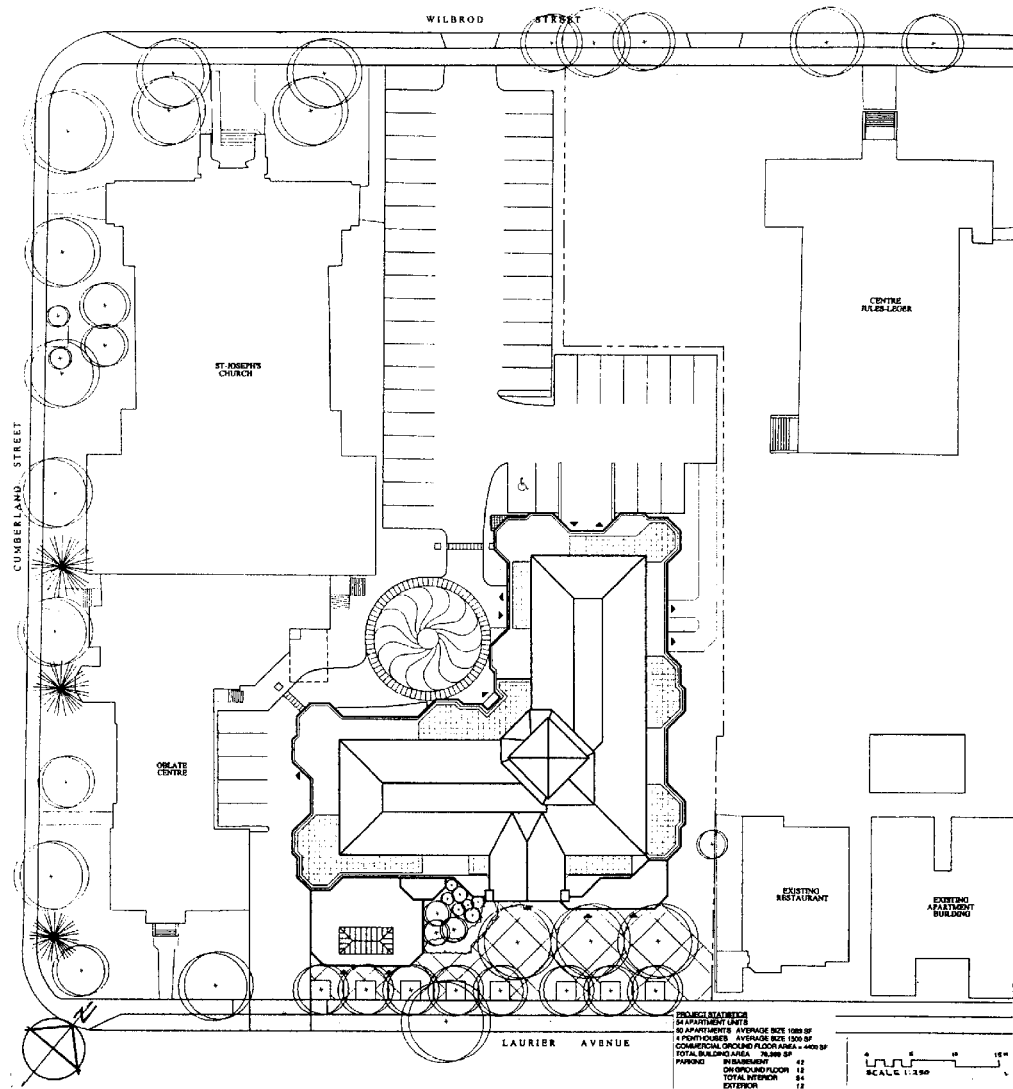
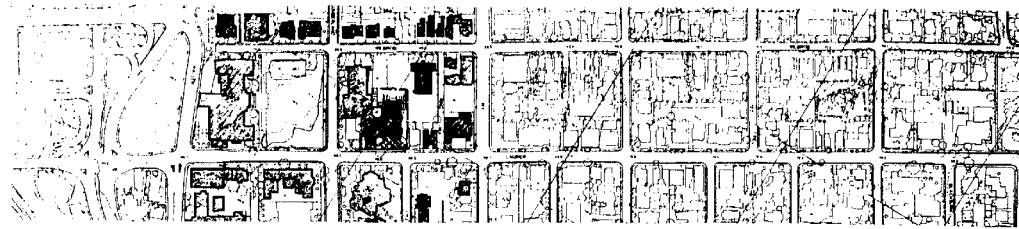
WEST ELEVATION

MISSIONARY OBLATES
OF
MARY IMMACULATE

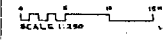
54 UNIT LIFE LEASE APARTMENTS



DOUGLAS HARDIE

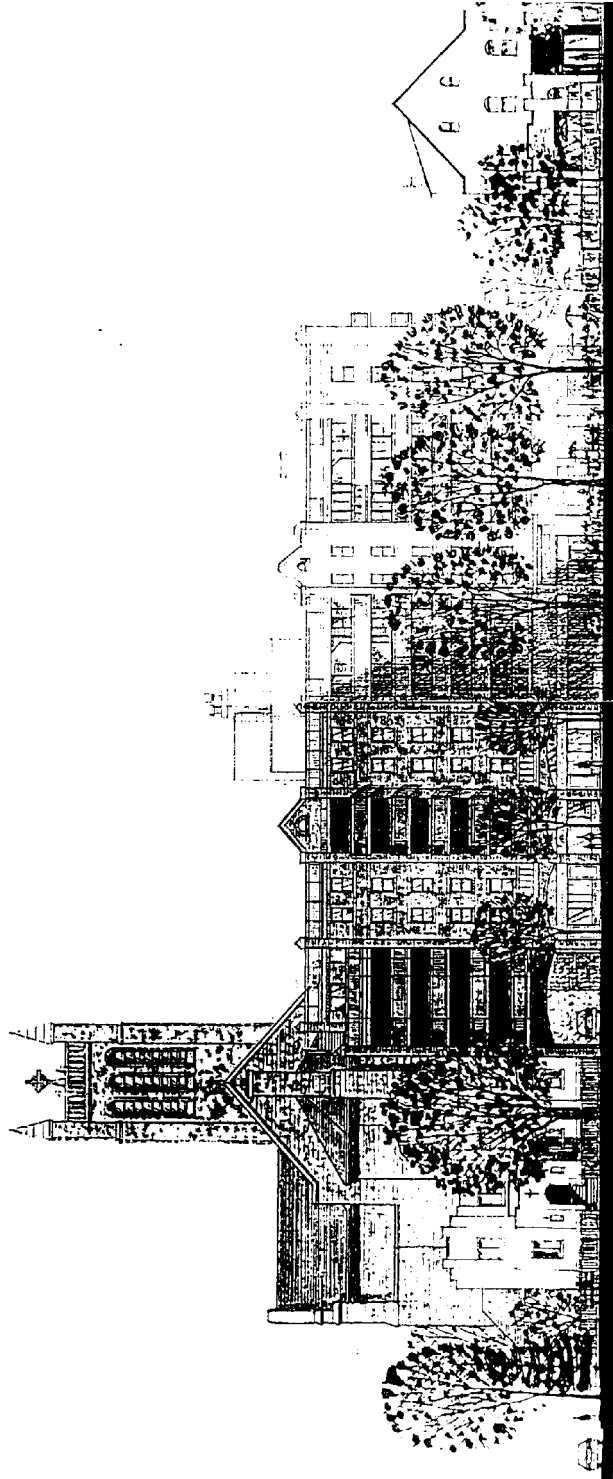


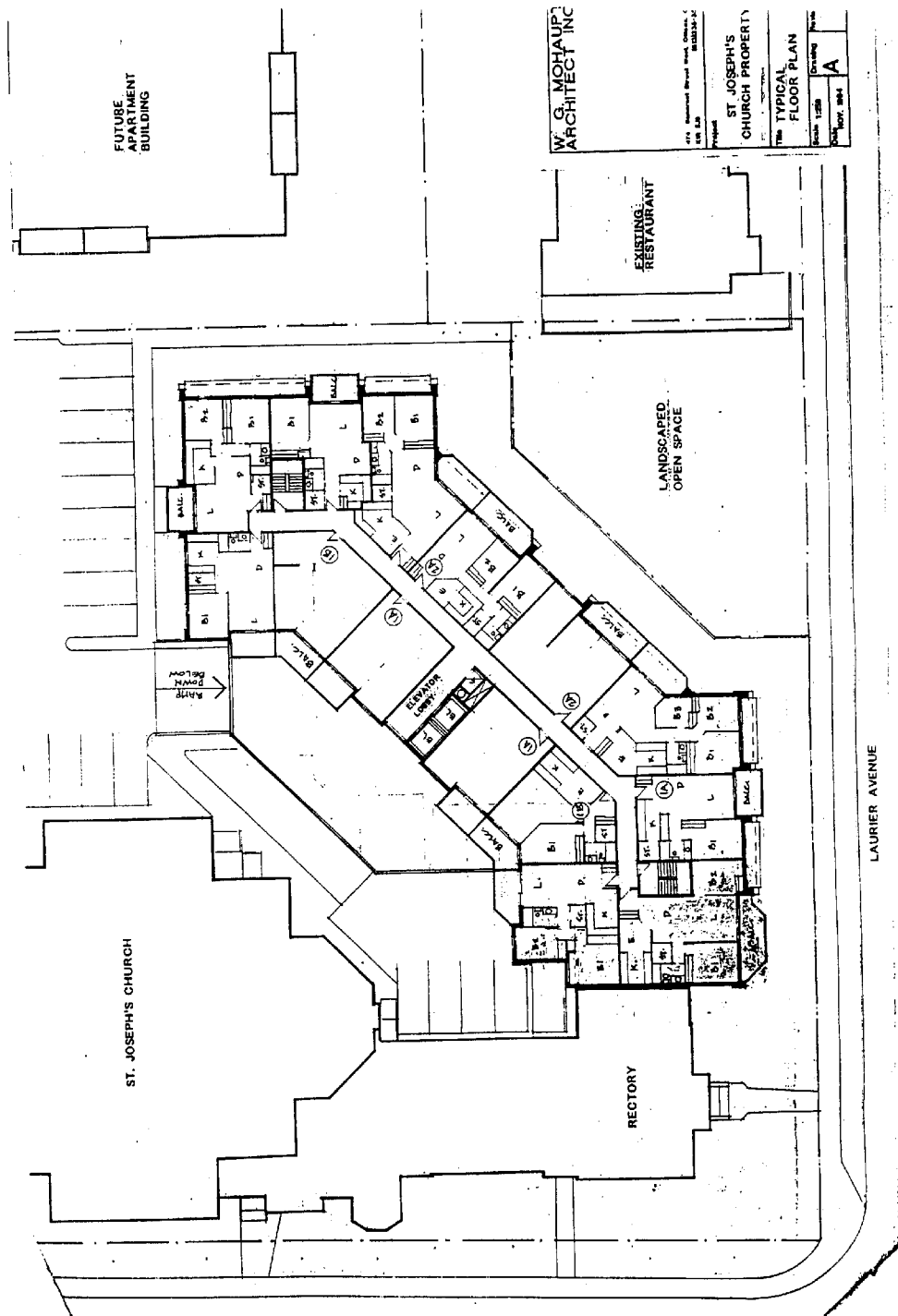
GENERAL STATISTICS	
REAPPORTEMENT	412
NO APARTMENTS	AVERAGE SIZE 1080 SF
NO PORTFOLIOS	AVERAGE SIZE 1000 SF
COMMERCIAL PROGRAM FLOOR AREA	4400 SF
TOTAL BUILDING AREA	7400 SF
PARKING	DISBURSEMENT 42
	CHARGES/FLOOR 12
	TOTAL INTERIOR 54
	EXTERIOR 12



MISSIONARY OBLATES
OF
MARY IMMACULATE







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September 20, 2000

ACS2000-PW-PLN-0144
(File: OHA3100/130 V.11)

Department of Urban Planning and Public
Works

Ward/Quartier
City Wide

- 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

7. Awards - Ottawa Architectural Conservation Awards 2000

Prix - Prix de conservation architecturale d'Ottawa 2000

Recommendations

1. That the following submissions be APPROVED as recipients of Awards of Excellence and Certificates of Merit in the 2000 Ottawa Architectural Conservation Awards competition.

Restoration

Award of Excellence: Notre Dame Basilica

Certificate of Merit: The Booth Barn at the Central Experimental Farm

Adaptive Use

Award of Excellence: The Embassy of the Republic of Croatia

Certificate of Merit: 268 First Avenue

Certificate of Merit: 95 Second Avenue

Special Category

Award of Excellence: The Plaza Bridge

2. That approval be given for the acquisition and installation of three bronze plaques and the preparation of framed certificates to be awarded to the successful candidates.



September 21, 2000 (10:54a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855



September 22, 2000 (9:21a)

Approved by
John S. Burke
Chief Administrative Officer

Local Architectural Conservation Advisory Committee Recommendation - October 3, 2000

- ▶ *The Committee concurs and so recommends.*

***R. Rodgers and R. Pajot dissented on "Adaptive Use - Certificate of Merit:
268 First Avenue."***

Financial Comment

Funds in the amount of \$7,000 are available in the Heritage Plaque Program account 0840040- 2912 for this purpose.

As completion of the production and installation of plaques is not completed until 2001, a contribution to the Reserve for Committed Expenditures for the unpaid balance will be required this year.



September 21, 2000 (8:57a)

for Marian Simulik
Acting City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

Policy 11.2.2 b) of the City of Ottawa Official Plan, as approved by City Council on May 27 and 28, 1991, states as follows:

“v) City Council shall recognize the City’s heritage resources by presenting plaques and certificates to buildings and persons representing the outstanding restoration and conservation of the City’s heritage resources by means of an annual architectural conservation awards programme.”

In accordance with this policy, submissions for the 2000 OACA competition were solicited through newspaper advertisements and a facsimile mailing to members of the Ottawa Regional Society of Architects.

There were eight submissions for the 2000 Ottawa Architectural Conservation Awards all of which were reviewed by a sub-committee of the Local Architectural Conservation Advisory Committee (LACAC) prior to consideration by LACAC, Planning and Economic Development Committee and City Council. The three project categories are described below:

Restoration: Returning a heritage resource to its original form, material and integrity.

Adaptive Use: Modification of a heritage resource to contemporary functional standards while retaining its heritage character, with possible adaptation for new uses.

Infill: Addition to a heritage building or all new construction within an historic context. There are no recommended award/ certificate recipients in this category this year.

Special Category: The Plaza Bridge was considered an exceptional project because of its contribution to the heritage character of the City and its high quality of Urban Design. The LACAC sub-committee felt that this project merited a Special Award of Excellence without classifying the project in a specific category.

A brief description of the projects recommended as recipients of this year’s awards and certificates is included as Document 1 of this report.

Recommendation 2

The building owner as well as major contributors to each successful project will receive a framed certificate. The projects winning the Award of Excellence will receive a bronze plaque to be installed on the building or structure. The certificates are normally presented on Heritage Day, the third Monday in February. In light of municipal amalgamation in 2001, the certificates will be presented at a special ceremony in early December, 2000.

A small event will also be held on Heritage Day, February 19, 2001 to promote the winning projects.

Consultation

The Ottawa Architectural Conservation Awards competition was advertised in local newspapers during the summer of 2000. Local architectural firms were contacted through a facsimile mailing to members of the Ottawa Regional Society of Architects.

Disposition

The Department of Urban Planning and Public Works to notify recipients of the Awards of Excellence and Certificates of Merit in the 2000 Ottawa Architectural Conservation Awards competition and to order three bronze plaques to be installed on the award- winning buildings.

List of Supporting Documentation

Document 1 Description of projects receiving Awards of Excellence and Certificates of Merit

Part II - Supporting Documentation

Document 1

Description of Projects Receiving Awards of Excellence and Certificates of Merit

NAME/ADDRESS: Notre Dame Basilica, 385 Sussex Drive

CATEGORY: Restoration (Award)

This project involved the extensive interior and exterior restoration of Notre Dame Basilica. The work included in part : restoration and repointing of the stone masonry; restoration of original wood and stained glass windows; restoration and reconstruction of decorative metalwork on the steeples and cornice; restoration of interior paint finishes and plaster work; and restoration of approximately 150 wood and plaster sculptures. This restoration project is one of the most ambitious non-governmental restoration projects undertaken in the City in the past few years.

NAME/ADDRESS: The Booth Barn, Central Experimental Farm, Building 118

CATEGORY: Restoration (Certificate)

This project involved restoration and stabilization of the exterior envelope and structure of this 1867 barn which is part of and predates the Central Experimental Farm.

NAME/ADDRESS: The Embassy of the Republic of Croatia, 229 Chapel Street

CATEGORY: Adaptive Use (Award)

This project involved the renovation and restoration of an 1875 house in Sandy Hill for use as the embassy and chancery of the Republic of Croatia. The building had suffered through a fire and insensitive renovation as a rooming house prior to its adaptive use for the embassy. Work involved, in part: the removal of a newer chapel addition at the east side of the building; the construction of two entrance porches in a design sensitive to that of the earliest porch on the building; the careful restoration of the brick masonry; the restoration of interior rooms and the stairwell; and the restoration of original windows.

NAME/ADDRESS: The Former Ottawa Ladies College, 268 First Avenue

CATEGORY: Adaptive Use (Certificate)

The Former Ottawa Ladies College has served a variety of educational and administrative functions since its initial construction in the early 20th century. The building was converted to sixteen luxury apartments in 1999.

NAME/ADDRESS: 95 Second Avenue
CATEGORY: Adaptive Use (Certificate)

Renovation work on this single family home in the Glebe neighbourhood involved the following work, in part: removal of a rear addition and metal fire escape; removal of paint from the brick masonry and repointing in coloured mortar to match the original; construction of a front porch modelled on early porches in the neighbourhood; and restoration of a side porch. Extensive interior renovation was also undertaken.

NAME/ADDRESS: Plaza Bridge, Confederation Square
CATEGORY: Special (Award of Excellence)

This project involved, in part: the redefinition of the original alignment of the former Sappers and Dufferin Bridges which had been obscured by additions in 1938; the discovery of historic archaeological remains relating to the early construction of the Rideau Canal; re-establishing historic connections between the Canal and Wellington Street/Confederation Square through a monumental stairway that reopens views of the Rideau Canal; and restoration of the original sandstone balustrades.