

**1. CITY OF GLOUCESTER OFFICIAL PLAN AMENDMENT 31 - REQUEST BY
URBAN DALE CORPORATION FOR COMMERCIAL USE AT THE NORTHEAST QUADRANT OF
RIVER ROAD AND ARMSTRONG ROAD IN THE SOUTH URBAN CENTRE**

COMMITTEE RECOMMENDATION

That Council approve Gloucester Official Plan Amendment 31 and request the Regional Clerk to issue the 'Notice of Decision' attached as Annex A.

DOCUMENTATION

1. Planning and Development Approvals Commissioner's report dated 16 May 2000 is immediately attached (*Item deferred from Planning and Environment Committee meeting of 23 May 2000*).
2. Submissions from N. Sala, Sala Developments, and R. Baragar, Honey Gables Community Association immediately follow the report.
3. An Extract of Draft Minute, 27 June 2000, immediately follows and includes a record of the vote.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	14-99.0034
DATE	16 May, 2000
TO/DEST.	Co-ordinator Planning and Environment Committee
FROM/EXP.	Planning and Development Approvals Commissioner
SUBJECT/OBJET	CITY OF GLOUCESTER OFFICIAL PLAN AMENDMENT 31 - REQUEST BY URBANDALE CORPORATION FOR COMMERCIAL USE AT THE NORTHEAST QUADRANT OF RIVER ROAD AND ARMSTRONG ROAD IN THE SOUTH URBAN CENTRE

DEPARTMENTAL RECOMMENDATION

That the Planning and Environment Committee recommend that Council approve Gloucester Official Plan Amendment 31 and request the Regional Clerk to issue the ‘Notice of Decision’ attached as Annex A.

INTRODUCTION

Urbandale Corporation has applied to the City of Gloucester to redesignate 4.4 ha of land at the northeast quadrant of Armstrong Road and River Road from “Residential” to “Commercial” to enable the development of new commercial retail site facilities. The City of Gloucester adopted Local Official Plan Amendment 31 (LOPA 31) on 28 March 2000.

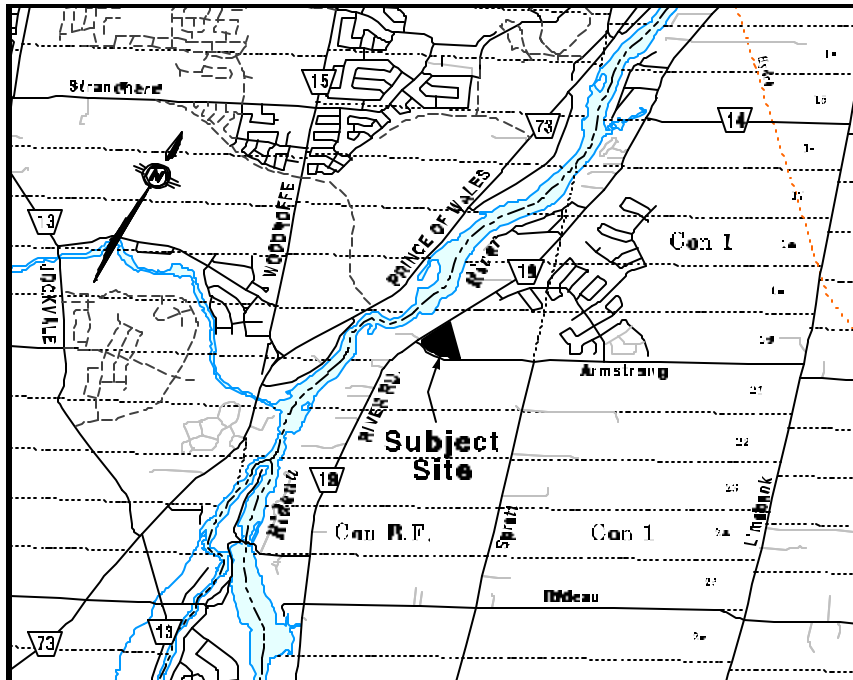
The Regional delegation by-law requires that all disputed local Official Plan amendments be brought before the Planning and Environment Committee for consideration. A disputed application requires ‘Approval’ or ‘Refusal’ by Regional Council. LOPA 31 is being disputed by a number of parties and the issues/concerns raised are discussed in the report. The correspondence from the parties opposed to LOPA 31 is attached as Annex C.

Regional staff are recommending that the proposed amendment be approved.

THE AMENDMENT

LOPA 31 is a site specific amendment to change the designation of part of lot 20 Broken Front Concession (Rideau Front) from “Residential” to “Commercial”. The site comprises approximately 4.4 ha (10.9 ha) which will yield approximately 9,300 sq. m. (100,100 sq. ft.) of commercial space.

LOCATION



BACKGROUND

In 1992, Gloucester Council adopted Local Official Plan Amendment No. 3 (LOPA 3) for the South Urban Centre (SUC). As supporting documentation for LOPA 3, the City and the major land owners (Urbandale Corporation and Richcraft South Growth Inc.) contributed to an overall concept plan for the community. This concept plan has formed the basis of development in the Gloucester portion of the SUC.

To date, all development proposals in the SUC have been following the principles established in LOPA 3 and the concept plan. The concept plan shows the subject area as residential with a small highway commercial area (0.28 ha) at the northeast intersection of River Road and Armstrong Road. Gloucester’s Official Plan provides for limited highway commercial uses in “Residential” designations without a need for an amendment. Highway commercial uses are intended to be low density uses which serve the travelling public, for example automotive users or tourist accommodations. The applicant wishes to significantly increase the amount and type of commercial uses permitted at this intersection and has asked to be designated for neighbourhood commercial uses; for example retail, restaurant, etc.

The approved concept plan identifies a small highway commercial site in this area. Urbandale has indicated that they see a limited market demand for small scattered development sites and therefore would like to consolidate all the proposed highway commercial areas into a large expanded commercial site at Armstrong and River Roads.

The approved Concept Plan identifies a Neighbourhood Commercial site at the south west quadrant of Spratt Road and Armstrong Road which is in proximity to the subject site. The applicant's retail market analysis indicates potential for additional commercial lands in the Gloucester SUC and Leitrim trade area. Gloucester is proposing, in LOPA 31, to expand the subject site at Armstrong and River Road for commercial development and retain the previously designated commercial areas.

The Gloucester passed zoning By-law 222-557 of 2000 to establish the expanded commercial uses on the property. The By-law has been appealed to the Ontario Municipal Board.

LOPA 31 conforms to the Regional Official Plan.

DISCUSSION

LOPA 31 is being contested by Nick Sala in Trust who owns property on Spratt Road that is designated Neighbourhood Commercial in the Gloucester Official Plan. The Honey Gables Community Association, Anita Mellow, representing her mother, Mrs Olga Volk and Alina Main have also indicated that they oppose LOPA 31. Mr Sala and the Honey Gables Community Association have appealed the zoning by-law to establish the community commercial zoning on the property. The reasons for the appeal to the zoning by-law are as follows:

1. CONFLICT WITH THE OFFICIAL PLAN AND CONCEPT PLAN

The Council of the City of Gloucester erred in permitting a rezoning which is in conflict with the City Official Plan (OPA 3) and the Concept Plan adopted by the City of Gloucester in 1992. The Council of the City of Gloucester erred in permitting the creation of a new neighbourhood commercial facility at River Road which will have a direct impact on the viability of planned commercial facilities at the Spratt Road site and the core area (town centre).

Staff Response

The City of Gloucester has concluded that the conversion of 4.4 ha of land to allow for Community Commercial uses at this location, does not jeopardize the longer term objectives for the Neighbourhood Commercial site or "Town Centre" lands as expressed in LOPA 3 to the City's Official Plan . Gloucester wishes to permit the commercial designation in this location to meet the long term commercial demands of this growing community, provide necessary competition, and offer a wide variety of commercial uses to sustain a healthy community. Gloucester anticipates that both this site and the other commercial sites within the community can be developed once the appropriate services are in place.

2. RIVER ROAD

The Council of the City of Gloucester erred in failing to acknowledge a major shortcoming of the River Road site for which there are no widenings proposed and which has preferred parkway status.

Staff Response

The applicant has submitted a traffic impact study in support of the application. The report done by Dillon Consulting concludes that the additional traffic along River Road will be approximately 20 to 30 vehicles per hour per direction. This represents an increase of forecasted traffic volumes along River road of approximately 5% in 2008. The report indicates that the traffic volumes in 2008 will still be within acceptable levels. The issue of access to the site from River Road (which is a Regional Road) will be addressed at the site plan stage. All access to a Regional Road must meet Regional standards for safe traffic movements.

3. WATERFRONT LOCATION

The Council of the City of Gloucester erred failing to consider that the proposed commercial development was not compatible with waterfront parkland in close proximity with it.

Staff Response

The site is adjacent to Waterfront Open Space (on the opposite side of River Road) and is located along a scenic Route designated in the Regional Official Plan. The issue of aesthetics will be addressed when the site plan for the site is submitted for review and approval. Urbandale has indicated that they will be providing landscaping to ensure that the site create a favourable impression along the Scenic Route. They have prepared a preliminary conceptual site plan which shows the River Road portion of the site will have landscaping to limit the impact of the development on River Road and to complement the park on the opposite side of River road.

4. IMPACT ON THE ADJACENT COMMUNITY

The Council of the City of Gloucester erred in failing to take into account the significant impact on the adjacent residential community and the evidence that the community was not in favour of the amendment to community commercial at this site since there already was a commercial site identified in the LOPA 3 and the Concept Plan.

Staff Response

The City of Gloucester has concluded that based on the market study completed for Urbandale there is potential for more commercial development than provided in LOPA 3 or the Concept Plan. The City has concluded that the redesignation of the site from “Residential to “Commercial” is necessary to meet the long term commercial demands of this growing community.

In addition to the points raised in the zoning appeal Anita Mellow has raised the following concerns with LOPA 31:

A. IS COMMERCIAL COMMUNITY ZONING APPROPRIATE GIVEN THE SCENIC ROUTE AND HERITAGE DESIGNATION?

The upcoming Strandherd and Armstrong Road bridge plan across the Rideau River and the intersection of River Road lend itself to tourist oriented services versus the proposed mall to service community needs. Caution must be exercised due to the sensitivity of the Armstrong and River Road intersection as to the appropriate and allowable uses.

Staff Response

River Road is designated as a scenic route in the Regional Official Plan. The intent of the Scenic Route designation is not to limit the use of land but to ensure that when development applications are reviewed the issue of aesthetics is addressed. As noted in point 3 above, Urbandale intends to have landscaping to limit the impact of the development on River Road and to complement the park on the opposite side of River road. The issue of aesthetics will be addressed when the site plan for the development is reviewed.

B. WHAT IS THE LONG TERM VIABILITY OF THIS PROPOSED COMMERCIAL SITE?

Once the bridge is built the site will be land locked due to the proximity to the Armstrong Road and River Road intersection which will limit the ability to install median breaks to gain access to the site.. The Region has anticipated that median breaks will be dangerous or not advantageous. The long term commercial viability at this intersection is questioned.

Staff Response

The Region has indicated to Urbandale that it is not prepared to incorporate a median break on Armstrong Road into the design of Armstrong Road but the issue of whether or not a median break will be permitted, for any commercial site, will be considered at the time of site plan approval. The land will not be land locked in that it is anticipated that there will be a median break on Armstrong Road to allow all turning movements. If and when a median is installed on River Road (after the traffic light at River Road and Armstrong road are installed) access may be restricted to a right in right out turning movement. Again this will be assessed during the site plan process.

CONSULTATION

The City of Gloucester held a public meeting as required under the Planning Act for LOPA 31. All those who requested to be kept informed have been notified of this meeting.

FINANCIAL IMPLICATIONS

Staff may be required to attend an Ontario Municipal Board Hearing if the LOPA 31 is appealed.

Approved by

N. Tunnacliffe, MCIP, RPP

ANNEX A

(to be completed after Council decision)

Date: 15 June, 2000
 Regional File: 14-99-0034
 Contact: Myles Mahon

Applicable Planning Act: **Bill 20**

Ms Michele Giroux
 City Clerk
 City of Gloucester
 1595 Telesat Court
 Gloucester, ON K1G 3V5

Dear Ms Giroux

**Re: Amendment No. 31
 Local Official Plan Amendment
 City of Gloucester**

In accordance with Section 17(35) of the Planning Act, you are hereby notified of the Regional Council's decision to approve, under authority assigned to Regional Council by the Ministry of Municipal Affairs and Housing, Amendment 31 to the Official Plan of the City of Gloucester.

PURPOSE OF THE AMENDMENT

The purpose of Amendment to change the designation of part of Lot 20 Broken Front Concession (Rideau Front), at the corner of Armstrong and River Road, from "Residential" to "Commercial". The site comprises approximately 4.4 ha (10.9 ha) which will yield approximately 9,300 sq. m. (100,100 sq. ft.) of commercial space.

INFORMATION

Information on Amendment 31 can be obtained from the Regional Planning and Development Approvals Dept. at the above-noted address (attention: "Myles Mahon" at 560-6058, extn. 1592) or the City of Gloucester Community Development Dept. at 1595 Telesat Court, Gloucester, Ontario K1G 3V5 (attention: Grant Lindsay 748-4254).

NOTICE OF APPEAL

Pursuant to Section 17(36) of the Planning Act, any person or public body may, not later than 4:30 p.m. on 5 July 2000, appeal the decision by filing a notice of appeal to Amendment 31 with the Regional Planning and Development Approvals Department. Such appeal must identify, in writing, which section(s) is/are being appealed and the reasons for doing so. All appeals must also be accompanied by

a certified cheque in the amount of \$125.00 (to the Minister of Finance, Province of Ontario) to cover the Ontario Municipal Board's prescribed fee.

If no notice of appeal is received before or on 5 July, 2000, the decision of Regional Council is final and Amendment 31 will come into effect on 6 July, 2000.

Please note that only individuals, corporations or public bodies may appeal a decision of the approval authority to the Ontario Municipal Board. A notice of appeal may not be made by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or group on its behalf.

RELATED PLANNING APPLICATIONS

The lands to which Amendment 31 applies are also the subject of a rezoning, By-law 222-557 of 2000.

Dated 15 June 2000.


Sincerely

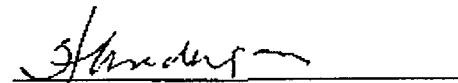
L. Paterson, MCIP, RPP
Director

c.c.: Local Municipal Planning Department
Paul Van Steen, Urbandale Corporation
Nick Sala, Saldev
Jim Caldwell, Honey Gables Community Association
Alina Main
Anita Mellow

AMENDMENT NUMBER 31
TO THE OFFICIAL PLAN FOR THE
CITY OF GLOUCESTER

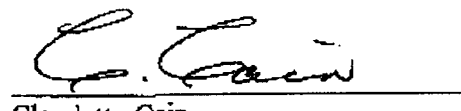
The attached explanatory text constituting Amendment Number 31 to the Official Plan of the City of Gloucester, was recommended to the Council of the City of Gloucester by the City of Gloucester Planning Advisory Committee under the provisions of Section 17 and Section 21 of the Planning Act, on the 21st day of March, 2000.


Chairman,
Planning Advisory Committee


Secretary,
Planning Advisory Committee

This Amendment Number 31 was adopted by the Council of The Corporation of the City of Gloucester by By-law Number 56 of 2000 in accordance with Sections 17 and 21 of The Planning Act, R.S.O. 1990 on the 28th day of March, 2000.


Michèle Giroux
City Clerk


Claudette Cain
Mayor

**STATEMENT OF NOTICE REQUIREMENTS
FOR OFFICIAL PLAN AMENDMENT NO. 31
OF THE CITY OF GLOUCESTER**

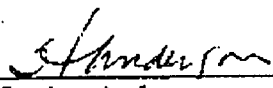
We, Heather Anderson, the Secretary of the Planning Advisory Committee and, Michèle Giroux, the City Clerk of the Corporation of the City of Gloucester, certify that:

1. Notice of the public meeting pursuant to Section 17 of The Planning Act, R.S.O. 1990 has been given in the manner and containing the information prescribed:
 - i) to every owner of land within 120 metres of the area to which the proposed Official Plan Amendment applies,

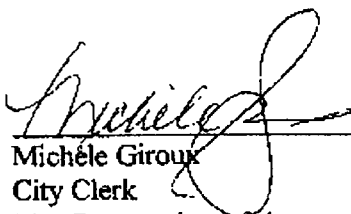
as shown on the last revised assessment roll of the municipality, at the address shown on the roll, and to all other required persons and agencies as per Regulations 198/96.
 - ii) posting of notice of meeting in a location that is clearly visible and legible from a public highway or other place to which the public has access.

2. A public meeting in respect of the proposed Official Plan Amendment was held on March 21, 2000, at the City of Gloucester Council Chambers, 1595 Telesat Court, P.O. Box 8333, Gloucester, Ontario K1G 3V5.

Dated at Gloucester, Ontario, this 22nd day of March, 2000.



Heather Anderson
Secretary
Planning Advisory Committee



Michèle Giroux
City Clerk
The Corporation of the
City of Gloucester

APPROVAL PAGE

AMENDMENT NUMBER 31 TO THE OFFICIAL PLAN
FOR THE CITY OF GLOUCESTER

**REGIONAL APPROVAL PAGE - PLEASE INSERT
PROPER TEXT**

AMENDMENT NO. 31 TO THE
OFFICIAL PLAN OF THE
CITY OF GLOUCESTER

**AMENDMENT NUMBER 31 TO THE OFFICIAL PLAN FOR
THE CORPORATION OF THE CITY OF GLOUCESTER**

STATEMENT OF COMPONENTS

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT consisting of the attached explanatory text and map (designated Schedule "A") constitute Amendment Number 31 to the Official Plan for the City of Gloucester.

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PART A - THE PREAMBLE

PURPOSE

The purpose of this amendment is to redesignate a parcel of land in the Gloucester portion of the South Urban Community (SUC) from "Residential" to "Commercial".

LOCATION

The land affected by this amendment is located in the northeast quadrant of the intersections of River Road and Armstrong Road (new alignment). Part of Lot 20, Broken Front Concession (Rideau Front).

BASIS

The proposal to redesignate the subject lands from 'Residential' to 'Commercial' has been requested by the applicant to enable the development of a new commercial retail site. The applicant has requested redesignation of a site at the northeast quadrant of Armstrong and River Roads. The proposed land area is approximately 4.4 ha. (10.9 ac.), which will yield approximately 9,300 sq.m. (100,100 sq.ft.) of commercial space.

PART B - THE AMENDMENT

1.0 INTRODUCTORY STATEMENT

All of this portion of the document entitled Part B - The Amendment, and attached map(s) designated Schedule 'A' constitutes Amendment Number 31 to the Official Plan for the City of Gloucester.

2.0 DETAILS OF THE AMENDMENT

The Official Plan is amended as follows:

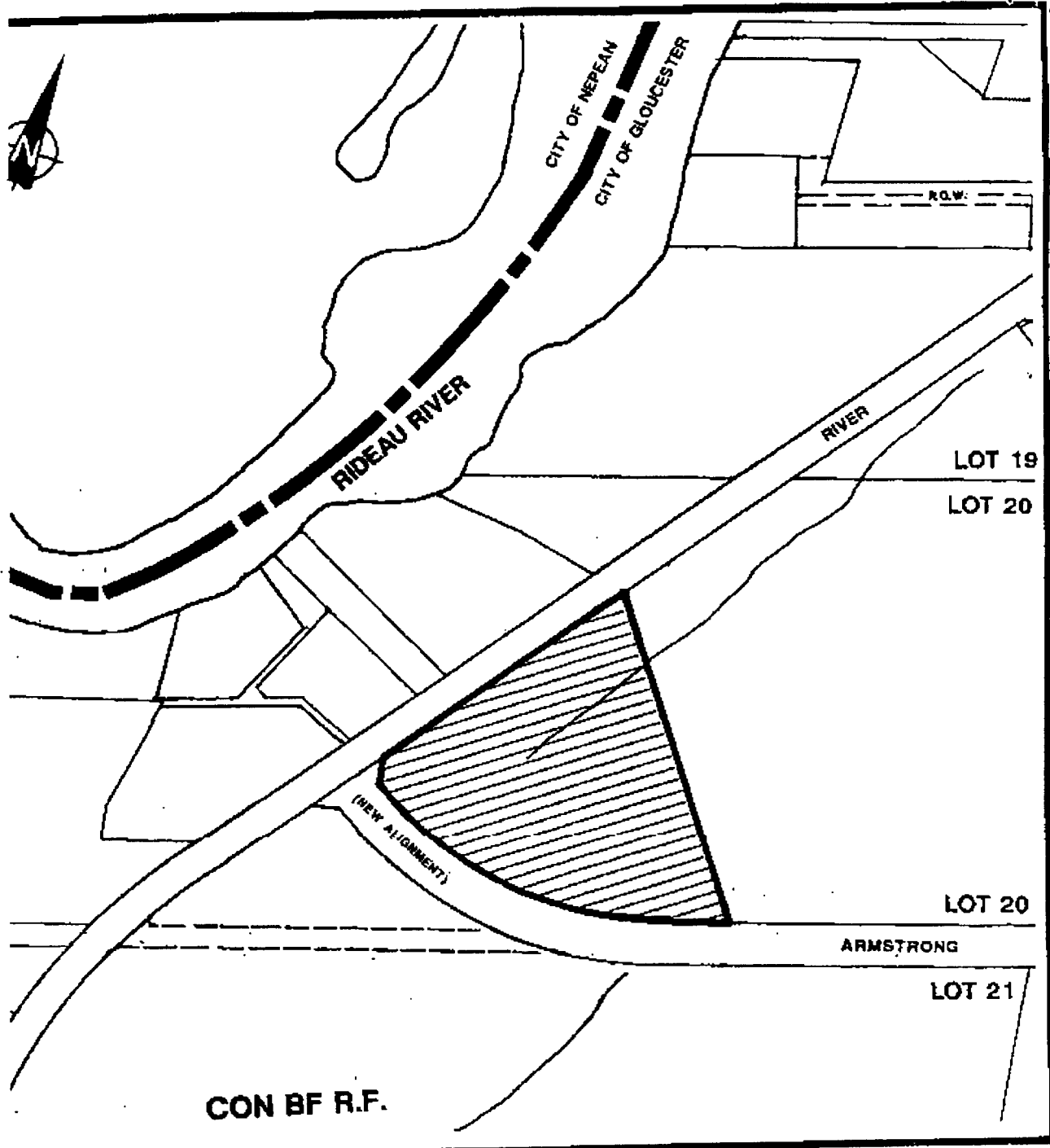
Schedule A-5 of the City's Official Plan will be modified, there are no textual changes proposed.

3.0 IMPLEMENTATION

This Amendment shall be implemented by the powers conferred upon the City of Gloucester by The Planning Act, The Municipal Act, The Township of Gloucester Act, 1973, or any other statutes which may apply.

4.0 INTERPRETATION

The provisions of Section 11.2.4 of the Official Plan of the City of Gloucester, shall apply.



Lands to be Redesignated
from "Residential"
to "Commercial"
Terres dont la
désignation "résidentiel" doit
être remplacée par la
désignation "commercial"

FILE: DP-146-38

CITY OF GLOUCESTER
Official Plan
Amendment No. 31



Schedule A

Excerpt from Schedule A-5 Plan of Land Use
Official Plan of the City of Gloucester (MODIFIES OPA# 3)

Scale: 1:5,000 Date: MARCH, 2000

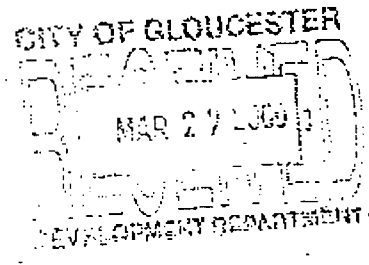
PREPARED BY: COMMUNITY DEVELOPMENT DEPARTMENT

March 24, 2000 DP11

ANNEX C

Honey Gable Development Association
6 Honey Gable
Gloucester, Ontario
K1V 1H5

City of Gloucester
Mayor's Office
1595 Telesat Court
Gloucester, Ontario
K3G 3V5



By Fax: 748-4354

Attention: Ms. Claudette Cain, Mayor

Dear Ms. Cain:

Re: Proposed Rezoning of Residential Lands to Commercial in the South Urban Community

As president of the Honey Gable Development Association, I am writing to inform you that the vast majority of the Honey Gable Community is very much opposed to the rezoning of residential lands to commercial at River Road/Armstrong Road.

In addition, it is my opinion that it is not right for the planning committee to recommend commercial rezoning for the area north of Armstrong Road without having a public meeting to address what will happen for the area south of Armstrong Road.

I trust that the votes of the Honey Gable Development Association will not go unnoticed.

Yours truly,

James Caldwell
President, Honey Gable Development Association

- | | | |
|-------------------------|-------------------|------------|
| c.c. City of Gloucester | Mr. R. Denis | (748-4314) |
| | Mr. M. Deny | (748-4314) |
| | Mr. R. Bloass | (748-4314) |
| | Mr. K. Vowles | (748-4314) |
| | Ms. P. Clark | (748-4314) |
| | Mr. G. Barrett | (748-4314) |
| | Ms. Sandra Candow | (748-4352) |

Sala

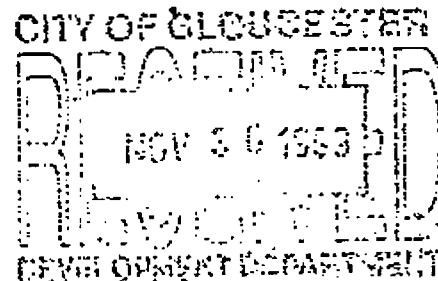
Group of Companies

Sala Developments
P.O. Box 16039
Ottawa, Ontario
K2C 3S9

Letter of Objection

November 29, 1999

City of Gloucester
Development & Planning Department
1395 Telesat Court
Gloucester, Ontario K3G 3V5
Attention: Rene Denis, Chairman of Planning Committee



Re: Application by Urbandale Corp. to amend the City of Gloucester's Official Plan and Zoning By Law

Dear Rene Denis:

The Official Community Plan for the South Urban Development Community has been approved by council and been in effect since 1992. This requested zoning change from Residential to Commercial at the River Rd./ Armstrong intersection by Urbandale Corp. is strictly defiant to what the local residents want, and contradicts the direction set forth by council and its planners over the past 10 years. Establishing a commercial centre of this or any magnitude on the SW corner of the South Urban Community would have a devastating negative impact on any chance for the Activity Node becoming a reality in the foreseeable future or ever becoming the commercial focal point. Diverting traffic patterns away from River Rd. has always been the goal for the City Planners and current residents, Urbandale Corps proposed amendment will forever crush these plans.

An approximate 3 million dollars of taxpayers money has already been spent on studies, planning and overseeing for the Official Community Plan set forth in 1992. By allowing such drastic amendment it opens the door for much second guessing and irresponsible use of taxpayer money.

The designated Open Space directly to the NW of this proposed amendment is most certainly going to become the first Parkland for the initial phases. Allowing a commercial zoning in close proximity to Parkland is not sensible; the City of Gloucester must strive to accommodate its residents with the most enjoyable and safest settings for its Parkland. Allowing this amendment compromises the people's safety and standard of life.

Sala Developments has developed properties in the City of Nepean, and we are currently working very closely with the City Of Cumberland on a subdivision plan consisting of 205 mixed residential lots. Accommodating the needs of the community has always been at the forefront of any development we proceed with. We have been involved with the planning of the South Urban Community from the very beginning and we hold a variety of designated residential, commercial, institutional and industrial lands throughout the area.

On the 16th day of September 1992, council at the City of Gloucester established and approved the Neighborhood Commercial to be located at the Armstrong/Spratt Road intersection. And is intended to accommodate a range of retail and office uses to serve the initial phases of development within the westerly portion of the community. We feel there is no legitimate reason for the City of Gloucester to deviate from the current commercial zonings, and make no exception especially for

Saldev

Group of Companies

November 29, 1999

Page 2

the preposterous amendment requested by the Urbandale Corp. We intend on being very active in the process of doing what is best for South Urban Community and the City of Gloucester taxpayers.

Sincerely,



fr: Nick Sala

1595 Telesat Court
P.O. Box/C.P. 8333
Gloucester, Ontario K1G 3V5
Tel: (613) 748-4103
Fax: (613) 748-4147

Department/ Département: Corporate Services
Division: Legislative Services

File/ Dossier: DP127-99-28
Your File/ Votre Dossier:
Subject/ Objet: Appeal(s) to Zoning By-law



April 26, 2000

Mr. P. Van Steen, Vice-President
Urbandale Corporation
2193 Arch Street
Ottawa ON K1G 2H5

Dear Mr. Van Steen:

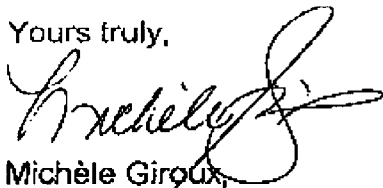
**Re: Rezoning By-law No. 222-557 of 2000
NE quadrant of River Road and Armstrong Road**

On March 28, 2000, Council passed By-law No. 222-557 of 2000. Copies of this by-law were circulated as required by pre-paid first class mail on April 4th, 2000 and the last date for filing objections was the 25th day of April, 2000. Two (2) letters of objection have been received to lodge appeals on behalf of Nick Sala in trust and the Honey Gables Development Association. No letters of support have been received.

The next step in the process is to ask Council to confirm their approval of the By-law at an upcoming Council meeting. The O.M.B. application will then be sent to the Ontario Municipal Board for a hearing date.

If you have any questions concerning the above, please contact our Community Development Department at 748-4167.

Yours truly,


Michèle Giroux,
City Clerk.



/mg

c.c.:

Dave Darch, Deputy City Manager, Community Development.
Mary Jo Woollam, Regional Clerk, Regional Municipality of Ottawa-Carleton

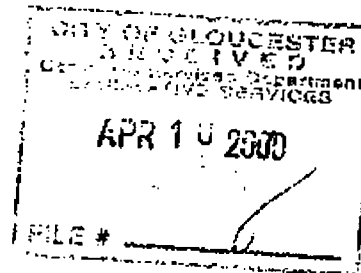
**RADNOFF
PEARL
SLOVER
SWEDKO
DWOSKIN
LLP**

Barristers
Solicitors
Notaries

Third Floor
100 Gloucester St., Ottawa, Ontario, K2P 0A4
Telephone: (613) 594-8844 Telecopier: (613) 594-9092

File No. P-3262

April 17, 2000



OTTAWA CARLE	
REGISTRATION	
Rec'd	2000-05-11
FILE #	10-00-1000
DOC I.D. #	00-1000
ACTION TAKEN	
TO	MD

VIA REGISTERED MAIL

Michele Giroux, City Clerk
Corporation of the City of Gloucester
1595 Telesat Court
P.O. Box 8333
Gloucester, Ontario
K1G 3V5

Dear Sir:

RE: Nick Sala, in trust - Notice of Appeal By-Law 222-557 of 2000

Please be advised we have been retained by Nick Sala in trust to appeal to the Ontario Municipal Board in respect of By-Law No. 222-557 of 2000 passed by Gloucester on March 28, 2000.

We enclose our cheque payable to the Minister of Finance in the amount of \$125.00 together with our Notice of Appeal.

Thank you for your attention to this matter.

Sincerely,


DAVID DWOSKIN

DYD/vb
KENNETH RADNOFF Q.C., B.COMM., LL.B.
HERBERT W. PEARL B.COMM., LL.B.
NORMAN S. SLOVER B.Sc., LL.B.
NORMAN SWEDKO B.COMM., LL.B.
DAVID Y. DWOSKIN B.ENG., M.C.P., LL.B.
PETER GENZEL M.A., LL.B.
RONALD STEIN B.A., LL.L., LL.B.
A. GAETAN BUTTIGIEG B.A. (HON.), LL.B.
BEVERLEY A. JOHNSTON B.A., LL.B.
MARNI D. MUNSTERMAN B.Sc. (Hon), LL.B.

ONTARIO MUNICIPAL BOARD

IN THE MATTER OF Section 34(19) of the *Ontario Planning Act*, R.S.O. 1990, c. P-13 and amendments thereto,

AND IN THE MATTER OF an appeal from the decision of the Corporation of the City of Gloucester in passing By-Law Number 222-557 of 2000 re-zoning the subject lands from "HR"-Holding Residential to "HCc (E14)" - Holding Community Commercial.

BETWEEN:

NICK SALA IN TRUST

Appellant

and

**URBANDALE CORPORATION and
THE CORPORATION OF THE CITY OF GLOUCESTER**

Respondent

NOTICE OF APPEAL

TAKE NOTICE that the Appellant appeals to the Ontario Municipal Board from the decision of the Corporation of the City of Gloucester dated March 28, 2000 passing By-Law No. 222-557 of 2000 under Section 34 of the *Planning Act*, and requests that the said decision be reversed, the By-law repealed and the request by Urbandale Corporation for a zoning amendment to property located on the northeast quadrant of River Road and Armstrong Road in the City of Gloucester be refused.

THE GROUNDS FOR THE APPEAL ARE:

1. **The council of the Corporation of the City of Gloucester ("council") erred in permitting a zoning which is conflict with the City Official Plan (OPA # 3) and the Concept Plan adopted by the City of Gloucester in 1992.**
2. **Council erred in permitting the creation of a new neighbourhood commercial facility at River Road which will have a direct impact on the viability of planned commercial facilities at the Spratt Road site and the core area (town centre).**
3. **Council erred in failing to acknowledge a major shortcoming of the River Road site for which there are no widenings proposed and which has a preferred parkway status.**
4. **Council erred failing to consider that the proposed commercial development was not compatible with waterfront parkland in close proximity to it.**
5. **Council erred in failing to take into account the significant impact on the adjacent residential community and the evidence that the community was not in favour of the zoning amendment to commercial at this site since there already was a commercial site identified in the original Master Plan and the Official Plan Amendment.**

6. Repealing the By-Law will maintain the viability and integrity of the commercial core and maintain the River Road as a "secondary" road for traffic purposes and will leave the subject site with greater compatibility with the adjacent Millenium Park west of River Road.

7. The amendment is neither desirable for the appropriate development or use of the land and does not maintain the general intent and purpose of the Official Plan, the Official Plan Amendment No. 3 and the Approved Concept Plan.

DATED at Ottawa this 13th day of April, 2000.

RADNOFF, PEARL, SLOVER, SWEDKO, DWOSKIN, LLP
Barristers and Solicitors
3rd floor-100 Gloucester Street
Ottawa, Ontario
K2P 0A4

tel: (613) 594-8844
fax: (613) 594-9092

DAVID DWOSKIN

TO: Secretary of the Ontario Municipal Board

TO: The Clerk of the Municipality of Gloucester

CITY OF GLOUCESTER
REGISTRAR
Corporation Services
LEGISLATIVE SERVICES
M. C. C. C.
APR 20 2001
+ cheque to M.C.C.C.
FILE #

ONTARIO MUNICIPAL BOARD

IN THE MATTER OF Section 34(19) of the Ontario Planning Act, R.S.O. 1990, c. P-13 and amendments thereto,

AND IN THE MATTER OF an appeal from the decision of the Corporation of the City of Gloucester in passing By-Law Number 222-557 of 2000 rezoning subjecting lands from "HR-holding residential" to "HCC (E14) - holding commercial community".

BETWEEN:

HONEY GABLES DEVELOPMENT ASSOCIATION

Appellants

and

**URBANDALE CORPORATION and
THE CORPORATION OF THE CITY OF GLOUCESTER**

Respondents

NOTICE OF APPEAL

TAKE NOTICE that the Appellants hereby appeal to the Ontario Municipal Board from the decision of the Corporation of the City of Gloucester dated March 28, 2000 passing By-Law Number 222-557 of 2000 under Section 34 of the *Planning Act*, and request that the said decision be reversed and the request by Urbandale Corporation for a zoning amendment to property located on the northeast quadrant of River Road and Armstrong Road in the City of Gloucester be refused.


THE GROUNDS FOR THE APPEAL ARE:

1. The counsel of the Corporation of the City of Gloucester ("counsel") erred in permitting rezoning which is conflict with Official Plan Amendment No. 3 and the Concept Plan adopted by the City of Gloucester in 1992.
2. Counsel erred in failing to acknowledge a major shortcoming of the River Road site for which there are no widenings proposed and has a preferred parkway status.
3. Counsel erred failing consider that the proposed commercial development was not compatible with waterfront parkland in close proximity to it.
4. Counsel erred in permitting the creation of a new neighbourhood commercial facility at River Road which will have a direct impact on the viability of planned commercial facilities at the Spratt Road site and the core area (town centre).
5. Counsel erred in failing to take into account the significant impact on the adjacent residential community and the evidence that the community was not in favour of the zoning amendment to commercial at this site since there already was a commercial site identified in the original Master Plan and the Official Plan amendment and Concept Plan at the Spratt Road site.

6. Appealing the By-Law will maintain the viability and integrity of the commercial core area, maintain the River Road as a "secondary" road for traffic purposes and will leave the subject site with greater compatibility with the adjacent Millenium Park west of River Road.
7. The amendment is neither desirable for the appropriate development or use of the land and does not maintain the general intent and purpose of the Official Plan, the Official Plan Amendment No. 3 and the Approved Concept Plan.

DATED at Ottawa this 14 day of April, 2000.

HONEY GABLES DEVELOPMENT ASSOCIATION
6 Honey Gables Dr.
Gloucester, Ontario
K1V 1H5


James Caldwell, President

TO: Secretary of the Ontario Municipal Board

TO: The Clerk of the Municipality of Gloucester

OLGA VOLK - FAX TRANSMISSION

March 27, 2000

Mayor Claudette Cain
City of Gloucester
1595 Telesat Court,
Gloucester, ON K1G 3V5
Phone : 748-4115 FAX : 748-4354

SUBJECT: COUNCIL MEETING AGENDA ITEM 12 A-- MARCH 28, 2000
FILE# DP146-38, Z-99-28-SU MARCH 1, 2000 - APPLICATION TO AMEND THE CITY OF GLOUCESTER
OFFICIAL PLAN AND ZONING BY-LAW BY URBANDALE CORP. AT THE NORTHEAST QUADRANT
OF ARMSTRONG ROAD(NEW ALIGNMENT) AND RIVER ROAD KNOWN AS PHASE UB2 IN THE
SOUTH URBAN COMMUNITY; (CONTACT: SANDRA CADOW, PLANNER, EXT. 4171)

Dear Your Worship,

I have been an "Owner in Common" with Mrs. Kustec and Mr. Jurinic since 1980 for the property listed on the City plan as 4410 River Road (2.22 acres). I would like to make this **NEW INFORMATION AVAILABLE** because it was not considered as part of the submissions made at the Planning Advisory Committee meeting of March 21, 2000 for the aforementioned application. I have forwarded this information to the appropriate persons at the City of Gloucester for council approval decisions at the Council Meeting of March 28, 2000 (see cc list).

I continue to not be in support of the change in zoning from HR to a commercial use (HCc) or the amendment to the official plan as listed in the information package file no. Z-99-28-SU for the following **new and undiscussed** reasons:

Looking ahead when the bridge is in place

1. The upcoming Strandherd and Armstrong Road bridge plans have incorporated into its design the compatibility of the Heritage designation of the Rideau River and the Scenic designation of River Road (see attached Environment Study Report - Rideau River Bridge--RMOC Nov 1997). The Regional Official Plan 6.9 part 3 - Development adjacent to Scenic Routes states that "When reviewing development proposals adjacent to Scenic Routes: c) comment on the design compatibility of adjacent developments and the protection of views to features and roadside vegetation along and beyond the right-of-way". The bridge design itself must conform to be an integral visual feature. This raises the following concerns :

- **IS COMMERCIAL COMMUNITY zoning APPROPRIATE GIVEN SCENIC ROUTE and HERITAGE DESIGNATION?**

The elevation of the River and Armstrong Roads intersection relative the bridge is higher than the bridge giving it a bird's eye view to the surrounding area - the bridge, the river and the proposed commercial development. It would be expected that the scope any development at the Armstrong and River Road

1451 GOTH AVENUE • GLOUCESTER, ON • K1T 1E3
PHONE: 613 521-3209 • FAX: 613 820-0748
• EMAIL: MELLOW@COMPMORE.NET

intersection would lend itself to tourist oriented services versus Urbandale's proposed mall with dental, dry cleaning and etc. services that service immediate community needs NOT the needs of the heritage or scenic designation. Immediate community services should continue to be serviced at Armstrong and Spratt Roads where they are currently zoned and planned for development and not here. Caution must be exercised due to the sensitivity of the Armstrong and River Road intersection as to its appropriate or allowable uses. Regional staff has assured me that this new concern is worthwhile reviewing and will considering it as part of their approval process.

2. Armstrong Road will become a 6-lane arterial road with speeds of 80km/h in the not so distant future. In March 1997, Urbandale corresponded with the RMOC with the following concerns (see attached correspondence) :

"4. The River and Armstrong intersection appears to be fully urbanized with medians and curbs. We would request that flexibility for median breaks"

And the Region replied :

"4. Median Break on Armstrong Road: We are not prepared to incorporate a median break on Armstrong Road in the design at this time. The issue of whether or not a median break will be permitted, for any commercial site, will be considered at the time of site plan approval". This raises the following concern :

• **WHAT IS THE LONG TERM VIABILITY OF THIS PROPOSED COMMERCIAL SITE?**

Although median breaks may be site plan specific if they are required for the success of the long-term use of the land then it is a planning issue. In the immediate term while the intersection is at its infancy, transportation issues are less complex although consideration of the opposite right-of-way from 4410 River Road still requires mitigation and must certainly be addressed. Once the bridge is built, the site will be land-locked due to its proximity to the Armstrong and River Road signalized intersection. The Region has already anticipated that median breaks will be dangerous or not advantageous and has therefore already made their intentions clear. Even if the developer proposes access only at River Road it will detract from the River Road parkway and in the long term be too close to the Armstrong and River Road intersection once again making it impractical and dangerous. I question the long-term viability of Commercial Community zoning at this intersection. Once again why re-zone when there is a site already at Spratt and Armstrong Roads that will meet the immediate and long term needs and requirements.

In closing, I would like to add that I am not opposed in general to Commercial development, however, this application I feel is not appropriate. In addition, I would also

MARCH 27, 2000

request that future correspondence on this subject be also directed to my home address since I do not reside at #4410 River Road. It is as follows:

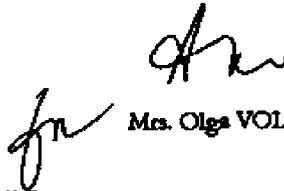
Mrs. Olga VOLK
1451 Goth Ave, Gloucester, ON. K1T 1E3
Phone : 613 521-3209

And to my daughter who has helped prepare and present this information and acts as my spokesperson :

Mrs. Anita Mellow
3013 Walter Street, Ottawa, ON. K2B 8C3
FAX : 613 820-0748 Phone : 613 820-4571 email : mellow@compmore.net

Should you have any questions regarding this submission my daughter, Anita Mellow (820-4571) or I would be happy to answer them

Sincerely,


Mrs. Olga VOLK

Cc:

Michelle Giroux, City Clerk, City of Gloucester FAX 748-4147
Councillor R. Denis, Chair of Planning Advisory Committee City of Gloucester FAX 748-4314
Councillor G. Barrett, City of Gloucester FAX 748-4314
Councillor K. Vowles, City of Gloucester FAX 748-4314
Councillor P. Clark, City of Gloucester FAX 748-4314
Councillor M. Denny, City of Gloucester FAX 748-4314
Councillor R. Bloess, City of Gloucester FAX 748-4314
Sandra Cardow, Planner, Community Development Dept, City of Gloucester FAX 748-4352
Myles Mahon, Planner Development Approvals Div, RMOC FAX 560-6006
Steve Lyon, Project Manager, Policy and Infrastructure Planning Div RMOC FAX 560-6006

Attachments: 9 pages as follows:

Regional Official Plan section 5.9 - scenic routes (p. 97-98)
RMOC Rideau River Bridge Environmental Study Report Addendum Nov 1997
Section 4.3 Heritage and Culture Rideau Waterway (p.27)
Section 4.4 Bridge Aesthetics and viewscape considerations (p.29)
Annex C - Agency and Public review table of contents
Annex C item C12 Urbandale Corp comments, 6 March 1997
Annex C- item C13 RMOC response to Urbandale Corp, 7 April 1997
Annex B- horizontal map of proposed Armstrong and River Rd.

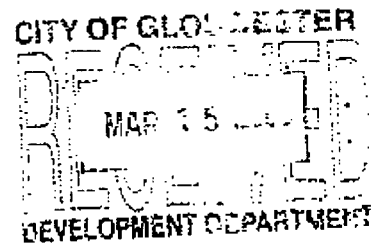
March 14, 2011

Alina Main
4623 Spratt Road
Gloucester, Ontario

City of Gloucester
1595 Telesat Court
Gloucester, Ontario
K3G 3V5

By Fax: 748-4352

Attention: Ms. Sandra Candow



Dear Ms. Candow:

Re: Application by Urbandale Corp. to amend the City of Gloucester's Official Plan

As a resident of the South Urban Community, I am writing to go on record as adamantly opposing the Application submitted by Urbandale to rezone certain lands in the South Urban Community from residential to commercial. This would clearly change the City of Gloucester's Official Plan that has been in effect since 1992 after millions of tax payers dollars were spent on the studies.

There is clearly no advantage, other than self gain for Urbandale, to rezone the said lands and as a matter of fact, there are clear disadvantages to the rezoning application submitted by Urbandale.

Yours truly,

A handwritten signature in cursive script that reads "Alina Main".

Alina Main

*Submission from
Nick Sala*

ADVERSE IMPACTS IF URBANDALE'S PROPOSED AMENDMENTS/REZONING OF LANDS FROM RESIDENTIAL TO COMMERCIAL AT RIVER RD./ARMSTRONG RD. ARE IMPLEMENTED, THUS SIGNIFICANTLY CHANGING THE OFFICIAL PLAN ADOPTED IN 1992

1. The report to the Planning Advisory Committee dated December 7, 1999, clearly indicated on page 549 (attached) that Option "B" (ie. Approval of the North portion) would delay the Town Centre.
2. River Road would see increased traffic flow and it was to remain a secondary road due to its incapability to handle larger volumes of traffic.
3. A commercial area in the North portion is clearly incompatible with the waterfront parkland, as identified in the December 7, 1999, report referenced above.
4. The December 7, 1999, report also indicates that a potential delay in the Spratt to Limebank extension exists if the North portion is approved.
5. It affects the viability of Spratt/Armstrong Roads commercial development and the commercial core area identified in the Official Plan adopted in 1992.
6. The Market Analysis, referred to in the above noted report, does not clearly demonstrate that the River Road sites are superior locations to the Spratt Road site; in fact the study acknowledges the major shortcoming of the River Road sites with respect to a preferred parkway status for River Road itself. In addition, no widenings are proposed to accommodate the increased volumes on River Road and as such traffic jams will result.
7. A transit station, high school, high density buildings, and institutional buildings are all planned around the Spratt Road site, as per the Official Plan adopted in 1992. Approval of the River Road sites would thus slow the commercial development of the Spratt Road site and result in untimely use of the remaining infrastructure planned around the Spratt Road site.

Millions of tax payers dollars were spent in developing the Official Plan adopted in 1992. With so many shortcomings of approving the North portion of the River Road sites, why is it even being considered ?

Our River Ridge South petition (attached), found that of the 146 residents surveyed, 122 of them (84%) prefer to have the shopping centre located at Spratt and Armstrong, and they furthermore oppose the rezoning of the lands at River Road and Armstrong Road from residential to commercial.

Our Honey Gables petition (attached), signed by over forty (40) residents clearly indicates that they also object to Urbandale's request. Only four (4) of the residents would not sign the petition. In summary, over 90% objected.

In general, amendments to official plans are typically implemented if advantages exist in doing so. There are clearly no advantages in amending the official plan in this case. In fact, there are definite disadvantages, as outlined above.

Staff believes that creating new neighbourhood commercial facilities at River Road has a direct impact on the viability of the Spratt Road site and the Core Area (Town Centre). Precisely because there are existing commercial facilities in the "Trade Area", the first commercial site (wherever it is located) will become the short term focal point of the SUC.

The Market Analysis has not clearly demonstrated that the River Road sites are superior locations to Spratt Road site; in fact, the study acknowledges the major shortcoming of the River Road sites with respect to a preferred parkway status for River Road itself. There are no widenings proposed to accommodate increased volumes of traffic.

Planning Committee has various options when reviewing these applications. Staff can put forward three options:

OPTION 1 - Refusal of commercial requests

OPTION 2 - Partial approval of the requests; potentially limited to just the north parcel

OPTION 3 - Approval of the requests

The impacts of each are highlighted below:

IMPACTS		
OPTION A - Refusal	OPTION B - Partial	OPTION C - Approval
<ul style="list-style-type: none"> - Concept Plan evolves as approved - maintains the viability and integrity of the commercial Core area - maintains River Road as a "secondary" road for traffic purposes - greater compatibility with adjacent Millennium Park west of River Road 	<ul style="list-style-type: none"> - delayed Town Centre - Spratt site to be redesignated from Commercial - increased traffic on River Rd - incompatible with waterfront parkland - viability of Spratt site in question - potential delay in Spratt to Limebank extension - greater impact on adjacent residential community 	<ul style="list-style-type: none"> - focus shifts Core Area away from Town Centre - reduces residential viability in neighbourhood 2 - Limebank n/s traffic spine further delayed - long-term road pattern altered - Spratt site to be redesignated from commercial to residential - increased traffic volume on River Road - impact on two adjacent residential areas (north) south of Armstrong Road

May 1, 2000

Sala Developments
P.O. Box 16039
Ottawa, Ontario
K2C 3S9

To Whom It May Concern:

**Re: Survey of River Ridge South Residents With Respect To The Application by
Urbandale Corp. to amend the City of Gloucester's Official Plan**

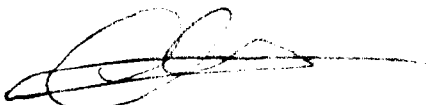
In response to the statements made by Susan Farley at the Planning Advisory Committee meeting of March 21, 2000, with respect to conducting a survey of the River Ridge South Community residents (not substantiated by a petition with signatures of the residents), Nick Sala of Sala Developments recently conducted a proper survey of the residents within the same community (River Ridge South).

The purpose of the survey was to establish what the community truly prefers. Our attached survey, with signatures of the residents, found that of the 146 residents surveyed, 122 of them (84%) prefer to have the shopping centre located at Spratt and Armstrong, and they furthermore oppose the rezoning of the lands at River Road and Armstrong Road from residential to commercial. This results, of this broad representative survey, indicate that a large majority of the residents of the River Ridge South Community would like to have the shopping centre located at Spratt and Armstrong and are opposed to rezoning the lands at River Road and Armstrong Road from residential to commercial.

These findings completely contradict those indicated by Susan Farley at the above noted meeting in which she suggested that over 50% of the residents favoured the new site and the remaining residents either had no preference or wanted matters left as originally shown in the City of Gloucester's Official Plan.

In light of the present factual findings, substantiated by the attached survey conducted by Sala Developments, we urge that this matter be closely reviewed and the committee's decision, to rezone the lands at River Road and Armstrong Road from residential to commercial, be overturned.

Yours truly,
SALA DEVELOPMENTS



Nick Sala
President

Encl.

NAME / SIGNATUREADDRESS

<u>NAME / SIGNATURE</u>	<u>ADDRESS</u>
J. Estrella	4450 Wildmint Sp
L. Burt	4450 Wildmint Sq
A. Clement	4446 Wildmint Sq
C. Blossman	" " "
James Reed	4400 Wildmint Sq
Paul Pagella	4436 Wildmint
Blithew	4428 Wildmint
John Anderson	4418 Wildmint Sq
Remy	4414 Wildmint Square
Bob Richardson	4404 Wildmint Sq
Peter Casey	4192 Owl Valley Dr.
J. DiGibio	4194 OWL VALLEY DR
Paul	4196 Owl Valley Drive
W. Wallcott	4198 OWL VALLEY DR.
S. Bellman	4220 Owl Valley PR.
D. Renwick	4244 owl valley Dr.
K. Whitley	4260 owl valley
S. Callahan	4270 owl valley Dr
C. Russett	4276 Owl Valley Dr.
C. Benware	4282 Owl Valley Dr.
K. Cook	4290 Owl Valley Dr.
D. Beech	- 4266 Owl Valley, Dr
D. Hurr	4288 Owl valley Dr
S. BISOTTI / Barotti	4300 OWL VALLEY DR.

NAME / SIGNATUREADDRESS

R. Kenny

4304 Owl Valley Dr.

L. LaBelle

4306 Owl Valley Dr.

A. BOUCHER

4212 Owl Valley Dr.

R. Hazara

4322 Owl Valley DR.

MAYAS JOHN. OHLSSON

4338 Owl Valley Dr.

L. Theriault

4329 Owl Valley Dr.

M. Gayer

4327 Owl Valley Dr.

Anne-Marie Tanguay

4317 Owl Valley Dr.

JEAN COUSINEAU

4305 Owl Valley Dr.

Paula El-Chaar

4303 OWL VALLEY DR

Angela ^{Tommy} Vanikiotis

4289 Owl Valley Dr.

PATRICK DEVINE

4279 Owl Valley Dr.

PAUL DAVIS

4237 Owl Valley DR

AL EDWARDS

4227 OWL VALLEY PK.

P. Dupont

4201 Owl Valley Dr.

M. Probst

4174 Owl Valley Dr.

S. Larp

4204 Owl Valley Dr.

Garnold

4206 Owl Valley Dr.

M. Erikson

4212 Owl Valley Dr.

Karen Mae Miller

4242 Owl Valley Pr

Chin Hindle

4248 Owl Valley Pr.

Stacey Blanchfield

4332 Owl Valley Dr.

Wignore

4210 Owl Valley Dr.

4246 Owl Valley Dr.

NAME / SIGNATUREADDRESS

<u>NAME / SIGNATURE</u>	<u>ADDRESS</u>
John Bay	4231 Owl Valley Dr
George Wong	4225 Owl Valley Dr
P. Arvesty	4189 Owl Valley Dr
R. KEMPEI	4357 Rain Forest DR.
D. Benning	4359 Rainforest DR
S. Kaur	4369 Rainforest Dr
E. CHAFFEY	4375 Rainforest DR.
D. GONZ	4383 RAINFOREST DR.
V. Duffy - Russia	4385 Rain forest Dr.
R. Pina	4385 Rainforest Dr
Jan Molesti	4387 Rainforest Dr.
David Keller	4389 Rainforest Dr.
Steve	4393 Rainforest Dr
Al Jones	4399 Rainforest Dr.
Logan	4405 RAINFOREST DR
Hakal	4407 RAINFOREST DR.
Barney	4411 " "
Nora Traxler	4419 RAINFOREST DR.
Sylvia Ungers	4431 Rainforest Dr.
Pete Haggett	4433 Rainforest Dr.
Mr & Mrs Kay Marshall	4435 Rainforest Dr
Constance	4441 Rainforest Dr.
Pam Reiden	4445 Rainforest Dr
James MacDonald	4449 Rain forest Dr

NAME / SIGNATURE

ADDRESS

Keenan Foisy

4453 Rainforest Dr.

Gregory Belinson

4457 Rainforest Dr.

Karen Jayant

4459 Rainforest Dr.

Judy Bantinghisa

4456 Rain Forest Dr

D. Peterson

4448 Rain Forest Drive

P+G Ling

4446 Rainforest Drive

P Conley

4444 Rainforest Dr.

S. Kaps

4416 Rainforest Dr.

M. Tellier

4380 Rainforest Dr.

Maria Agayby

4378 Rainforest Dr.

M. Helbert

4376 " " "

A. Jackson

4368 " " "

Paul Hupper

4366 " " "

NO Smith

4358 Rain Forest

BAH

4354 Rain Forest

J. Foley

4352 RAIN FOREST DR.

March 24, 2000

Sala Developments
P.O. Box 16039
Ottawa, Ontario
K2C 3S9

City of Gloucester
Mayor's Office
1595 Telesat Court
Gloucester, Ontario
K3G 3V5

By Fax: 748-4354

Attention: Ms. Claudette Cain, Mayor

Dear Ms. Cain:

Re: Application by Urbandale Corp. to amend the City of Gloucester's Official Plan

As you are likely aware, Sala Developments was present at the Official Public Meeting Held on March 21, 2000 at The City of Gloucester. The items of interest to Sala Developments pertained to the South Urban Community and Urbandale's application to amend the City of Gloucester's Official Plan.

We would like to reiterate that our comments/position, expressed at the meeting and in our Letters of Objection dated November 29, 1999, and March 16, 2000, remains unchanged and **we remain emphatically opposed to the proposed amendments to the City of Gloucester's Official Plan** in which Urbandale is proposing to have lands at River Road and Armstrong Road rezoned to commercial from their present residential zoning. We have attached a list of adverse impacts that will occur if Urbandale's proposal is implemented. Our comments essentially echo the report to the Planning Advisory Committee dated December 7, 1999, which for no apparent reason was significantly altered in the latest report.

It is important to note that the statements that Susan Farley made, at the above noted meeting, with respect to conducting a survey of nearby residents, were not substantiated by a petition with signatures of the residents and therefore should not be considered factual. In addition, the survey Susan Farley conducted basically asked if the nearby residents wanted a shopping centre sooner rather than later since she admittedly misled them by suggesting that the lands proposed by Urbandale (River Road and Armstrong Road) would be ready sooner than Spratt and Armstrong which is totally untrue.

Yours truly,
SALA DEVELOPMENTS



Nick Sala
President

c.c. City of Gloucester

Mr. R. Danis	(748-4314)
Mr. M. Denny	(748-4314)
Mr. R. Bloess	(748-4314)
Mr. K. Vowles	(748-4314)
Ms. P. Clark	(748-4314)
Mr. G. Barrett	(748-4314)
Ms. Sandra Candow	(748-4352)

March 17, 2000

City of Gloucester
1596 Telesat Court
Gloucester, Ontario
K3G 3V5

By Fax: 748-4352

Attention: Ms. Sandra Candow

Dear Ms. Candow:

Re: Application by Urbandale Corp. to amend the City of Gloucester's Official Plan

As a resident of the Honey Gables Development Assn., I am Signing this Petition to go on record as adamantly opposing the Application submitted by Urbandale to rezone certain lands near the corner of River Road and Armstrong Road in the South Urban Community from residential to commercial. This would clearly change the City of Gloucester's Official Plan that has been in effect since 1992 after approximately \$3,000,000,00 of tax payers dollars were spent on the studies.

There is clearly no advantage, other than self gain for Urbandale, to rezone the said lands and, as a matter of fact, there are clear disadvantages to the rezoning application submitted by Urbandale.

Yours truly,

Therese (T. Meyerhof)

1 Honey Gables Drive

Robert Smith SMITH

10 Honey Gables Dr.

Jan Enstrom ENSTROM

14 Honey Gables Dr.

Margaret Burke BURKE

26 HONEY GABLES DR

Stolee STOLEE

27 Honey Gables Dr

Gionilda Stolee STOLEE 27 Honey Gables Drive

Robert McLean MCLEAN

31 HONEY GABLES DR.

Reynolds

76 Rueburn Drive

Robert Lagace (BARAGAR) 64 Ryeburn Drive Glouce

Dwight Buragan BARAGAR 64 Ryburn 11 11

E Kuske 60 RYEBURN DRIVE GLOUCE

JOHN ANDERSON 56, RYEBURN DR. GLOUCE

Beryl P Sheridan Sheridan 48 Ryeburn Dr. Gloucester

Michael Gough 40 Ryburn Gloucester

Jim Caldwell 6 HONEY GABLES DR.

RENATA BIASI 20 RYEBURN DR.

Diane Freese 21 RYEBURN DR.

Elspeth ~~Blain~~ Blandin 8 Ryeburn Dr.

LISA WHITING 3 RYEBURN DR.

Chas Steward 5 Ryburn Dr.

Oliver Vison 5 Little Rd.

John 3 LITTLE RD.

GARY GANNON 16 LITTLE RD.

Peter Ault AULT 18 Honey Gables

Barbara Stinson STINSON 2 Honey Gables Dr.

Jean-C Loonisse 2 Honey Gables Dr.

9 + 11 11 11 11

Robert Higham

4182 River Rd.

Issabelle Conroy

4174 River Rd

CLIFFORD CONROY

same River Rd.

Brian Vasic VASIC

22 Honey Gables Dr.

[Signature] GREVIER

52 RYE BURN

Monie MISZKIEL

44 RYEBURN DR.

Heather Gulyas

39 Ryeburn Drive

Mary Richardson

22 Honey Gables Dr.

[Signature]

A LITTLE ROAD

Gandry

13 Little Rd.

[Signature]

4154 River Rd.

PF Seaman

68 Ryeburn Dr.

HONEY GABLES SUBMISSION TO REGIONAL COUNCIL REGARDING AMENDMENT 31 TO CITY OF GLOUCESTER OFFICIAL PLAN

General Statement

Our concerns about Amendment 31 to the Gloucester official plan to enlarge and redesignate as Neighbourhood Commercial the small (0.28 ha) Highway Commercial zone at the NE corner of Armstrong-River Road intersection were addressed and rationalized by regional planning staff and rejected. Their recommendation is that the amendment proceed.

We would like to respond to these assessments which seem to us to be more reflective of the developers position than of an objective consideration of the points that were raised by ourselves and other interveners. The most important of these concerns from our point of view are the following:

1. The Commercialization of River Road.

The southern part of the Ottawa region is not overly endowed with natural beauty with the exception of the Rideau River corridor which includes a heritage river and a lovely scenic drive, River Road, wisely designated as such in the Regional Plan of 1992. Given this context we do expect that preservation of the scenic designation should have priority along this route over commercial development except for minor motor-related properties such as gasoline stations. The amendment proposes a commercial establishment of an entirely different class; a development of 125 000 sq. ft. of commercial space. Moreover, the marketing study upon which this amendment is based recommends a similar-sized commercial property be established on the opposite corner of Armstrong and River Road. (We can be sure that this will be part of some future proposed amendment and having already lost our innocence in regard to commercialization of River Road, would be difficult to resist.) These are not small developments. An analogous situation would be that at the corner of Bank Street and Hunt Club Road where South Gate of 100 000 sq. ft. of commercial space opposes Town Gate of 85 000 sq. ft. on the other side of Bank Street. In no respect could this urban conglomeration qualify Hunt Club road as a "scenic drive". Nor could River Road survive as a scenic drive if this type of development proceeds.

Planning staff have discounted the impact of the proposed developments on the scenic quality of River Road with the statement "...the intent of the scenic drive designation is not to limit the use of land but to ensure that when development applications are reviewed the issue of aesthetics are addressed." By aesthetics are meant such window dressing techniques as berms and bushes which, even if adequately maintained and many are not, are mostly a pathetic screening that fools no one. South Gate, which is "screened" from Bank Street by just such a device is an example of the inadequacy of such props. We have a responsibility to protect what natural beauty we have been fortunate enough to inherit and must consider very seriously proposals that are anathema to its preservation. The amendment proposed is not driven by any great necessity and hardly warrents the risk to our natural environment that it represents. The justification by City of Gloucester staff that "redesignation of the site residential to commercial is necessary to meet long term commercial demands of this growing community" ignores the availability of the yet undeveloped commercial sites, Spratt Road and Town Core" which can surely be modified in time to meet these demands when and if they appear.

2. Traffic Concerns

The Regional Plan envisages River Road as a 2-lane route as befits its designation of scenic drive. With the new South Urban developments its capacity is even now strained at certain times of the day, particularly rush hours. Accordingly, the opening of a shopping complex at Armstrong and River Road can not help but aggravate the traffic situation, possibly to the point of intolerance, and will almost certainly bring pressure on the municipality to upgrade it to a 4-lane route.

Planning staff rely upon a traffic impact study submitted by Urbandale to discount our concerns about the effect of the shopping complexes on traffic volumes. According to this study, increase of traffic volumes on River Road attributable to the Rideau-Armstrong commercial node will be only 5% by 2008 (20 -30 vehicles/hour/direction). The study is arcane and rather difficult to analyze in detail but does not seem to address the problem of the impact of such a traffic node, with its complex turning and shopping centre access arrangements, on the back-up and through flow patterns of traffic on River Road. Judging from similar traffic nodes elsewhere, the effect is probably not negligible. The study also considers that only 30% of the shopping complex traffic will be from River Road; the rest will be from Armstrong Road. This seems hardly credible given that Armstrong Road would be the most direct route for homeward-bound traffic from the city in the afternoon. If indeed, the bulk of predicted traffic for this shopping centre is from Armstrong Road, why the Spratt Road location, which is a kilometre to the east on Armstrong Road, would not be the preferred location for commercial development. However, in view of our own personal experience of traffic volumes increases on River Road related to the South Urban Community, it is difficult to have confidence in the prediction that this major commercial complex will have negligible effect on River Road traffic.

3. Relation to Road -Widening Assessment Study

A study, currently in progress, to assess the traffic demands of the South Urban Community and Manotick must be of considerable relevance to the question of location of commercial centres to serve the South Urban Community. Since the purpose of the study is to identify the principal routes serving both the South Urban Community and Manotick area, with a view to widening the primary roadways, any decision on the location of a major commercial centre at Armstrong and River Road seems premature. The study is not to be completed until spring of 2001. It would seem to us that it would be prudent, therefore, to postpone any final decision on the River Road commercial centre until this study is available.

Concluding Statement.

The River Road has been designated in Regional Plans as a scenic drive. To date it is free of major commercial establishments which, in itself, is a gift that we probably owe more to lack of opportunity than to wise development strategies. However, the Regional Plan of 1992 does recognize its value in this respect and ties it to a designation that we assume was meant to be protective. Amendment 31 is the first assault on that protective status and is a test of the public will to retain the Rideau River corridor in something of a natural state. A major shopping complex such as is envisaged in Amendment 31 is entirely inconsistent with the objective of retaining River Road as a scenic drive. No amount of contrived screening, such as berms and shrubbery, is going to mitigate the commercial presence, which is anything but an enhancement in this setting. Moreover, there is no real necessity for a shopping centre in this locality. Even if additional

capacity is eventually necessary to serve the growing community, surely there will be time to redesign the other commercial centres to accommodate the demand. Even the location of this development, at the extreme western limit of the community, is hardly convenient, especially if the bulk of incoming customer traffic is expected to originate from the east as identified in the traffic study. We recommend that the request for Amendment 31 be denied on the grounds that it serves little purpose that can not be achieved by the other commercial centres identified in the Concept Plan, and that it is entirely inappropriate to the designation of River Road as a scenic drive.

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CITY OF GLOUCESTER OFFICIAL PLAN AMENDMENT 31 -
REQUEST BY URBANDALE CORPORATION FOR COMMERCIAL
USE AT THE NORTHEAST QUADRANT OF RIVER ROAD AND
ARMSTRONG ROAD IN THE SOUTH URBAN CENTRE

- *Deferred from Planning and Environment Committee meeting of
23 May 2000*
- Planning and Development Approvals Commissioner's report
dated 16 May 2000

Nick Tunnacliffe, Commissioner, Planning and Development Approvals Department, introduced Myles Mahon, Planner, Development Approvals Division, Planning and Development Approvals Department, who provided the Committee with a brief overview of the staff report.

Committee then heard from the following public delegations:

David Dwoskin, Radnoff Pearl; solicitor for Sala Developments, indicated his client had four specific objections to Local Official Plan Amendment 31. Firstly, he referred to the original concept plan adopted in 1992 (LOPA 3) (to which Urbandale was a major contributor) and noted much time and money went into that plan. All of the development that has come since 1992, has followed the concept plan. He felt there were no reasons to justify not following the concept plan and suggested if there was going to be a system that respects planning, it should be used.

Mr. Dwoskin then addressed his second objection. He referred to a City of Gloucester Planning Department staff report dated 7 December 1999 and noted it provided the history of the concept plan, examined the retail market analysis (submitted by the applicant, Urbandale) and recommended the application and zoning not be approved. Mr. Dwoskin advised in the report staff offered the opinion that Urbandale's request to locate a 10 hectare commercial site at River Road had implications on all the previously approved infrastructure. As well, it would impact the viability of the Spratt Road commercial site as they felt the first commercial site would become the short term focal point of the SUC. Further, the staff report pointed out the market analysis had not clearly demonstrated the River Road site was a superior location to the Spratt Road site and in fact, noted the study acknowledged major shortcomings of the River Road site with respect to a preferred parkway status for River Road. Mr. Dwoskin opined that nothing had changed between December 1999 and the present, to warrant approval of this application. He said although the applicant was now only seeking to approve half of development, he offered the opinion that if this were approved, the applicant would then seek to approve to develop the other half of the parcel.

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With respect to his third point, Mr. Dwoskin noted Sala Developments has proprietary interests in this matter as it has property at the Armstrong/Spratt intersection - the Town Centre lands. This area was designated as Neighbourhood Commercial in September 1992. The speaker noted if the applicant's amendment is accepted, it will affect the viability and value of that commercial site and in his opinion, it would totally sterilize that commercial site, as the first site will be the only focus for the foreseeable future and no market analysis can honestly say otherwise.

Speaking to his fourth and final point, Mr. Dwoskin noted the concept plan deliberately places all commercial sites away from River Road, the Rideau River and the planned park system. He questioned why the City and Region would even consider introducing the traffic, noise, air pollution, visual pollution, light pollution and all of the incompatible commercial activity to this neighbourhood on River Road. Mr. Dwoskin offered that River Road would be unable to accommodate all of the additional traffic without being widened.

In conclusion, Mr. Dwoskin stated that what was being proposed was simply bad planning. He said clearly it is not desirable or appropriate development of the site and does not maintain the general intent and purpose of the Official Plan as amended.

Chair Hunter noted one of the things the Planning and Environment Committee must do is ensure that Local Official Plan Amendments respect the Regional Official Plan. He asked the delegation if he had any arguments that would suggest that there is anything in this application that offends the Regional Official Plan. Mr. Dwoskin said the General Urban area is a fairly general designation and includes what is being sought here, however, that does not make it good planning.

Chair Hunter stated at the present time, the two tier local planning leaves responsibility for the details to the local municipality, as long as they do not offend the Regional Official Plan. Mr. Dwoskin offered there is no compelling reason why the local official plan ought to be amended. There should be an onus on the developer to convince the Region on a balance of probability, that this is good planning and it needs to be done.

Councillor Legendre noted in the second half of the background discussion on page 3 of the Agenda, there is a small paragraph that says "the approved concept plan identifies small highway commercial site in this area. Urbandale has indicated they see limited market demand for small scattered development sites and therefore would like to consolidate all of the proposed highway commercial areas into a large expanded commercial site at Armstrong and River Roads." He said he took this to mean there were commercial sites scattered along River Road,

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however, he said he is hearing today it is along Armstrong Road that those scattered sites were located.

Mr. Mahon advised that presently in the Gloucester concept plan for the south urban community, there is a small highway commercial site at this location. This is an expansion of the highway commercial to a larger site which would allow a larger shopping facility.

Councillor Legendre said in light of the future bridge crossing at this point, this site would not be terribly good for residential purposes. Mr. Mahon noted the small highway commercial designation conforms to the residential designation in the Gloucester Official Plan but to increase the size of it to the commercial facilities that are being proposed, an Official Plan Amendment is needed.

Councillor Legendre then had further questions with respect to the consolidation referred to in the staff report. He asked where the other sites are that are being consolidated to this particular site. Mr. Mahon advised that the rationale for this statement came from the City of Gloucester. He said he was not sure if there were any other sites being deleted. Mr. Tunnacliffe suggested the City of Gloucester representative present could speak to this.

Nick Sala provided Committee with a written submission and noted it included an excerpt from the City of Gloucester Planning report referred to by Mr. Dwoskin. He noted this report referred to an Option 2, which was partial approval of the requests, limiting development to the north parcel, which is what Urbandale is presently applying for. The report indicated seven shortcomings in approving it, including: it would delay the town centre; River Road would see increased traffic flow; it would be incompatible with waterfront parkland; a potential delay in the Spratt-Limebank extension exists if the north portion is approved; and, the viability of the Spratt/Armstrong Roads commercial development.

Mr. Sala stated the present residential community cannot handle two commercial sites and the market analysis clearly indicated the shortcomings of approving this development. He noted a transit station, high school and high density institutional buildings are all planned around the Spratt Road site as per the Official Plan adopted in 1992. Approval of the River Road site would slow the commercial development of the Spratt Road and result in untimely use of the infrastructure planned around the Spratt Road site. The speaker said that nothing had changed since the December 1999 report.

As a voice for local residents, Mr. Sala advised he undertook two petitions in the River Ridge and the Honey Gables communities, which were attached to his submission. In the River Ridge petition, of the 146 residents he was able to survey, 122 of them (84%) preferred to have the

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shopping centre at Spratt and Armstrong Road and they opposed the rezoning of the lands at River Road and Armstrong Road from residential to commercial. The Honey Gables petition was signed by over 40 residents who clearly indicated they also objected to Urbandale's request and only four of the residents would not sign the petition (90% objected).

In concluding his presentation, Mr. Sala stated he felt it important to consider what the local residents want. He said nothing had been presented to them to indicate anything but objection by local residents to these changes. He said he understood that amendments to official plans were typically implemented if there was an advantage or a significant change that required an amendment; there has nothing been shown to this effect and in fact, everything has been shown to the contrary.

Chair Hunter noted the River Ridge petition stated "there are definite disadvantages in rezoning the lands at River Road and Armstrong Road from residential to commercial". He said it was his understanding the concept plan identified a small highway commercial site in this area. Therefore it would be a matter of changing from Highway Commercial to Neighbourhood Commercial rather than residential to commercial. Mr. Sala stated he believed that a portion of it was highway commercial, but there was also some residential.

Peter Burns, on behalf of Urbandale Corporation, indicated his support for the staff recommendation. He noted in 1991, the planning for this area was undertaken by John Bousefield and Associates, Toronto and mostly paid for by the landowners, not the City of Gloucester. He noted the Bousefield firm supports this amendment in view of changing shopping habits and the increased population for this area, compared to 1991.

Mr. Burns noted it is the contention of Sala Developments that the commercial designation on Spratt Road south of Armstrong should be developed instead. These lands are owned approximately 1/3 by Sala and 2/3 by Urbandale and he said Urbandale is not abandoning the Spratt Road site but consider it to be premature at this time. He pointed out it is south of the present residential development, it has no frontage on Armstrong Road and there are no services south of Armstrong Road. The cost of extending services would be about \$800,000 and would serve no other immediate use.

The speaker advised there are currently about 650 homes in Riverside South and the lack of commercial facilities such as shopping, services and health facilities are of concern to residents. There was a door to door poll conducted by the Riverside South Community Association (which does not include the Honey Gables Association), and this produced a majority vote in favour of proceeding with the proposed plaza. This was reported at the Gloucester Public meeting by the president of that community association.

With respect to the traffic increase on River Road, Mr. Burns stated there is a requirement by the Region that the entrance to Riverside South from River Road be closed when 1,200 homes have been constructed, then the Riverside South residents will access the commercial site by means of internal roads to Armstrong Road, turn right and enter the plaza. He advised a study by Dillon Consulting for this site only, which updates study referred to in the staff report, shows additional traffic along River Road of approximately 10 to 25 vehicles per hour, an increase of 3%.

Mr. Burns noted one of the criticisms voiced is that the plaza should not be located across from parkland. He pointed out, to enhance the development of Riverside South, Richcraft and Urbandale dedicated for park purposes, valuable river front lands on the west side of River Road and is negotiating with Harvest House at the corner. On completion, Richcraft and Urbandale will have facilitated open space from Armstrong Road for a distance northerly of about 750 meters. He felt it was rather ironic that their efforts in creating this greenspace, were now being used against them in opposing the plaza. It is Urbandale's contention that a development of an architecturally controlled plaza with extensive landscaping along the street frontage, built by the developers of all the lands, will provide a more interesting approach to Riverside South than a continuous sound wall along the frontages of both River Road and Armstrong Road, which would be the case if it were housing.

Councillor Legendre referring to comments made by a previous delegation, asked Mr. Burns to comment on what has changed since the December 1999 report from Gloucester staff. Mr. Burns noted Urbandale's original application, based on the recommendations of the commercial consultant, looked at both corners (i.e. the south side of Armstrong as well as the north) along River Road (the south side being of roughly equal size to the north side). He explained it did not make sense to look at the south side of River Road so early, when there is currently nothing there. Urbandale changed its application with no reference to the south side, which then produced the new look by Gloucester and their current recommendation, following a thorough public consultation process.

Councillor Legendre asked the delegation to comment on the phrase in the report with respect to the consolidation of all proposed highway commercial. He questioned where the other areas currently are that will disappear.

Mr. Burns stated he had originally referred to the consolidation of this corner with the highway commercial and the plaza and this perhaps caused confusion. There are no other commercial sites that are being withdrawn. Since the 1992 study, the Region approved increased

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population for this area and the commercial consultant is of the opinion that this development, plus everything that is already in the Official Plan, is needed.

Councillor Beamish stated it was his belief the first speaker was questioning what had changed since the concept plan was done in 1992. The Councillor pointed out that when the concept plan was approved in 1992, no alignment was chosen at that time for a bridge crossing. Because of that, there was no alignment for the intersection of Armstrong and River Roads, which was redeveloped and constructed last summer. There was no opportunity to do commercial development at that intersection at that time or for it to even be identified as commercial development.

Councillor van den Ham noted Mr. Burns had indicated there are currently 650 homes in Riverside South. He questioned if the area on the map shown as residential and backing onto Armstrong Road, was built yet. Mr. Burns advised the homes were not yet built. He noted Urbandale started at the north on the boundary between Urbandale's lands and Richcrafts, and were working south towards Armstrong Road along River Road.

Councillor van den Ham stated he asked the question because he wanted to put the petition into perspective as it relates the residential development there now.

Carlo Chiarelli indicated he was speaking on behalf of Franco and Yolanda Berardini. Mr. Chiarelli conveyed Mr. and Mrs. Berardini's objection to the application, noting it was based on two reasons. First, they are very concerned about the anticipated increase in traffic in the area and especially on River Road. It was their understanding the City of Gloucester wanted to avoid such a situation. Mr. Chiarelli advised Mr. and Mrs. Berardini also had concerns about the aesthetic impact this development would have. They feel the commercial development would not be compatible with the waterfront parkland and would change the nature of River Road, which was intended to be a scenic parkway.

Robert Baragar, speaking on behalf of the Honey Gables Community Association. A copy of Mr. Baragar's presentation is held on file with the Regional Clerk. Mr. Baragar indicated his group had three concerns: the commercialization of River Road; traffic concerns; and, why this amendment would not be postponed, pending the results of the study to assess the traffic demands of the South Urban Community as well as Manotick, expected to be completed next April.

Mr. Baragar then expanded on the Community Association's concerns. With respect to the commercialization of River Road, he noted the southern part of the Region is not overly endowed with beauty, save and except for Rideau River corridor. He felt the preservation of

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the heritage river and scenic drive would have a higher priority than development. He noted the original designation of Highway Commercial would have allowed a gas station whereas, what is being proposed is 125,000 sq. feet of commercial space, which he compared to commercial developments at Bank Street and Hunt Club Road. Mr. Baragar felt that aesthetic techniques such as berms and bushes would not be sufficient to screen the development. Further, he felt the amendment was not driven by any great necessity, that would warrant such a risk to the natural environment.

With respect to the Association's traffic concerns, Mr. Baragar noted the Regional Official Plan envisages River Road as a two lane scenic drive. He said currently there are times during the day when River Road is at capacity and he felt that proposed commercial development at Armstrong and River Roads would almost certainly bring pressure on the municipality to upgrade River Road to a four lane route. Mr. Baragar discounted the traffic impact study submitted by Urbandale, noting it was difficult to have confidence in the prediction that this major commercial complex will have negligible effect on River Road traffic.

Mr. Baragar went on to note there is currently a traffic study being conducted to assess the traffic demands of the South Urban Community and Manotick. He advised the purpose of the study was to identify the principal routes serving both the South Urban Community and Manotick area, with a view to widening the primary roadways. In light of this, Mr. Baragar opined any decision on the location of a major commercial centre at Armstrong and River Roads in advance of the completion of this study, would be premature.

Councillor Beamish questioned if the Association's concerns were more with through-traffic (e.g. from Osgoode and Manotick) or from traffic generated from within new community. Mr. Baragar said he did not think the study made this distinction. The fact the study estimates most of the traffic comes from the east, means they expect most of the traffic to come from within the community or from homeward-bound traffic that by-pass the community and come around to Armstrong Road and up to the shopping plaza. He said it does not seem realistic that people will do this, rather it is more likely people would use River Road.

Councillor Beamish suggested this commercial development would reduce traffic in front of the Honey Gables development, which is currently a problem. Mr. Baragar disagreed, saying he felt it would increase traffic. He said the shortest route from Ottawa, south to Honey Gables, would be along River Road and further, it would be the most likely route for anyone going to the shopping centre.

Grant Lindsay, Planner Director, City of Gloucester. Referencing concerns raised by delegations with respect to what had changed from the time the City's report was done

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December 1999 and the report done in March 2000, Mr. Lindsay said it was really due in part to the public participation, as requested by the ward councillor. The second reason was that the application itself significantly changed, as the original submission was an application for commercial development on both sides of Armstrong Road, immediately east of River Road.

Mr. Lindsay noted when City staff reviewed the original submission, it was determined that this extent of commercial development was deemed premature, particularly the lands south of Armstrong Road. There was not a consistent servicing strategy and no clear delineation of subdivision development south of Armstrong Road. The applicant was informed of this and in conjunction with the concerns raised at the 7 December meeting, chose to then modify their application.

The speaker went on to address what has changed since Official Plan Amendment 3 was done in 1992. He said the most significant change was the Regional Official Plan completed in 1997, which increased the number of dwelling units available to the Gloucester portion of the South Urban Community (SUC). It went from approximately 11,000 dwelling units to 14,500 dwelling units as a potential for development in the SUC. This inspired the major land owners to go back and reevaluate some of the conclusions they had made and agreed to 1992/1993 as it related to commercial development. As well, Mr. Lindsay offered that commercial development and the patterns for development have changed over last ten years, moving in the direction of larger commercial envelopes. These were some of the reasons why Gloucester supported the amended application.

With respect to concerns expressed regarding public consultation, Mr. Lindsay advised there were three public meetings held. Two were to meet the requirements of the Planning Act and one was an informal public information meeting conducted and hosted by the ward councillor for the area, Councillor Barrett. He noted at the meeting attended by 75 to 100 people, there was considerable support for this proposal.

Addressing the issue of traffic implications on River Road, Mr. Lindsay stated Gloucester staff had similar concerns when they looked at this proposal, however, they were satisfied these concerns were being adequately addressed in the traffic study. He noted they were reserving final judgment until the site plan is submitted. With regard to the aesthetics, the speaker agreed River Road was not intended to be a major arterial to service the SUC. He said in the original study, Spratt Road would be built and developed and extended through to Limebank Road and Limebank Road would then be widened to accommodate the major north/south traffic flow. Mr. Lindsay pointed out that when the threshold of 1,200 building permits issued, the access onto River Road will be closed.

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With leave of the Committee, Mr. Sala addressed a point raised by Mr. Lindsay, with respect to the two reports, one from December 7, 1999 and the other from March 2000. He said several speakers had indicated the major difference between the reports was that Urbandale had revised their application to include only the north portion. Mr. Sala pointed out in the December 7, 1999 report there was an Option B, which was consideration of approving only the north portion.

Chair Hunter asked if Mr. Sala was saying that both options were presented and rejected. Mr. Sala confirmed this, noting there was no approval for this second option at that time.

Councillor Legendre asked that Mr. Lindsay respond to the point raised by Mr. Sala. Mr. Lindsay replied that he had instructed his staff to provide alternatives to the Gloucester Planning Committee for their consideration with respect to how to deal with this amendment. They provided three options: one being full approval, one being full rejection and the third option was consideration of just the north piece and whether or not it should be approved. With the information they had in December 1999, the conclusion was that it was not appropriate at that time to approve the amendment because basic requirements were missing (e.g. the traffic study, the marketing analysis, etc.). In addition, the City did not have a clear indication from the public as to what they would prefer for that area. For this reason, the ward councillor requested deferral of the item. Mr. Lindsay noted once the additional information was reviewed, the staff recommendation changed to support approval of the north piece.

Referring to the document provided by Mr. Sala, Councillor Legendre noted the Gloucester staff report from December 1999, lists the possible impacts of Option B. He asked Mr. Lindsay to address the components that he had not addressed in his presentation. With respect to a delayed Town Centre, Mr. Lindsay said Gloucester had to be convinced there was enough market potential for all and this information was received after the December 1999 meeting. The second impact was that the Spratt site would be redesignated from Commercial and Mr. Lindsay explained that one of the options was that if the commercial component was going to be located on the Armstrong/ River Road location, consideration of removing the commercial designation at the Spratt Road site. The conclusion Gloucester came to was that it was not necessary as both will be viable in the future.

Having heard from all public delegations, the matter returned to Committee.

Councillor Beamish advised he would be supporting the staff recommendation. He said there was nothing compelling to suggest it should not be supported and in fact, he felt the subtext read that one landowner was going to be disadvantaged from his plans of developing at a future time. The Councillor noted the site is going to be a major intersection at some point in the future with

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the bridge crossing that will take place as an extension of Armstrong Road across to Strandherd on the Nepean side of the River and it is a logical site for commercial development. He said he could not see any reason why it should not be approved. Councillor Beamish pointed out the zoning for the area is already going to be before the Ontario Municipal Board and it is likely that whatever decision the Region makes, the whole matter will be before the OMB in event, so it would be best if it could all be dealt with at the same time.

Councillor van den Ham indicated he too would be supporting the staff report. He said he really did not see any violation of the ROP in this. He agreed with Councillor Beamish's viewpoint that the objection was based on competition. The Councillor said he was unsure as to how much government should be involved in determining who should build what commercial site and perhaps it is best left to the market place to decide. Councillor van den Ham stated he felt Gloucester had done its job in determining that there is market potential for both sites and he said he would support the staff recommendation on that basis.

Chair Hunter thanked the delegations for making representations on both sides of the issue and stated both were worthy positions. He said unfortunately it is clear the matter will be fought out at the OMB.

The Chair stated he could not see that this Amendment offended the Regional Official Plan in any respect (e.g. not in land use, traffic, etc.). He noted the proposed development is not of a size to be a destination market area, but rather a local service market area and it would be an enhancement to the community overall. He said he could find nothing to rule the Gloucester decision out of order and would therefore be supporting the staff recommendation.

The committee then considered the staff recommendation.

That the Planning and Environment Committee recommend that Council approve Gloucester Official Plan Amendment 31 and request the Regional Clerk to issue the 'Notice of Decision' attached as Annex A.

CARRIED