



OTTAWA CITY COUNCIL

Wednesday, 22 January 2014, 10:00 a.m.

Andrew S. Haydon Hall, 110 Laurier Avenue West

MINUTES 68

Note: Please note that the Minutes are to be considered DRAFT until confirmed by Council.

The Council of the City of Ottawa met at Andrew S. Haydon Hall, 110 Laurier Avenue West, Ottawa, on Wednesday, 22 January 2014 beginning at 10:00 a.m.

The Mayor, Jim Watson, presided and led Council in prayer.

NATIONAL ANTHEM

The national anthem was performed by the St. Gabriel School Choir.

ANNOUNCEMENTS/CEREMONIAL ACTIVITIES

RECOGNITION - MAYOR'S CITY BUILDER AWARD

Mayor Jim Watson and Councillor Stephen Blais presented the Mayor's City Builder Award to Ms. Nicole Fortier for her outstanding service to Ottawa's francophone community in helping to found the Mouvement d'implication francophone d'Orléans (MIFO) and serving as president of la Société franco-ontarienne du patrimoine et l'histoire d'Orléans (SFOPHO).

PRESENTATION - OTTAWA GLOUCESTER SOCCER CLUB CELTIC MEN'S TEAM DAY PROCLAMATION

Mayor Jim Watson and Councillors Rainer Bloess, Bob Monette and Tim Tierney presented Matthew Williams, Head Coach and Team Manager, Ian Feris, Club President, Martin Tomkin, Club Chairman (Acting) and the entire Ottawa Gloucester Soccer Club Celtic Men's Team with a proclamation, declaring January 22, 2014 as Ottawa Gloucester Soccer Club Celtic Men's Team Day in Ottawa.

ROLL CALL

ALL MEMBERS WERE PRESENT.

STATE OF THE CITY ADDRESS – MAYOR WATSON

MOTION NO. 68/1

Moved by Councillor M. McRae

Seconded by Councillor K. Hobbs

BE IT RESOLVED that the Mayor's remarks given at the City Council Meeting of

22 January 2014 be printed in the Minutes of today's Council meeting.

CARRIED

[CHECK AGAINST DELIVERY]

Good morning and Happy New Year.

This morning, I want to speak about where we've been, where we are, and where we're going as a city. Because what takes place at City Hall this year will be a direct result of the actions we've taken around this table over the last three years. And when you look back, those actions have been substantial.

Each and every day, this Council is showing that we're focused on more than just talk. We're focused on action. And in Ottawa, we have acted decisively. Four years ago, our residents didn't see themselves in City Hall. When they looked at City Hall, it was a building that you only visited when you had to pay a parking ticket. So, we changed that. We added the Barbara Ann Scott Gallery and the Ottawa Sports Hall of Fame. We have the Rink of Dreams, which was a great community gift from the Ottawa Senators Foundation. Last month, we opened the beautiful new Karsh Masson Gallery and worked even harder to make City Hall more of a people place. I'm pleased to report that in 2013, compared to 2012, the number of festivals and activities at City Hall more than doubled – from 77 to 179.

We've also opened up City Hall to the public eye as well. We didn't wait for a scandal to put in place the most comprehensive integrity package in all of Ontario. We were proactive and put our expenses online, launched a lobbyist registry and a gift registry, and hired an Integrity Commissioner. We opened up citizen representation on the public health board, the Transit Commission, and the Built Heritage Sub-Committee. We've also taken action where there has been inaction in the past.

Three years ago, when residents looked at major city-building projects like LRT and Lansdowne, they didn't have the confidence that they'd ever see them built in their lifetime. We changed that too. We made progress on these fronts, and so many others, because residents expected more from their City Council. They expected us to put together a clear agenda... And to work together in finding common ground. So we did. And we delivered. ...2013 was a year of action. And 2014 will be a year of progress.

Our city is in a period of unprecedented change. This year, it will take focus, steady

hands, and hard work to ensure we continue making progress. There will be much debate and discussion outside the walls of this place, as there should be. Our city and our democracy are made stronger by healthy conversations over the direction we should take together. But inside these walls, it is now more important than ever that we continue with the same stability and certainty that residents have come to expect from us. And that means delivering on our commitments for the 312 days remaining in our mandate. One of those commitments comes from the very successful Planning Summit we hosted less than two years ago. At that event, I committed to putting before City Council an official plan that promoted certainty and predictability for both communities and the development industry. The Planning Committee, under the leadership of Councillor Peter Hume, did just that. Our newly minted Official Plan – all of its words, schedules and appendices – embody certainty and predictability. These central themes were unanimously approved by City Council.

This year, we will now move forward to implement it with a zoning bylaw that puts the words of the Official Plan into action. It is what the community has asked us to do and we will deliver. Certainty has by no means been accepted by all. There will always be those developers who seek to push the envelope. They will ask for more. They will always have reasons, such as a bad location or poor soil. If we open that door and let just one of those go... If we give a little more because it is easier than saying no... Then we will just hear more requests. We have an Official Plan – it is a good plan – a plan to make Ottawa better, more liveable and sustainable – we need to stick to it. And we need to look to the future of planning in this city.

We are clearly in a new era of city building in Ottawa, with taller buildings both inside and outside the Greenbelt, intensifying main streets, and more cohesive suburban development. The scale and complexity of the current planning environment requires well-considered choices, but it provides for great potential in design. One just has to look at some of the blank walls – some 27 stories high – that dot our skyline to see the potential for doing better. For 2014, we will continue to provide leadership and seek excellence in architecture and built form. Stable neighbourhoods are paramount. But where new development and change will occur, a consistent priority for us should be attractive buildings, and high quality places and spaces. And we will lead by example in this regard...

Later this year, we will award the contracts for two major developments that we approved unanimously last year. The first is a revitalized Arts Court and expanded Ottawa Art Gallery. This world-class facility will be a place where our city's talents are celebrated... and new ones are discovered. It will be a true gem in the downtown,

bolstered by a revitalized Rideau Street, an expanded Rideau Centre and connected to the rest of the city by the new Rideau LRT station just a few steps away. We will also move forward with the first phase of a new innovation complex at Bayview Yards. It will be a place where our small and medium sized businesses – the lifeblood of Ottawa's new economy – get the tools and resources they need to grow, compete and succeed. And it's where Invest Ottawa – which turns 2 next month – will continue its already impressive work in supporting private sector job growth. These two projects show the principles of balance and fairness that have characterized our Council. That's because we understand that investing in business and investing in the arts should never be mutually exclusive. Culture and economic development are part of the same dynamic that brings high quality of life to residents.

We will also see a number of important recreation projects completed this year. Richcraft Sensplex East is on track to open later this fall in Councillor Tierney's ward. This will bring much-needed ice time to residents of all ages. This project was approved and will be completed within a span of less than two years – even more evidence of how quickly and decisively we've worked together. Last month, we opened the Richcraft Recreation Centre in Kanata in Councillor Wilkinson's ward. It's a beautiful facility that is being enjoyed by residents from the wards of Councillor Hubley, El-Chantiry and Qadri as well. We will continue this momentum in 2014 by opening the Minto Recreation Complex in Councillor Harder's ward in Barrhaven. Residents in one of our fastest growing areas – including residents from the wards of Councillors Desroches and Moffatt – will enjoy two NHL-sized ice rinks and a six-lane pool in this beautiful new facility. We also opened our first new indoor pool since amalgamation at the Francois Dupuis Recreation Center in Councillor Blais' ward.

In total, in this term of Council, we will have expanded or built about half a million square feet of new recreational and community space. That's enough room to fit every single child in our city – plus one parent each! And we've made accessibility improvements to many other facilities through stimulus partnerships with other levels of government and our own Older Adult Action Plan, under the guidance of Councillor Taylor. We've managed this, while freezing recreation fees for four years. And that's just talking about our indoor facilities.

On the weekend I was at Jules Morin Park and saw a beautiful new field house that's almost ready to use. It's next to the magnificent new Sens community rink, which is yet another great community partnership with the Ottawa Senators. In this term of Council, we will complete a total of 230 park upgrade projects. In 2014, that will bring the total investment to \$22.7 million. These are key investments in quality of life. And these are

key investments in families. We're providing outstanding facilities and services at prices that are fair for participants and taxpayers alike. That's because we are a healthy and compassionate city. Supported by our Board of Health, under the leadership of Councillor Holmes... health perspectives have been built into all of our blueprints.... including the Official Plan, the Transportation Master Plan and the pedestrian and cycling plans. The task of bringing these plans together is key to building a more sustainable, dynamic city. This is smart planning.

At the same time, we're being smarter with our customers. We're putting more services online to serve them even better. We're recognizing high-potential job-creators through our Capital Investment Track initiative – a concierge service for projects that will bring new employment opportunities to our city. Our new Business Ambassador Service for restaurants assisted over 80 new entrepreneurs over six months last year and was just last week nominated for a "Cutting Red Tape" award from the Canadian Federation of Independent Businesses. Our Guaranteed Application Timeline Initiative is also changing the way we do business. Since its initiation, we have a tremendous success rate, and... still... only three applications have missed their deadlines. In fact, in the last quarter, we didn't miss any deadlines. And the list goes on.

As you've heard me say countless times – we're making progress. One of the most stunning examples is the new Lansdowne Park. The massive project continues to be on track, thanks to the tremendous efforts of about 900 workers every day on the site. Our thanks again to Councillor Chernushenko for his constructive input on the project, and to residents in his ward for their patience during this time of change. The new urban park will continue to take shape in the first quarter of this year with the skating rink and children's play area beginning construction. Once the site is completed, there will be 20 different event spaces where people can come together and celebrate. And, of course, TD Place will open this summer. You can't help but smile when you think about the fact that our Ottawa REDBLACKS and Ottawa Fury FC will take the field in just six short months. It's been a long time coming, but it's finally happening.

I also approach 2014 with much optimism on another file... It will be an important year for the Ottawa River Action Plan. As you know, we've already reduced the amounts of sewage going into the Ottawa River by an impressive 70%. In the summer, our beaches are closed far less often. In fact, in 2013, Ottawa beaches raised green flags 90 per cent of the days, which is up from 60 per cent just two years earlier. But there is more work to do. It is my hope that our federal and provincial partners will agree to continue our partnership and commit to funding the final portion of the plan. I will also discuss this with the new Mayor of Gatineau at our first formal meeting next

Wednesday. I've briefed elected officials from both levels of government on the details. It's now up to them. This will be the year that they will decide whether or not to fund the final phase of the plan. If they do... and I hope they do... we can be on track to have the project started and complete by 2017. We're ambitious, certainly. But it would be an outstanding gift to our residents. It would be a gift for our entire country and the next generation... One that could be ready in time for Canada's 150th in 2017.

We will also continue the steady march of progress on the Confederation Line this year – a contract we signed less than a year ago. Two of our tunnel excavation machines – Jawbreaker and Crocodile Rouge – have together completed 190 metres of the tunnel. Very soon, our third machine – Chewrocka – will join them in carving out our city's transportation future. Within just a few weeks, we will reach the 10% completion mark for the tunnel. It's amazing to think... Just three years ago, the future and the budget of the project was uncertain... now, the tunnel is almost 10% complete. But we're not stopping there. We'll continue to move forward with our Stage 2 LRT plan this year as well – with the environmental assessment process. This system would spread the benefits of rail to the east, west and south with 19 new stations and 35 kilometres of new rail. Following the hard work of Councillors Egli and Deans... our balanced, affordable plan was approved unanimously by our Council last year. And our plan is a clear signal to other levels of government that we have our act together. Because we're no longer talking about the merits of light rail. We're building it. And we're expanding it. Together.

A key part of this strategy will be the \$59-million O-Train expansion project that will open later this year. Riders will benefit from more frequent service, in more comfortable trains. We'll also begin studying the feasibility of a downtown truck tunnel this year. This will be welcome news to residents in the neighbourhoods of Sandy Hill and Lowertown in Councillor Fleury's ward. Much like our improvements to the original LRT proposal, we're taking a fresh set of eyes to this challenge. We've partnered with the Province of Ontario for the study and I look forward to finding a solution.

Speaking of transportation, 2014 will see the third year of Ottawa on the Move, our made-in-Ottawa infrastructure renewal program. This year will feature 150 projects in all areas of the city, including roadwork on Rideau Street, First Avenue, the Prince of Wales Overpass, Princeton Avenue, Sussex Drive, Gladstone Avenue, Baseline Road and many rural roads throughout Ottawa. We'll also improve pedestrian facilities on Meadowlands Drive, Bronson Avenue, Jeanne D'Arc Boulevard and Katimavik Road. Over the course of the program, we have leveraged \$340 million into half a billion dollars worth of projects. This is money well spent to ensure our people, goods and

economy keep moving in the decades ahead. And it will go a long way to help us avoid the kind of gridlock that is strangling productivity in cities like Toronto.

Of course, these road, path, sewer and sidewalk improvements are in addition to an already impressive record on cycling. We have invested more in cycling than any other Council in the history of this city. Ottawa on the Move has contributed to 156 km of paved shoulders for cycling, roughly the distance between North Gower and Kingston. Last year, we made the Laurier Segregated Bike Lanes permanent – the first of their kind in our province. This year, we will strengthen that commitment even further as we break ground on the Donald-Somerset Bridge, linking Councillor Clark's ward with Councillor Fleury's. We will also make further improvements to the East-West bikeway from Vanier to Westboro. That's because we know that investing in safer options for cyclists makes good economic sense. So does getting more people on transit. We'll also break ground on the west Transitway extension from Bayshore to Moodie Drive. You'll recall that we made the bold decision to press on with this \$76-million project without federal or provincial dollars. This is another example of taking action. Because we want to move forward with better transit now, not later.

In 2014, work will continue on the 417 expansion, improving circulation to and from Orleans, and all points east. This is great news for residents in Councillors Blais, Monette and Bloess' wards, who have been waiting years for these improvements. As always, in all areas of the city, we thank residents for their patience when it comes to construction. I'm sure everyone can understand and appreciate that this is short-term pain, for long-term gain. We're growing... And changing... For the better. And while major city-building projects like these are important and historic, sometimes it is the smaller victories that are noticed more quickly at the neighbourhood level. And it is often because they are projects that had not seen progress for years. Maybe it was finally getting a traffic light on Baseline Road at Villa Marconi, thanks to the leadership of Councillors Egli, McRae, and Chiarelli. Maybe it was finally getting the parking lot paved at the Hornets' Nest, in Councillor Bloess' ward. Maybe it was one of the many parks that finally have been upgraded, like Fisher Park in Councillor Hobbs' ward. Or maybe it was an old run-down building that for years was rotting away, which finally has gotten cleaned up, thanks to Councillors Taylor, Hume and Fleury who joined me in taking action on derelict buildings. Little by little, neighbourhood by neighbourhood, we are changing the face of our city.

I'm also pleased to announce this morning that we've signed a lease agreement with the CanAm League that will see baseball return to Ottawa next year. We look forward to helping raise awareness and excitement in the months ahead, to ensure the team's

long-term success in our city. ... As I said from the outset, this will be a very busy year. We've accomplished a lot, but there's still so much more to do. There are a few new initiatives that I think fit in well with what we're already doing. They are small in cost, but demonstrate the kind of city I think we all want to live in. They all have to do with civic pride. In last year's State of the City, I announced that we would introduce a pilot project on Elgin Street to improve recycling options and reduce the amount of garbage on the street. This was to replace the mish-mash of different containers that were not being used. Councillor McRae and I launched that program a few months later. And since then, we have seen much higher recycling capture rates. For glass, metal and plastic, we've gone from 62% to 92%. This has been a successful effort. In 2014, we will expand this pilot to include Laurier Street East, between Nicholas and Charlotte. Because we are constantly looking for ways to spruce up the appearance of our community. And of course, we also want to put our best foot forward for people when arriving in the city.

For this reason, I think it is time to build on a great example that we have over in Little Italy. The 417 overpass that crosses Preston Street is the location for some great street art, as we have all surely seen. It presents a wonderful "streetscape" image that really brightens the usually dark and dingy overpass. A little paint and a lot of creativity can go a long way. There are a number of overpasses and exits from the 417 that could benefit from the same streetscaping" – more beautiful murals that brighten up our streets. I'm thinking of Parkdale, Metcalfe, Bank and Kent Streets... to name a few. So I asked the Province for permission to do this with their property and just a few days ago I heard back from the Minister of Transportation, Glen Murray. He agrees that the success on Preston Street should be repeated wherever possible. This year, we will work with MTO staff, the BIAs, Ward Councillors, youth groups and our arts community to develop a program that will be ready to begin implementing this coming summer. And, I want to challenge our corporate community to step right up and help us with this beautification project – help us buy the paint and supplies needed to make Ottawa even more vibrant. I want to thank MPP Yasir Naqvi for his active support to get swift approval for this mural program.

Next month, the City will expand its very successful Snow Go program. The new component will be called "Snow Angels". This will be a new recognition component that will celebrate residents who assist older adults and neighbours with disabilities with snow removal at their residence. This new initiative has been developed through input received from our Older Adult Plan. When someone takes time to care for another person, it's something certainly worth recognizing.

In 2014, we'll continue to make City Hall even more of a people place. And by people place, I mean that City Hall should reflect the spirit and character of the kind of Ottawa we want to build. The kind of world we want to build. Open... Compassionate... Inclusive. Last year, the world lost one of its greatest lights. An icon for justice, perseverance and human dignity. Nelson Mandela. I will be bringing forward a proposal to name the recently reconstructed walkway and lawn space that surrounds the Heritage Building at Elgin and Lisgar Streets: Nelson Mandela Square. In 1998, Nelson Mandela visited the Human Rights Monument located on that very corner. Located along one of Ottawa's most historic avenues, the naming of Nelson Mandela Square would be a small – but meaningful – way to commemorate the man that inspired people the world-over. This will be yet another reason to visit City Hall in 2014.

This is in addition to the dozens of community events hosted here that are certain to fill the calendar in the months ahead. I want to talk about three in particular that we will host ourselves. You'll recall that last year we held a very successful Mayor's Rural Expo at City Hall. Building on the always-successful Food Aid Day, we promoted rural fairs, farms and products to Ottawa's downtown population. And we did so while the community raised \$160,000 for the Ottawa Food Bank. I'm pleased to announce today that we will hold the Rural Expo again this year, making it an annual event. Raising awareness of our amazing rural villages is something we need to continue to do each and every year. I want to thank our rural Councillors – Thompson, El-Chantiry, Moffatt and Blais – for helping make this event such a success. As for our second event, it will have a focus on small businesses and entrepreneurs.

Last year, I attended the annual YMCA Biz Expo and was very impressed by the skill, talent and passion of dozens of budding entrepreneurs. I want to help make this event bigger and better – while allowing past graduates at the program to come back to share their stories. So, in June, we will host the annual Y Biz Expo in Jean Pigott Place at City Hall. This event was previously held at the Argyle St. YMCA-YWCA but this year we will make it a bigger event with a larger profile right here at City Hall to champion Ottawa's incredible entrepreneurs. It is a true celebration of innovation, ambition and entrepreneurship – the very values we are knitting into the fabric of our community.

Our third event will be a chance to promote City of Ottawa services during Doors Open Ottawa. Residents feed their curiosity during Doors Open Ottawa, as City facilities join the dozens of embassies, offices and heritage properties across the city in participating in this exciting weekend. It's an incredible opportunity to learn about our city's past and

present. In 2014, let's show them even more. I'm pleased to announce that we will host a City of Ottawa Services Exhibition, indoors and outdoors, at City Hall. As residents are passing through downtown during Doors Open Ottawa, they will be able to learn about all of the great work our staff do on a day-to-day basis. Whether it's police, fire, paramedics, OC Transpo, Public Health, Public Works... we have so many stories to tell. Because the stories we tell as a municipal government complement all of the unique things Ottawa's communities have to offer. Let me give you a few examples. We have the largest dragon boat festival in Canada, something Councillor Hubley knows all about. We host the largest minor hockey tournament in North America, with the Bell Capital Cup. We have a massive sand dune in Nepean and a working cranberry farm in Osgoode. We have one of the only urban sugar shacks in North America, located in Vanier. We have a karst – an amazing ecological feature – in Cardinal Creek. And we have a working flour mill in Manotick.

Sometimes we need to remind ourselves, and the rest of the world, that we're more than a government town. Every corner of our community has something special to offer. We should be fiercely proud of everything we have going for us. A healthy amount of pride will go a long way in showing the country and the world that we have the spirit and the energy to be outstanding hosts in 2017. We're less than three years away from Canada's 150th year. Our 2017 Taskforce, chaired by Councillors Bloess and Hobbs, is meeting regularly, and we're ahead of the curve. We've already secured the 2017 national and provincial conferences of municipal leaders. There is much public interest in a Grey Cup and a Winter Classic NHL game at Lansdowne that same year. But a success like this one cannot happen overnight... you need to build momentum.

In 2014, we will ramp up our efforts and engage our citizens in the process. I will host a "2017 Ideas Town Hall" this year, in order to brainstorm with community leaders, festival organizers, artists, entrepreneurs, volunteers... anyone and everyone... to find out how we can make the most of this opportunity. We will also reach out to young people to get them excited about the big year. It is my hope that our residents will rise to the challenge of making our mark on this important year in our history.

We are a dynamic, creative, vibrant city – and we are starting to get noticed. In the last year alone...Corporate Knights Magazine called Ottawa the most sustainable city in Canada...The Martin Prosperity Institute placed us first in the world on its economic development scorecard because of our outstanding technology, talent and tolerance. We received the highest designation awarded so far by Walk Friendly Ontario, as a walk-friendly city.....Ontario's first ever gold Bicycle Friendly Community Award from

the Share the Road Cycling Coalition...And the International Festival and Events Association recognized us as a world-class destination, our second such award from the organization, due to the tremendous work of our Events Central office.

In 2013, we saw even more votes of confidence in our economic potential and in our people. Let's talk about retail developments. The Rideau Centre expansion... \$360 million. The Bayshore Shopping expansion... \$200 million The new Tanger Outlet Mall in Kanata with a Bass Pro Shop... \$120 million. This is in addition to the \$450-million Lansdowne Park redevelopment that has a significant private-sector component. We are experiencing an economic development boom that Ottawa hasn't seen for decades. These are clear signs that the private sector has confidence in our economic future. The private sector is showing that Ottawa, with its excellent quality of life, is well worth the investment. Let me give you another example. Last fall, Cisco announced that it will add 1,700 high tech jobs in Ontario over the next few years, the bulk of those being in Ottawa. With success, the Kanata job numbers could grow even larger in the years ahead. And let's not forget that local success story Shopify raised an impressive \$100 million in venture capital funding just last year. As Tobi, Harley and their team move across the street to Shopify's new headquarters later this year, we will be reminded of Ottawa's limitless potential. Potential that grows even stronger with every new entrepreneur who decides to go out on their own. Every new inventor who turns their idea into a prototype. And every new investor who shows that Ottawa is on the upswing.

I want to tell you about one of my favourite recent examples. A few years back, Kanata resident and ex-Nortel employee Jeri Rodrigs had an idea. He wanted to create Canada's first green room humidifier – Rumidifer – which works without any electricity. He walked into Invest Ottawa to get the support and resources he needed to get from the drawing board to the marketplace. And in doing so, he tapped into our city's outstanding ecosystem of talent. He found his product designer in Westboro... He found his manufacturer in Stittsville... And earned his first of many sales of the product at Terra20 in Nepean. Today, you can now buy the product at home and hardware stores across the country. And with Jeri coming to Canada only 12 years ago... I'd say that he's off to a pretty great start. Big and small, I know we will hear more stories like Jeri's in the years to come. As more talent is attracted to and nurtured in our city... And as the best and the brightest choose to start and grow their businesses in this dynamic G8 capital city.

Before I finish, I want to share two anecdotes with you. They're both related to the \$14-million housing and homelessness plan we put in place just three years ago. Last

month, while serving Christmas dinner at the Union Mission, I was stopped by an older gentleman. He said he knew about our plan to increase housing opportunities. And he thanked me. He told me that after years of struggling, he now has a nice apartment where he can get his life in order and try to find work. He has a home. And I got that feeling. It was the same feeling I had when I visited the new Ottawa Community Housing development on Carson's Road in Councillor Clark's ward. We met a young mother, with her one year old son, who proudly showed off her new home. She told me how proud she was to finally have a "safe and beautiful home with great neighbours". You know, it's really these stories, these individuals who are directly affected... that tells me we're moving in the right direction. It's that feeling. That feeling that reminds me that we are a caring, compassionate community where we look out for one another.

As I said last year, it's the little things that make a difference. It's skating on the Rink of Dreams or biking along the Ottawa River. It's attending a major cultural celebration downtown, then checking out a rural farmers market in the same afternoon. It's the thousands of volunteers who roll up their sleeves and make their corner of the community just a little bit brighter. Ottawa should continue to represent the very best our country has to offer. We have that special obligation as our country's capital.. It is that special honour of knowing that only one city is referenced in our Constitution – the British North America Act. And that city is Ottawa. I'm proud of the progress we've made together. And I look forward to another productive year. I want to wish you, your families, and all residents a safe and happy 2014.

CONFIRMATION OF MINUTES

The regular and In Camera Minutes of the regular meeting of 11 December 2013 were confirmed.

DECLARATIONS OF INTEREST INCLUDING THOSE ORIGINALLY ARISING FROM PRIOR MEETINGS

See specific agenda item for declaration: Planning Committee Report 62A, Item 4 on the Council Agenda.

COMMUNICATIONS

The following communications were received.

Association of Municipalities of Ontario (AMO):

- Two Matters of Significance for All Municipal Governments - This Breaking News deals with: a) 'Golden Panel' Report on Transit Funding and, b) Private Member's Bill on Municipal Election Amendments
- Report of the Special Purpose Business Property Assessment Review Released
- Land Use Planning and Appeals System Consultation

Other Communications Received :

- Correspondence received from the Executive Director of the Ontario Good Roads Association regarding Notice of Poll – OGRA Board of Directors
- Submission received, containing 84 names of property owners and residents of Robinson Avenue, Hurdman Road and Lees Avenue (area north of the 417), expressing agreement with increased intensification in this area and support of a building height as high as twenty storeys. (Reference: Planning Committee Report 62A, Item 2 on the Council Agenda).

REGRETS

No regrets were filed.

MOTION TO INTRODUCE REPORTS

MOTION NO. 68/2

Moved by Councillor A. Hubley

Seconded by Councillor S. Blais

That the report from the Ottawa Community Housing Corporation, entitled “Confirmation of Re-election of Ottawa Community Housing Board (OCHC) Chair and Re-appointment of Tenant Director to OCHC Board” and Planning Committee Reports 62A and 63 be received and considered.

CARRIED

REPORTS

OTTAWA COMMUNITY HOUSING CORPORATION

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| <ol style="list-style-type: none">1. CONFIRMATION OF RE-ELECTION OF OTTAWA COMMUNITY HOUSING BOARD (OCHC) CHAIR AND RE-APPOINTMENT OF TENANT DIRECTOR TO OCHC BOARD |
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REPORT RECOMMENDATIONS

1. That the re-election of Councillor Wilkinson to the position of Chair of Ottawa Community Housing Corporation for the year 2014 be confirmed by the Shareholder (Document 1);
2. That the re-appointment of Ms. Carole Ladouceur as a Director of the Ottawa Community Housing Corporation for a term coincident with her term as member and Chair of the Tenant

Advisory Group (TAG) be confirmed by the Shareholder (Document 2); and

- 3. That the Mayor and the City Clerk be authorized to sign a written resolution on behalf of the City of Ottawa as Shareholder of OCHC setting out the resolutions approved by City Council.**

CARRIED

COMMITTEE REPORTS

PLANNING COMMITTEE REPORT 62A

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| <ol style="list-style-type: none">2. TRANSIT-ORIENTED DEVELOPMENT PLANS, OFFICIAL PLAN AMENDMENTS AND ZONING BY-LAW AMENDMENTS FOR LEES, HURDMAN AND BLAIR TRANSIT-ORIENTED DEVELOPMENT STATION AREAS |
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COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve the Transit-Oriented Development Plans for Lees, Hurdman and Blair station areas as part of an update to the approved Transit-Oriented Development Plans for Tremblay, St. Laurent and Cyrville station areas (Document 11);**
- 2. Approve Amendment No. XXX to the Official Plan, as detailed in Document 2, to implement the Transit-Oriented Development**

Plans; and

- 3. Approve an amendment to Zoning By-law 2008-250 as shown on the maps in Documents 3 to 8, and as detailed in Document 9.**

MOTION NO. 68/3

Moved by Councillor P. Hume

Seconded by Councillor J. Harder

WHEREAS at the Planning Committee meeting of December 10, 2013, Planning Committee approved the staff report (ACS2013-PAI-PGM-0188) for the Transit-Oriented Development (TOD) Plans for Lees, Hurdman and Blair and implementing Official Plan and Zoning By-law Amendments; and

WHEREAS Planning Committee directed staff to review the public submissions either made at, or submitted to, Committee and indicate, in the form of a memorandum, which submissions are recommended for adoption and which are not recommended for adoption, with a rationale, and the memorandum be submitted to Council before the matter is considered by City Council on January 22, 2014; and

WHEREAS since the tabling of the report at the Planning Committee meeting of December 10, 2013 a minor error has been identified that requires a technical amendment; and

WHEREAS as a result of the delegations and submissions further changes to the Lees TOD Plan and Official Plan amendment have been identified;

THEREFORE BE IT RESOLVED that the Official Plan amendment be modified as follows:

Amend "Schedule 8" to the proposed Official Plan Amendment changing the legend and map on the proposed "Schedule B" to the Old Ottawa East Secondary Plan, affecting the northeast corner of the property at 160 Lees Avenue, by:

- (1) Amending the legend to include a new Maximum Number of Storeys / Minimum Density area of "14 storeys / 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential)"; and**

- (2) Changing the maximum number of storeys in the northeast portion of the property located at 160 Lees Avenue from “20” to “14”.**

Amend “Schedule 6” to the proposed Official Plan Amendment changing the legend and map on the proposed “Schedule L” to the Sandy Hill Secondary Plan, affecting the Robinson Village area, by:

- (1) Amending the legend to include a new Area for maximum number of storeys of “six storeys”, without the requirement for minimum densities; and**
- (2) Changing the designation of the Robinson Village area to the new maximum “6 storeys” Area, without the requirement for minimum densities;**

AND BE IT FURTHER RESOLVED THAT the Lees TOD Plan be amended as follows:

Amend the Lees TOD Plan “Density Range and Maximum Height” plan by adding “H(42)” to the TD2 area located in northeast portion of the property at 160 Lees Avenue;

AND BE IT FURTHER RESOLVED that pursuant to the Planning Act, subsection 34(17) no further notice be given.

CARRIED

Item 2 of the City Council Agenda, as amended by Motion No. 68/3 and set out in full below, was then put to Council:

That Council:

- 1. Approve the Transit-Oriented Development Plans for Lees, Hurdman and Blair station areas as part of an update to the approved Transit-Oriented Development Plans for Tremblay, St. Laurent and Cyrville station areas (Document 11), as amended by the following:**
 - a. Amend the Lees TOD Plan “Density Range and Maximum Height” plan by adding “H(42)” to the TD2 area located in**

northeast portion of the property at 160 Lees Avenue.

- 2. Approve Amendment No. XXX to the Official Plan, as detailed in Document 2, to implement the Transit-Oriented Development Plans, as amended by the following:**
 - a. Amend “Schedule 8” to the proposed Official Plan Amendment changing the legend and map on the proposed “Schedule B” to the Old Ottawa East Secondary Plan, affecting the northeast corner of the property at 160 Lees Avenue, by:**
 - (1) Amending the legend to include a new Maximum Number of Storeys / Minimum Density area of “14 storeys / 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential)”;** and
 - (2) Changing the maximum number of storeys in the northeast portion of the property located at 160 Lees Avenue from “20” to “14”.**
 - b. Amend “Schedule 6” to the proposed Official Plan Amendment changing the legend and map on the proposed “Schedule L” to the Sandy Hill Secondary Plan, affecting the Robinson Village area, by:**
 - (1) Amending the legend to include a new Area for maximum number of storeys of “six storeys”, without the requirement for minimum densities;** and
 - (2) Changing the designation of the Robinson Village area to the new maximum “6 storeys” Area, without the requirement for minimum densities.**
- 3. Approve an amendment to Zoning By-law 2008-250 as shown on the maps in Documents 3 to 8, and as detailed in Document 9; and**
- 4. That pursuant to the Planning Act, subsection 34(17) no further notice be given.**

CARRIED

3. HAZELDEAN ROAD ARTERIAL MAINSTREET ZONING
IMPLEMENTATION

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve an amendment to the Zoning By-law to implement the Arterial Mainstreet designation of the Official Plan along a portion of Hazeldean Road, as shown in Document 2 and detailed in Document 3, as amended by the following:

1. That Report ACS2013-PAI-PGM-0231 be amended by Deleting Document 2 – Maps showing recommended zoning and Document 3 – Details of recommended zoning and replace with the attached revised Document 2 – Maps showing recommended zoning and Document 3 – Details of recommended zoning;
2. That staff be directed to review the recommended zoning between now and the January 22, 2014 Council meeting to determine if further provisions for auto-related uses are necessary to ensure the effective implementation for the Arterial Mainstreet Designation along the subject corridor, and;
3. That there be no further notice pursuant to Section 34 (17) of the *Planning Act*.

MOTION NO. 68/4

Moved by Councillor P. Hume

Seconded by Councillor J. Harder

WHEREAS Report ACS2013-PAI-PGM-0231 was carried by Planning Committee at its meeting of December 10, 2013; and

WHEREAS Planning Committee directed staff to review the recommended zoning to determine if further provisions for automobile-related uses are necessary to ensure the effective implementation for the arterial mainstreet designation of the Official Plan along the subject corridor of Hazeldean Road; and

WHEREAS staff have reviewed the recommended zoning and have identified further provisions for auto-related uses along the subject corridor of Hazeldean Road to ensure the effective implementation for the arterial mainstreet designation; and

WHEREAS staff recommends these further provisions be incorporated into Document 3 – Details of Recommended Zoning of the report;

THEREFORE BE IT RESOLVED that Document 3 of Report ACS2013-PAI-PGM-0231 be amended by replacing it with Attachment 1; and

BE IT FURTHER RESOLVED that there be no further notice pursuant to section 34(17) of the Planning Act.

DETAILS OF RECOMMENDED ZONING

Attachment 1

- 1. Rezone the lands shown in Document 2 in accordance with the legends contained therein.**
- 2. Amend Section 186 by adding a new Sub-Section (9) including provisions similar in effect to the following:**
 - (9) in the AM9 subzone – Hazeldean Road (west corridor) Subzone,**
 - (a) for non-residential or mixed-use buildings the minimum rear yard setback is 10 metres.**
 - (b) the maximum permitted building height is 11 metres within 20 metres of a residential zone, and 15 metres in all other cases.**
 - (c) a minimum of,**

(i) 50% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is less than 90 metres wide.

(ii) 30% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is 90 metres in width or wider.

(d) clause (c) does not apply to a lot containing only an Automobile Dealership, Automobile Rental Establishment, Automobile Service Station, or Gas bar, but a maximum front yard setback of 3 metres shall apply to any building containing these land uses.

(e) despite (c) and (d), in the case of high voltage power lines present near the front lot line the distance of 3 metres set out within (c)(i) and (c)(ii) and the maximum front yard setback in (d) is increased to 5 metres with respect to that portion of the building wall affected by the high voltage power lines.

(f) in the case of a phased development where all phases are shown on a site plan approved pursuant to Section 41 of the Planning Act, each phase itself does not have to comply with subsection (c) above, provided that those requirements are satisfied upon the completion of all phases of development.

(g) Minimum width of landscaped area	For a non-residential or mixed-use building the minimum required width of a landscaped buffer along a lot line is as follows.	
	(i) abutting a residential zone	10 m, and a yard abutting a residential zone must be screened from view from that residential zone by an opaque screen with a minimum height of 1.5 metres.
	(ii) where it is a rear lot line and abuts a non-	5 m

	residential zone	
	(iii) in all other cases	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.

- (h) outdoor storage accessory to the use on the lot,**
 - (i) is prohibited in a front yard, and**
 - (ii) is permitted in all other yards provided it is concealed from view from abutting streets and non-commercial zones, and provided it does not cover more than 20% of the lot area.**
 - (i) the lot line abutting Hazeldean Road is considered to be the front lot line.**
 - (j) the minimum number of parking spaces required for a shopping centre may be reduced by the number of on-street parking spaces that are located within 12 metres of the lot on which a shopping centre is located.**
- 3. Add a new exception, AM9 [XXYY] to Section 239 – Urban Exceptions, with provisions similar in effect to the following;**
- (a) In Column III the use “Mobile Home Park” as an additionally permitted land use**
 - (b) In Column V add the provision: A Mobile Park Home is subject to the requirements of the RM5 zone.**
- 4. Add a new exception, AM9 [XXYZ] to Section 239 – Urban Exceptions, with provisions similar in effect to the following;**
- (a) In Column V – provisions:**

- **Minimum rear yard setback of 5 metres is required for any building within 20 metres of a lot line abutting Stittsville Main Street**
 - **A minimum landscaped buffer of 3 metres is required along a lot line abutting a residential zone**
5. **Add a new exception, AM9 [XZYZ] to Section 239 – Urban Exceptions, with provisions similar in effect to the following;**
- (a) **In Column V – provisions:**
- **Section 186 (9)(c)(ii) and Section 186 (9)(h) shall not apply to a Retail Store, limited to an existing Garden Centre and/or existing Building Supply Outlet.**
6. **Amend section 239 – Urban Exceptions, by deleting exception [232] in its entirety.**
7. **Amend section 239 – Urban Exceptions, by deleting exception [1066] in its entirety.**
8. **Amend section 239 – Urban Exceptions, by deleting exception [234] in its entirety.**
9. **Amend section 239, Urban Exception 474 as follows;**
- (a) **In Column V delete the following provisions:**
- **lot line abutting Hazeldean Road is deemed to be the front lot line**
 - **the nearest part of at least one building must be located within 3 metres of the front lot line**
 - **Section 188, clause 14(b) does not apply**
 - **minimum front yard setback: 0m**

CARRIED

Item 3 of the City Council Agenda, as amended by Motion No. 68/4 and set out in full below, was then put to Council:

That Council approve an amendment to the Zoning By-law to implement the Arterial Mainstreet designation of the Official Plan along a portion of Hazeldean Road, as shown in Document 2 and detailed in Document 3, as amended by the following:

- 1. That Report ACS2013-PAI-PGM-0231 be amended by Deleting Document 2 – Maps showing recommended zoning and Document 3 – Details of recommended zoning and replace with the revised Document 2 – Maps showing recommended zoning and Document 3 – Details of recommended zoning, as amended by the following:**

That Document 3 of Report ACS2013-PAI-PGM-0231 be further amended by replacing it with the following Attachment 1.

DETAILS OF RECOMMENDED ZONING

Attachment 1

- 1. Rezone the lands shown in Document 2 in accordance with the legends contained therein.**
- 2. Amend Section 186 by adding a new Sub-Section (9) including provisions similar in effect to the following:**
 - (9) in the AM9 subzone – Hazeldean Road (west corridor) Subzone,**
 - (a) for non-residential or mixed-use buildings the minimum rear yard setback is 10 metres.**
 - (b) the maximum permitted building height is 11 metres within 20 metres of a residential zone, and 15 metres in all other cases.**
 - (c) a minimum of,**
 - (i) 50% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is less than 90 metres wide.**
 - (ii) 30% of the lot width within 3 metres of the front lot**

line, must be occupied by building walls if the lot is 90 metres in width or wider.

- (d) clause (c) does not apply to a lot containing only an Automobile Dealership, Automobile Rental Establishment, Automobile Service Station, or Gas bar, but a maximum front yard setback of 3 metres shall apply to any building containing these land uses.
- (e) despite (c) and (d), in the case of high voltage power lines present near the front lot line the distance of 3 metres set out within (c)(i) and (c)(ii) and the maximum front yard setback in (d) is increased to 5 metres with respect to that portion of the building wall affected by the high voltage power lines.
- (f) in the case of a phased development where all phases are shown on a site plan approved pursuant to Section 41 of the Planning Act, each phase itself does not have to comply with subsection (c) above, provided that those requirements are satisfied upon the completion of all phases of development.

<p>(g) Minimum width of landscaped area</p>	<p>For a non-residential or mixed-use building the minimum required width of a landscaped buffer along a lot line is as follows.</p>	
	<p>(i) abutting a residential zone</p>	<p>10 m, and a yard abutting a residential zone must be screened from view from that residential zone by an opaque screen with a minimum</p>

		height of 1.5 metres.
	(ii) where it is a rear lot line and abuts a non-residential zone	5 m
	(iii) in all other cases	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.

(h) outdoor storage accessory to the use on the lot,

(i) is prohibited in a front yard, and

(ii) Is permitted in all other yards provided it is concealed from view from abutting streets and non-commercial zones, and provided it does not cover more than 20% of the lot area.

(i) the lot line abutting Hazeldean Road is considered to be the front lot line.

(j) the minimum number of parking spaces required for a shopping centre may be reduced by the number of on-street parking spaces that are located within 12 metres of the lot on which a shopping centre is located.

3. Add a new exception, AM9 [XXYY] to Section 239 – Urban

Exceptions, with provisions similar in effect to the following;

(a) In Column III the use “Mobile Home Park” as an additionally permitted land use

(b) In Column V add the provision: A Mobile Park Home is subject to the requirements of the RM5 zone.

4. Add a new exception, AM9 [XXYZ] to Section 239 – Urban Exceptions, with provisions similar in effect to the following;

(a) In Column V – provisions:

- **Minimum rear yard setback of 5 metres is required for any building within 20 metres of a lot line abutting Stittsville Main Street**
- **A minimum landscaped buffer of 3 metres is required along a lot line abutting a residential zone**

5. Add a new exception, AM9 [XZYZ] to Section 239 – Urban Exceptions, with provisions similar in effect to the following;

(a) In Column V – provisions:

- **Section 186 (9)(c)(ii) and Section 186 (9)(h) shall not apply to a Retail Store, limited to an existing Garden Centre and/or existing Building Supply Outlet.**

6. Amend section 239 – Urban Exceptions, by deleting exception [232] in its entirety.

7. Amend section 239 – Urban Exceptions, by deleting exception [1066] in its entirety.

8. Amend section 239 – Urban Exceptions, by deleting exception [234] in its entirety.

9. Amend section 239, Urban Exception 474 as follows;

(a) In Column V delete the following provisions:

- **lot line abutting Hazeldean Road is deemed to be the front lot line**
 - **the nearest part of at least one building must be located within 3 metres of the front lot line**
 - **Section 188, clause 14(b) does not apply**
 - **minimum front yard setback: 0m**
- 2. That staff be directed to review the recommended zoning between now and the January 22, 2014 Council meeting to determine if further provisions for auto-related uses are necessary to ensure the effective implementation for the Arterial Mainstreet Designation along the subject corridor, and;**
- 3. That there be no further notice pursuant to Section 34 (17) of the *Planning Act*.**

CARRIED

<p>4. ZONING BY-LAW AMENDMENT – KING EDWARD AVENUE AND 364 ST. PATRICK STREET</p>

DECLARATION OF INTEREST

Councillor R. Chiarelli, declared a potential, deemed indirect pecuniary interest on Council Agenda 68, Item 4, Planning Committee Report 62A, Zoning By-law Amendment – King Edward Avenue and 364 St. Patrick Street and on the corresponding by-laws listed as items x) and y) under “Motion to Introduce By-laws”, as his daughter has a part time job at the Shepherds of Good Hope, and this organization may have an interest in one of the properties covered by the rezoning.

Councillor R. Chiarelli did not take part in the discussion or vote on this Item or the By-laws.

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

- 1. An amendment to the Zoning By-law to put in place Traditional Mainstreet (TM) zoning that will implement the Traditional Mainstreet designation of the Official Plan along a portion of King Edward Avenue, as shown in Document 2 and detailed in Document 5; with the exception of 257 Clarence Street; and**
- 2. An amendment to establish a site specific exception to the zoning to be put in place by Recommendation 1 for the property at 364 St. Patrick Street to increase the height and vary the performance standards of the Traditional Mainstreet Zone, such that the property would be zoned Traditional Mainstreet, Exception XXXY (TM[XXXY] SYYY) with a height schedule, as shown in Documents 3 and 4 and detailed in Document 5.**

CARRIED

5. ZONING – 236 RICHMOND ROAD

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 236 Richmond Road from the current Traditional Mainstreet exception zone (TM[83] H(15)) to a new Traditional Mainstreet exception zone (TM[xxxx] H(32.5)) to permit a mixed-use development, as shown in Document 1 and as detailed in Document 2; as amended by the following:

- 1. That Document 2, Point No. 2, Section d) be amended to add the words, “the east side of the building” after the words**

“seventh storey along”, and;

- 2. That there be no further notice given under Section 34 (17) of the *Planning Act*.**

MOTION NO. 68/5

Moved by Councillor P. Hume

Seconded by Councillor J. Harder

WHEREAS on December 10, 2013, Planning Committee recommended City Council approve the rezoning of 236 Richmond Road to allow a nine-storey mixed-use building; and

WHEREAS, as part of that approval, there was to be a minimum interior side yard setback of 2.4 metres above the seventh floor; and

WHEREAS, to mitigate a significant design issue, the applicant is requesting that this setback requirement not apply to the portion of the building above the seventh floor where the stairs are located; and

WHEREAS, to meet the original intent, the remainder of the interior side yard setback above the seventh floor will be a minimum of 2.4 metres;

THEREFORE BE IT RESOLVED THAT Section 2 Column V Provisions, be amended to add the following after the provision which reads “A minimum 2.4 metre corner side and interior side yard setback is required above the seventh storey”:

- Despite the foregoing, in the case of an interior side yard, where a stairwell is located adjacent to the easterly wall of the building, no minimum setback is required above the seventh storey for such stairwell;

AND BE IT FURTHER RESOLVED THAT no further notice be given under subsection 34(17) of the *Planning Act*.

CARRIED

Item 5 of the City Council Agenda, as amended by Motion No. 68/5 and set out in full below, was then put to Council:

That Council approve an amendment to Zoning By-law 2008-250 to

change the zoning of 236 Richmond Road from the current Traditional Mainstreet exception zone (TM[83] H(15)) to a new Traditional Mainstreet exception zone (TM[xxxx] H(32.5)) to permit a mixed-use development, as shown in Document 1 and as detailed in Document 2; as amended by the following:

- 1. That Document 2, Point No. 2, Section d) be amended to add the words, “the east side of the building” after the words “seventh storey along”;**
- 2. That Section 2 Column V Provisions, be amended to add the following after the provision which reads “A minimum 2.4 metre corner side and interior side yard setback is required above the seventh storey”:**
 - Despite the foregoing, in the case of an interior side yard, where a stairwell is located adjacent to the easterly wall of the building, no minimum setback is required above the seventh storey for such stairwell; and**
- 3. That there be no further notice given under Section 34 (17) of the *Planning Act*.**

CARRIED with Councillor D. Deans Dissenting.

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|---|
| <p>6. SCOTT STREET COMMUNITY DESIGN PLAN AND IMPLEMENTING OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT</p> |
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COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

- 1. The Scott Street Community Design Plan as Council's direction on the future development of the area, as contained in Document 2;**
- 2. An amendment to the Official Plan, Volume 2A to incorporate Part B of the proposed Official Plan amendment as a Secondary Plan, as detailed in Document 3;**
- 3. An amendment to the Official Plan, Schedule B to amend the area shown in Part B of the proposed Official Plan amendment from Mixed Use Centre designation to the General Urban designation as detailed in Document 3; and**
- 4. An amendment to Zoning By-law 2008-250 as detailed and shown in Document 4.**
- 5. That staff identify any necessary supporting studies and incremental funding required to implement the Scott Street CDP vision design as part of the reinstatement in time for consideration during the establishment of the 2013-2018 Term of Council priorities.**

MOTION NO. 68/6

Moved by Councillor P. Hume

Seconded by Councillor J. Harder

WHEREAS, the Scott Street Community Design Plan, Official Plan Amendment and Zoning By-law Amendment were initiated in order to address the future development of the Scott Street area; and

WHEREAS at its meeting of December 10, 2013, Planning Committee approved a staff report for the Scott Street Community Design Plan and implementing Official Plan and Zoning By-law Amendments; and

WHEREAS at this same meeting, Planning Committee directed staff to review the public submissions and recommend in the form of a memorandum which submissions should be and should not be recommended to be included as amendments to the report and to submit this memorandum to Council before the matter is considered at its meeting of January 22, 2014; and

WHEREAS staff are also in receipt of new modifications to technical language in the proposed Scott Street Community Design Plan, as well as necessary minor corrections and clarifications to the proposed Official Plan and Zoning By-law amendments;

BE IT THEREFORE RESOLVED THAT Document 2 – Scott Street Community Design Plan, Document 3 – Official Plan Amendment and Document 4 – Zoning By-law Amendment of Report ACS2013-PAI-PGM-0059 be amended as set out in Attachment 1 to this motion; and

BE IT RESOLVED that no further notice be given under subsection 34(17) of the Planning Act.

Attachment 1

Amendments to correct minor errors and omissions, provide further clarification and to respond to Motions and Submissions

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
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Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
2.1.3	Section 2.1.3 be amended by deleting the first sentence in the third paragraph that begins with “In October 2013” and delete the word “draft” in all references to the Transportation Master Plan, TMP, Cycling Plan and Pedestrian Plan.
3.4	<p>Section 3.4 be amended by adding the following sentence at the beginning of the section:</p> <p><i>The following section is based on the Scott Street District Community Design Plan Municipal Infrastructure Report.</i></p>
3.4.1	<p>Section 3.4.1 be replaced with the following section:</p> <p><i>3.4.1 Water Distribution System</i></p> <p><i>The Lemieux Island Water Purification Plant (WPP) is located immediately north of the Scott Street CDP area. This plant supplies water to approximately 60% of the serviced part of the City, including all of the CDP area. The CDP area is located in the 1W pressure zone. The 1950 mm dia. high pressure transmission main (HPTM) conveys water to 1W pressure zone from the Lemieux WPP, running west to east, along Bayview & Wellington streets. There is a 1067 mm dia. watermain along Scott Street that connects to the 1950 mm HPTM at Bayview intersection. This main interconnects the water supply from the Lemieux WPP to the Britannia WPP. All streets in the CDP area have local watermains ranging from 125 mm to 305 mm. The watermains are relatively new as they were replaced during street rehabilitation projects between 1992 and 2004.</i></p> <p><i>It is expected that proposed intensification should be accommodated by the existing water distribution network, particularly considering the fact that the sizing of local watermains is driven by fire-fighting requirements; however the approval of each new development will require confirmation that adequate local fire supply exists.</i></p>
3.4.2	<p>Section 3.4.2 be replaced with the following section:</p> <p><i>3.4.2 Wastewater Collection System</i></p>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>The municipal wastewater collection system within the Scott Street CDP area was originally a combined system and has been separated in the last 20 years with the exception of a few combined pipes on Scott Street at Bayview Road, on Hilda Street and on Manchester Street. The City of Ottawa plans to replace these combined pipes as part planned road rehabilitation projects in the next ten-year planning horizon. Even though most of the storm and sanitary system had been fully separated within the CDP area, it still functions mostly as a partially separated system which conveys municipal wastewater and foundation drainage to the sanitary system. There are two major wastewater trunk sewers located in the CDP area: the West Nepean Collector (WNC) and the Cave Creek Collector (CCC). Future increases in sanitary flow contributions from new development to WNC and CCC are expected to be small in relation to the peak wet weather flows in these collectors. Any increase in sanitary contributions are expected to be compensated by the future infrastructure renewal and extraneous flow removal projects planned for the entire WNC and CCC drainage areas. In addition any new development or re-development in the CDP area will need to have the foundation drains connected to the storm sewer either by gravity or via a sump pump.</i></p> <p><i>The local sanitary sewers in the CDP area comprises of pipes varying in size from 250 mm to 375 mm which outlet to the WNC along Scott Street. A small north-east section drains north along Stonehurst Street and outlets to the CCC via the Bayview Street Sewer. The south-east section of CDP area also drains to CCC. Similar to the watermains, the local sanitary sewers are relatively new as they were replaced during street rehabilitation projects between 1992 and 2004 and are expected to accommodate wastewater intensification flows.</i></p>
3.4.3	<p>Section 3.4.3 replaced with the following section:</p> <p><i>3.4.3 Stormwater Collection System</i></p> <p><i>There are three main storm trunk systems that run through the CDP area. The West Transitway twin box stormwater sewer outlet, which was constructed in 1983, discharges immediately to the west of Lemieux Island.</i></p>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>It connects to the 2100 mm twin box sewer at the Transitway just to the west of Merton. The twin box sewer along the Transitway was designed specifically to manage the drainage from the West Transitway. This sewer also provides an outlet for the 1800 mm. Pinhey Street Storm as well as number of local stormwater pipes along the way.</i></p> <p><i>The Merton Stormwater Trunk Sewer (MTS) enters the study area as 1800 mm pipe upstream of the Merton and Scott Street combined sewer overflows and provides outlet for the 1050 mm storm pipe located along Scott Street. A 750 mm West Transitway connection at Merton Street also contributes flow from the east to the MTS. The 2100 mm MTS splits into twin 1800 mm pipes south of Burnside Street before discharging into the Ottawa River immediately east of the access bridge to Lemieux Island.</i></p> <p><i>The Parkdale Stormwater Trunk is more localized as it drains the north-west corner of the area and outlets into Ottawa River north of Forward Street.</i></p> <p><i>Local storm water pipes range from 375 mm to the 750 mm and are also relatively new as they were replaced during street rehabilitation projects between 1992 and 2004.</i></p> <p><i>The key to managing impacts of intensification on the storm collection system in the area will be on-site stormwater management. In general, redevelopment in the CDP area will be required to maintain a property-level storm discharge at or less than pre-development level and will be subject to current stormwater controls measures.</i></p>
4.2	Section 4.2 Land Use and Site Development is amended by replacing the Proposed Land Use map with the attached Proposed Land Use map and by replacing the Proposed Height Map with the attached Proposed Height Map.
4.2	Section 4.2 be amended by updating any graphics that illustrates the Neighbourhood Line as illustrated in the Proposed Land Use map.
4.2.1	Section 4.2.1 Mixed Use Centre Areas be amended by adding the attached Demonstration Plans and Holland/Parkdale Node Demonstration Concepts and adding the following text to correspond with the Demonstration Plans after Mixed Use Centre Areas, Tall Buildings a to l:

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>Demonstration Plans</i></p> <p><i>The northeast quadrant of the Mixed Use Node at Holland and Parkdale Avenues is intended to be a high density urban place. Over time the location could equally support both residential and employment uses within the same overall plan formation. Four demonstration plans have been developed to show how a range of options could meet the overall standards and objectives of this CDP.</i></p> <p><i>Demonstration Plan One</i></p> <p><i>This is a primarily residential tower concept deployed on mixed use base buildings with retail or ground level residential at grade. Residential towers shown have the maximum floor plate size of 750 m² and the minimum separation distance of 23 metres. One new office building is located on the existing Holland Cross complex. Hamilton Street is shown extended through the plan as a mid-block connection to Scott Street.</i></p> <p><i>Demonstration Plan Two</i></p> <p><i>Residential towers shown have the maximum floor plate size of 750 m² and the minimum separation distance of 23 metres allowed in the plan. Two office buildings are shown, one on the Holland Cross site and the second on Bullman Street. Hamilton Street is shown extended through the plan as a mid-block connection to Scott Street.</i></p> <p><i>Demonstration Plan Three</i></p> <p><i>This concept is a variation on Demonstration Plan One. It depicts an additional residential tower on a mixed use base in the northern portion of the quadrant. This is achieved by reducing the residential floor plates from the maximum 750 m² allowed while meeting the minimum 23 metre separation distance between residential towers facing each other or 18 metres between fully offset towers. The separation distance between the office tower and residential towers may be reduced to 18 metres as there is less concern with privacy issues. Limiting distance agreements between adjacent landowners will most likely be necessary to achieve this concept if</i></p>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>lots cannot be consolidated. The mid-block connection between Hamilton Avenue and Scott Street is achieved as a direct route using the ground plane between the towers. The connections could be a publicly owned or privately owned but publicly accessible or the ownership could be a combination.</i></p> <p><i>Demonstration Plan Four</i></p> <p><i>This concept depicts a second office building and three residential towers in the northern portion of the quadrant. The three residential towers on mixed-use podiums are achieved by reducing the residential floor plates from the maximum 750 m² allowed while meeting the minimum 23 metre separation distance between residential towers facing each other or 18 metres between fully offset towers. The separation distance between the office tower and residential towers may be reduced to 18 metres as there is less concern with privacy issues, and the separation distance between the office towers can be further reduced as long as blank wall conditions are not created. Limiting distance agreements between adjacent landowners will most likely be necessary to achieve this concept if lots cannot be consolidated. The mid-block connection between Hamilton Avenue and Scott Street is achieved as a direct route using the ground plane between the towers. The connection could be publicly owned or privately owned but public accessible or the ownership could be a combination.</i></p>
4.2.1	<p>Section 4.2.1 be amended by deleting the text under the two demonstration plans on page 52:</p> <p><i>“It is likely that most of the new development in the Holland-Parkdale Node will be residential, but here is also the potential for one or more office buildings.”</i></p>
4.2.1	<p>Section 4.2.1 c. Mixed Use Centre Areas, Tall Buildings be amended by adding the following text after the last sentence:</p> <p><i>Separation distances between residential towers could be reduced to a minimum of 18 metres for towers that are fully offset from one another and for a residential tower that is facing an office building, provided that the</i></p>

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	<i>development provides adequate privacy, sunlight penetration and sky views. Separation distances between office towers could be further reduced to no less than 12 metres as long as this reduced separation does not result in blank walls and the development provides adequate privacy, sunlight penetration and sky views.</i>
4.2.1	<p>Section 4.2.1 Mixed Use Centre Areas Tall Buildings j. be re-lettered to i. and i. Be replaced with the following text:</p> <p><i>i. Tall buildings should have regard for the townhouses on Panorama and Craftsman Private. Podiums of residential buildings on the east side of Hamilton Avenue North or immediately north of the townhouses should have a maximum podium height of three to four storeys facing the townhouses with grade-related units on the ground floor. Podiums of towers should have a minimum setback from Hamilton Avenue North of 3.0 metres. Residential towers up to the maximum 12 storeys should have a minimum setback from the face of the podium of 4.0 metres; towers up to the maximum of 18 storeys should have a minimum setback of 15.0 metres. New office buildings located on the eastern side of Holland Cross immediately north of the existing townhouses should have regard for the sensitive nature of this interface between residential uses and high-rise office uses. During the development review process, including the City of Ottawa Urban Design Review Panel process, new buildings proposed in this location should demonstrate the following:</i></p> <ul style="list-style-type: none"><i>• The existing at-grade servicing and loading facility on the east side of the building is enclosed or the design of a new building provides a buffer between this loading area and the townhouses.</i><i>• The building envelope does not encroach into the existing mid-block connection between Hamilton and Holland Avenues.</i><i>• The existing east-west mid-block connection is maintained and enhanced through the development process. Any new building should be located as far north as possible.</i><i>• Any new loading and servicing, exterior ventilation and exhaust, air</i>

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	<p><i>conditioning equipment or other mechanical devices should not face the townhouses.</i></p> <ul style="list-style-type: none"> • <i>The south façade of the building should include a setback or architectural treatment at the second floor to help provide a transition between a future building and the townhouses. Consideration should be given to a green roof on the setback at this level.</i> • <i>Cross sections including the mid-block connection, proposed building and townhouses should be provided to assess the relationship between the new building and the townhouses.</i> • <i>A wind study should confirm that the new building will not create significantly adverse wind conditions on the walkway or the townhouses.</i> • <i>Mirrored reflective glass should not be used on the south façade. Similar to the existing Holland Cross buildings, punched window openings set into a masonry material wall should be considered on the south facade.</i> • <i>An interior and exterior lighting plan should be developed to ensure a reasonable level of light spillage the new building onto the townhouses.</i>
4.2.1	<p>Section 4.2.1 Mixed Use Centre Areas Density and Built Form – General Guidelines be amended to include the following text after the last sentence in b:</p> <p><i>In the Holland-Parkdale Node, the following front yard setbacks for those lots fronting onto the following streets should apply:</i></p> <ul style="list-style-type: none"> • <i>Scott Street 3.0 metres</i> • <i>Parkdale Avenue 1.0 metre</i> • <i>Holland Avenue 3.0 metres</i> • <i>Hamilton Avenue 3.0 metres</i> • <i>Bullman Avenue 3.0 metres</i>

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4.2.2	Section 4.2.2 Secondary Mainstreet be amended by adding two diagrams illustrating the 45 degree angular plane measurement for the Secondary Mainstreet designation on Scott Street and along Holland/Parkdale Avenues.
4.2.2	<p>Section 4.2.2 c. be replaced with the following:</p> <p><i>c. The maximum height of buildings in Secondary Mainstreet areas along Parkdale and Holland Avenues generally should be 14.5 metres or four storeys, to reflect the scale of the adjacent neighbourhood. Exceptions may be permitted in these areas to allow a maximum of six storeys provided the additional storeys do not penetrate the 45-degree angular plane extending from the “neighbourhood line” thereby ensuring an appropriate transition. The neighbourhood line is a fixed line delineating the boundary between the Secondary Mainstreet area and the adjacent Low-Rise Residential neighbourhood. In the event properties within the Secondary Mainstreet area and the adjacent neighbourhood are consolidated under single ownership, the neighbourhood line should not be re-aligned with the new rear property line.</i></p>
4.2.2	<p>Section 4.2.2 f be amended by deleting the words “<i>generally within 1.5 metres</i>” in the second sentence and adding the following text after the last sentence:</p> <p><i>The following front yard setbacks should apply to lots fronting onto the following streets within the Secondary Mainstreet areas:</i></p> <ul style="list-style-type: none"> • <i>Scott Street between Parkdale Avenue and Merton Street 2.0 metres</i> • <i>Bayview Road 2.0 metres</i> • <i>Parkdale Avenue 1.0 metre</i> • <i>Holland Avenue 3.0 metre</i>
4.2.5	Section 4.2.5 be amended by adding the following text after the last sentence.

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	<p><i>The property at 106 Bayview Road, just south of Scott Street, is close to the Bayview Transit Station and the Tom Brown Arena. This site abuts residential uses along Hilda Street but is separated from the other residential uses on Bayview Road by the Bayview Friendship Park. The site also abuts a City-owned parcel of land at the southwest corner of Scott Street and Bayview Road. Given its location, the site is appropriate for buildings up to four storeys or 14.5 metres and possibly up to six storeys, if the additional storeys are stepped back to provide an appropriate transition to the properties on Hilda Street and to the park. The heights of the fifth and sixth storeys should not penetrate a 45-degree angular plane extending from a point 7.5 metres from the rear property line at a height of 14.5 metres (approximately four storeys). On the south side, the angular plane should extend from a point at the same height but 4.5 metres from the side lot line abutting the park, which should be the minimum side yard setback. A minimum 50% of the facades facing the streets and the park should be comprised of windows and doors. Direct access from ground floor units should be provided to Bayview Road. In addition, neither a driveway nor surface parking should be permitted between the building and the park and any surface parking at the rear of the site should be located at least 4.5 metres from the park and screened.</i></p>
4.4	Section 4.4 be amended by replacing the Proposed Public Realm map with the attached Proposed Public Realm map.
4.4	Section 4.4 be amended by updating any graphics to reflect the new Proposed Public Realm map.
4.4.3	<p>Section 4.4.3 (1) Linear Open Space be replaced with the following text:</p> <p><i>(1) Mid-Block Connection</i></p> <p><i>There is an opportunity and strong need to establish a new mid-block connection to extend pedestrian and cycling routes between Hamilton Avenue and Scott Street. This connection will provide an important link in the area by improving connections to Scott Street and the transit station for people living and working in Hintonburg. Multiple options are depicted in the</i></p>

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	<p><i>demonstration plans in this CDP, from a simple extension along the alignment of Hamilton Avenue leading to Scott Street to multiple but less linear routes within the Holland-Parkdale Node incorporated in the design of future developments. The mid-block connection(s) could be interior to a future building as long as it is publicly accessible 24-hours a day. A total effective width of at least 12 metres should be available for pedestrians and cyclists in either singular or multiple routes, with appropriate landscaping and cycling facilities. The mid-block connection(s) could be secured through development agreements, easements or dedication of land to the City. The ground floors of future buildings which abut the mid-block connection(s) should treat the connection(s) like a street with uses such as shops, cafe/restaurant patios or private courtyard amenity spaces opening to the connection(s).</i></p> <p><i>The existing mid-block connection between Holland Avenue and Hamilton Avenue within the Holland Cross development is an important link for pedestrians and cyclists and will become even more important for people living and working in the area once the LRT is operational. It should be preserved and enhanced with any future development on the site.</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
Schedule A	Schedule A be amended by replacing it with the attached Schedule A.
Schedule B	Schedule B be amended by replacing it with the attached Schedule B.
4.1	<p>Section 4.1 be amended by adding the following sentences after the first sentence of the first paragraph:</p> <p><i>“The Mixed Use Centre is an opportunity for intensification to support the Tunney’s Pasture Transit Station and create a distinct place with more commercial amenities to serve the broader community. As this designation permits a concentration of high-rise buildings both residential and non-residential, the surrounding pedestrian</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	<p><i>environment is an important element to the success of the area.”</i></p> <p>And the following text after the words proposed development in the last sentence of the first paragraph:</p> <p><i>“provides adequate pedestrian facilities within and through the Mixed Use Centre designation and”</i></p>
4.1	Policy 1 to 4 of Section 4.1 Mixed Use Centre Designation be renumbered to a) to d)
4.1	<p>Policy 2 of Section 4.1 Mixed Use Centre Designation be replaced with the following:</p> <p><i>b) Development on lots with frontage on Scott Street will provide minimum building setbacks of generally 3.0 metres from the protected right-of-way as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City’s discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.1	<p>Policy 3 of Section 4.1 Mixed Use Centre Designation be replaced with the following:</p> <p><i>c) Development on lots with frontage on the west side of Parkdale Avenue will provide minimum building setbacks of generally 1.0 metre from the protected right-of way as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	<p><i>agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.1	<p>Policy 4 of Section 4.1 Mixed Use Centre Designation be replaced with the following:</p> <p><i>d) Development on lots with frontage on Hamilton Avenue North and Bullman Street will have minimum building setbacks of generally 3.0 metres from the protected right-of-way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.1	<p>Section 4.1 be amended by adding the following policies after d):</p> <p><i>e) The existing mid-block connection shown on Schedule A - Land Use Schedule between Holland Avenue to Hamilton Avenue North is an important pedestrian connection and will be maintained and enhanced through future development of the site.</i></p> <p><i>f) The future mid-block connection shown on Schedule A – Land Use Schedule to provide a publicly accessible connection between Hamilton Avenue North and Scott Street. The location, configuration and width is approximate and may take a variety of forms, including interior to buildings or exterior as part of the site as contained in the Scott Street CDP. The establishment of this mid-block connection will be determined through the development application process in accordance with the</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	<i>guidelines of the Scott Street CDP. For a future mid-block connection located on private property an easement and maintenance and liability may be required subject to the City's discretion.</i>
4.1.1	Section 4.1.1 be amended by adding the following text before the period at the end of the sentence: <i>with the exception of drive-throughs which are prohibited in this Mixed Use Centre designation</i>
4.1.2	Section 4.1.2 Location and Heights – High-Rise Buildings first paragraph replaced with the following text: <i>“The criteria in this Section may require lot consolidation and Limiting Distance Agreements between property owners in order to achieve the objectives for high-rise buildings. The objectives of this Section are to allow for high-rise development to occur while ensuring that the built form transition occurs within the Mixed Use Centre and ensures privacy, sunlight penetration and sky views. Podium and tower forms of high-rise buildings, staggering towers from each other, minimum separation distances and setbacks of towers, transitioning to low-rise areas and ensuring windows and doors face all streets are all important elements to achieve the objectives for high-rise buildings in this Section. High-rise buildings will only be permitted in areas shown as high-rise areas on Schedule B - Maximum Building Heights provided that the following criteria are met:”</i>
4.1.2.1	Section 4.1.2.1 be amended by adding the following text after the end of the sentence: <i>“A high-rise building that deviates from a podium and tower form with support from a specialized design review with members of the City's Urban Design Review Panel will be permitted subject to the design of the building and the site meeting the applicable policies below.”</i>
4.1.2.2	Section 4.1.2.2 be deleted and the remaining policies of this Section are re-numbered.

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4.1.2.4	<p>Section 4.1.2.4 be replaced with the following text:</p> <p><i>3. Tower portions of high-rise buildings will have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted provided that policy 4 below can be met.</i></p>
4.1.2.5	<p>Section 4.1.2.5 be replaced with the following text:</p> <p><i>4. Tower portions of high-rise buildings will be staggered from each other. Non-residential towers facing one another will have a minimum separation distance of 12.0 metres. Residential towers will have minimum separation distances of 23.0 metres. A reduced separation distance of no less than 18.0 metres may be permitted for proposals for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower.</i></p> <p>And deleting subsection a to c.</p>
4.1.2.6	<p>Section 4.1.2.6 be renumbered to 4.1.2.5 and amended by adding the word “tower” after the words “Proposals for high-rise buildings with”</p>
4.1.2.7	<p>Section 4.2.1.7 be renumbered to 4.1.2.6 and be amended by deleting the word “generally” in the last sentence and adding the words “along Parkdale Avenue” at the end of the last sentence.</p>
4.1.2.8	<p>Section 4.2.1.8 be renumbered to 4.1.2.7 and be replaced with the following text:</p> <p><i>7. To provide transitioning and reduce impacts on existing low-rise residential uses within the Mixed Use Centre, high-rise buildings on lots fronting on the east side of Hamilton Avenue North will have a maximum podium height of four storeys fronting onto Hamilton Avenue North. Through the development review process the design of the buildings on lots immediately north and east of the existing low-rise residential uses will demonstrate that the</i></p>

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	<i>applicable building and site guidelines contained in the Scott Street CDP are met.</i>
4.1.3	<p>Section 4.1.3 be amended by adding the following sentence after the first sentence in the first paragraph:</p> <p><i>A continuous street edge of buildings, windows and doors facing the street and adequate setbacks for mid-rise buildings are all important elements to achieve the objectives for mid-rise buildings in this section.</i></p>
4.1.3.2	<p>Section 4.1.3.2 be amended by adding the words “<i>with residential uses</i>” after the word buildings, and by replacing the text “<i>generally have a minimum 7.5 metre rear yard setback.</i>” with the following text “<i>have a rear yard setback of 7.5 metres. In the case of a corner lot, the yard which functions as the rear yard will satisfy this policy.</i>”</p> <p>Section 4.1.3.2 be amended by adding the following text between 4.1.3.2a and 4.1.3.2b:</p> <p>“b. provides a continuous building edge to the street; and” and re-lettering 4.1.3.2b to 4.2.3.1c</p>
4.2	Section 4.2 policies 1 to 3 be re-lettered to a. to c.
4.2.2	<p>Section 4.2.2 is re-lettered to b. and replaced with the following text:</p> <p><i>The non-residential uses in the policy above will generally maintain the residential character of the Secondary Mainstreet by maintaining consistent building setbacks from Parkdale and Holland Avenues and Scott Street.</i></p>
4.2.3	<p>Section 4.2.3 be replaced with the following:</p> <p><i>c. Development on lots with frontage along Scott Street will have a minimum building setback of generally 2.0 metres from the protected right-of-way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For these areas</i></p>

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	<p><i>that may be located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.2.4	<p>Section 4.2.4 be replaced with the following:</p> <p><i>d. Development on lots with frontage along the east side of Parkdale Avenue or along Holland Avenue will have building setbacks as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For these areas that may be located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.2.1.2	<p>Section 4.2.1.2 be deleted.</p>
4.2.1.3	<p>Section 4.2.1.3 be amended by changing the section number of 4.2.1.2 and by deleting the following text at the beginning of the first sentence "<i>For buildings located on lots indicated on Schedule B – Maximum Building where the angular plane permits greater height</i>"</p>
4.2.1.4	<p>Section 4.2.1.4 be amended by renumbering to 4.2.1.3 and deleting the following text at the end of the first sentence:</p> <p><i>and the stable, low-rise areas of the neighbourhoods.</i></p>
4.4.1	<p>Section 4.4.1a. be amended by adding the words "<i>and rear</i>" after the words "from the front" and replacing the word "line" with "<i>lines</i>".</p>
4.4.2	<p>Section 4.4.2a. be amended by deleting the word "<i>and</i>" at the end of the phrase</p>
4.4.2	<p>Section 4.4.2b. be amended by adding the word "<i>and</i>" at the end of</p>

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	the phrase
4.4.2	Section 4.4.2 be amended by adding the following text after 4.4.2b. <i>c. continues to meet any applicable design guidelines contained in the Scott Street CDP</i>
4.6	Section 4.6 be amended by deleting the second sentence of the first paragraph.
4.6.2	Section 4.6.2 be deleted and the remaining part of the section is renumbered accordingly.
Appendix C	Replace the Location Map/Zoning Key Plan Scott Street CDP with the attached map.

Section	Proposed Amendment to Document 4 Details of Recommended Zoning
5.b.	5.b. be amended by replacing the number 198(12)(a) with the number 198(13)(a)
6.	6. be amended by adding H(14.5) after [XXXX]
Location Map/Zoning Key Plan Scott Street CDP – Map 2	Replace Location Map/Zoning Key Plan Scott Street CDP – Map 2 with the attached map.

Section	Proposed Amendment to Document 4 Details of Recommended Zoning
Location Map/Zoning Key Plan Scott Street CDP – Maps	<p>Add a new map with the following title Location Map/Zoning Map Scott Street CDP – Map 6 with the following text:</p> <p><i>10. The Zoning Map for the City of Ottawa Zoning By-law 2008-250 is amended by changing the zoning of the lands as shown on the Zoning Key Plan Scott Street CDP Map 6.</i></p> <p><i>11. Add a new exception R5L [XXYY] H(19) to Section 239 – Urban Exceptions, with provisions similar in effect to the following:</i></p> <p><i>a. Column IV the following uses:</i></p> <ul style="list-style-type: none"> <i>- restaurant</i> <p><i>b. Column V the following provisions:</i></p> <ul style="list-style-type: none"> <i>- minimum front yard: 2.0 m</i> <i>- minimum setback from a park: 4.5 m</i> <i>- no part of a building on a lot with a rear lot line abutting an R1, R2, R3, or R4 Zone may project above a 45 degree angular plane measured at a height of 14.5 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line</i> <i>- no part of a building on a lot with an interior lot line abutting an L1 Zone may project above a 45 degree angular plane measured at a height of 14.5 metres from a point 4.5 metres from the interior lot line, projecting upwards towards another interior lot line</i>

CARRIED with Councillor R. Chiarelli dissenting.

Item 6 of the City Council Agenda, as amended by Motion No. 68/6 and set out in full below, was then put to Council:

That Council approve:

- 1. The Scott Street Community Design Plan as Council's direction on the future development of the area, as contained in Document 2, as amended;**
- 2. An amendment to the Official Plan, Volume 2A to incorporate Part B of the proposed Official Plan amendment as a Secondary Plan, as detailed in Document 3, as amended;**
- 3. An amendment to the Official Plan, Schedule B to amend the area shown in Part B of the proposed Official Plan amendment from Mixed Use Centre designation to the General Urban designation as detailed in Document 3, as amended;**
- 4. An amendment to Zoning By-law 2008-250 as detailed and shown in Document 4, as amended;**
- 5. That staff identify any necessary supporting studies and incremental funding required to implement the Scott Street CDP vision design as part of the reinstatement in time for consideration during the establishment of the 2013-2018 Term of Council priorities;**
- 6. That Document 2 – Scott Street Community Design Plan, Document 3 – Official Plan Amendment and Document 4 – Zoning By-law Amendment of Report ACS2013-PAI-PGM-0059 be amended as set out in Attachment 1 to this motion:**

Attachment 1

Amendments to correct minor errors and omissions, provide further clarification and to respond to Motions and Submissions

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
2.1.3	Section 2.1.3 be amended by deleting the first sentence in the third paragraph that begins with “In October 2013” and delete the word “draft” in all references to the Transportation Master Plan, TMP, Cycling Plan and Pedestrian Plan.
3.4	<p>Section 3.4 be amended by adding the following sentence at the beginning of the section:</p> <p><i>The following section is based on the Scott Street District Community Design Plan Municipal Infrastructure Report.</i></p>
3.4.1	<p>Section 3.4.1 be replaced with the following section:</p> <p><i>3.4.1 Water Distribution System</i></p> <p><i>The Lemieux Island Water Purification Plant (WPP) is located immediately north of the Scott Street CDP area. This plant supplies water to approximately 60% of the serviced part of the City, including all of the CDP area. The CDP area is located in the 1W pressure zone. The 1950 mm dia. high pressure transmission main (HPTM) conveys water to 1W pressure zone from the Lemieux WPP, running west to east, along Bayview & Wellington streets. There is a 1067 mm dia. watermain along Scott Street that connects to the 1950 mm HPTM at Bayview intersection. This main interconnects the water supply from the Lemieux WPP to the Britannia WPP. All streets in the CDP area have local watermains ranging from 125 mm to 305 mm. The watermains are relatively new as they were replaced during street rehabilitation projects between 1992 and 2004.</i></p> <p><i>It is expected that proposed intensification should be accommodated by the existing water distribution network, particularly considering the fact that the sizing of local watermains is driven by fire-fighting requirements; however the approval of each new development will require confirmation that adequate local fire supply exists.</i></p>
3.4.2	<p>Section 3.4.2 be replaced with the following section:</p> <p><i>3.4.2 Wastewater Collection System</i></p>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>The municipal wastewater collection system within the Scott Street CDP area was originally a combined system and has been separated in the last 20 years with the exception of a few combined pipes on Scott Street at Bayview Road, on Hilda Street and on Manchester Street. The City of Ottawa plans to replace these combined pipes as part planned road rehabilitation projects in the next ten-year planning horizon. Even though most of the storm and sanitary system had been fully separated within the CDP area, it still functions mostly as a partially separated system which conveys municipal wastewater and foundation drainage to the sanitary system. There are two major wastewater trunk sewers located in the CDP area: the West Nepean Collector (WNC) and the Cave Creek Collector (CCC). Future increases in sanitary flow contributions from new development to WNC and CCC are expected to be small in relation to the peak wet weather flows in these collectors. Any increase in sanitary contributions are expected to be compensated by the future infrastructure renewal and extraneous flow removal projects planned for the entire WNC and CCC drainage areas. In addition any new development or re-development in the CDP area will need to have the foundation drains connected to the storm sewer either by gravity or via a sump pump.</i></p> <p><i>The local sanitary sewers in the CDP area comprises of pipes varying in size from 250 mm to 375 mm which outlet to the WNC along Scott Street. A small north-east section drains north along Stonehurst Street and outlets to the CCC via the Bayview Street Sewer. The south-east section of CDP area also drains to CCC. Similar to the watermains, the local sanitary sewers are relatively new as they were replaced during street rehabilitation projects between 1992 and 2004 and are expected to accommodate wastewater intensification flows.</i></p>
3.4.3	<p>Section 3.4.3 replaced with the following section:</p> <p><i>3.4.3 Stormwater Collection System</i></p> <p><i>There are three main storm trunk systems that run through the CDP area. The West Transitway twin box stormwater sewer outlet, which was constructed in 1983, discharges immediately to the west of Lemieux Island.</i></p>

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	<p><i>It connects to the 2100 mm twin box sewer at the Transitway just to the west of Merton. The twin box sewer along the Transitway was designed specifically to manage the drainage from the West Transitway. This sewer also provides an outlet for the 1800 mm. Pinhey Street Storm as well as number of local stormwater pipes along the way.</i></p> <p><i>The Merton Stormwater Trunk Sewer (MTS) enters the study area as 1800 mm pipe upstream of the Merton and Scott Street combined sewer overflows and provides outlet for the 1050 mm storm pipe located along Scott Street. A 750 mm West Transitway connection at Merton Street also contributes flow from the east to the MTS. The 2100 mm MTS splits into twin 1800 mm pipes south of Burnside Street before discharging into the Ottawa River immediately east of the access bridge to Lemieux Island.</i></p> <p><i>The Parkdale Stormwater Trunk is more localized as it drains the north-west corner of the area and outlets into Ottawa River north of Forward Street.</i></p> <p><i>Local storm water pipes range from 375 mm to the 750 mm and are also relatively new as they were replaced during street rehabilitation projects between 1992 and 2004.</i></p> <p><i>The key to managing impacts of intensification on the storm collection system in the area will be on-site stormwater management. In general, redevelopment in the CDP area will be required to maintain a property-level storm discharge at or less than pre-development level and will be subject to current stormwater controls measures.</i></p>
4.2	Section 4.2 Land Use and Site Development is amended by replacing the Proposed Land Use map with the attached Proposed Land Use map and by replacing the Proposed Height Map with the attached Proposed Height Map.
4.2	Section 4.2 be amended by updating any graphics that illustrates the Neighbourhood Line as illustrated in the Proposed Land Use map.
4.2.1	Section 4.2.1 Mixed Use Centre Areas be amended by adding the attached Demonstration Plans and Holland/Parkdale Node Demonstration Concepts and adding the following text to correspond with the Demonstration Plans after Mixed Use Centre Areas, Tall Buildings a to l:

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>Demonstration Plans</i></p> <p><i>The northeast quadrant of the Mixed Use Node at Holland and Parkdale Avenues is intended to be a high density urban place. Over time the location could equally support both residential and employment uses within the same overall plan formation. Four demonstration plans have been developed to show how a range of options could meet the overall standards and objectives of this CDP.</i></p> <p><i>Demonstration Plan One</i></p> <p><i>This is a primarily residential tower concept deployed on mixed use base buildings with retail or ground level residential at grade. Residential towers shown have the maximum floor plate size of 750 m² and the minimum separation distance of 23 metres. One new office building is located on the existing Holland Cross complex. Hamilton Street is shown extended through the plan as a mid-block connection to Scott Street.</i></p> <p><i>Demonstration Plan Two</i></p> <p><i>Residential towers shown have the maximum floor plate size of 750 m² and the minimum separation distance of 23 metres allowed in the plan. Two office buildings are shown, one on the Holland Cross site and the second on Bullman Street. Hamilton Street is shown extended through the plan as a mid-block connection to Scott Street.</i></p> <p><i>Demonstration Plan Three</i></p> <p><i>This concept is a variation on Demonstration Plan One. It depicts an additional residential tower on a mixed use base in the northern portion of the quadrant. This is achieved by reducing the residential floor plates from the maximum 750 m² allowed while meeting the minimum 23 metre separation distance between residential towers facing each other or 18 metres between fully offset towers. The separation distance between the office tower and residential towers may be reduced to 18 metres as there is less concern with privacy issues. Limiting distance agreements between adjacent landowners will most likely be necessary to achieve this concept if</i></p>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>lots cannot be consolidated. The mid-block connection between Hamilton Avenue and Scott Street is achieved as a direct route using the ground plane between the towers. The connections could be a publicly owned or privately owned but publicly accessible or the ownership could be a combination.</i></p> <p><i>Demonstration Plan Four</i></p> <p><i>This concept depicts a second office building and three residential towers in the northern portion of the quadrant. The three residential towers on mixed-use podiums are achieved by reducing the residential floor plates from the maximum 750 m² allowed while meeting the minimum 23 metre separation distance between residential towers facing each other or 18 metres between fully offset towers. The separation distance between the office tower and residential towers may be reduced to 18 metres as there is less concern with privacy issues, and the separation distance between the office towers can be further reduced as long as blank wall conditions are not created. Limiting distance agreements between adjacent landowners will most likely be necessary to achieve this concept if lots cannot be consolidated. The mid-block connection between Hamilton Avenue and Scott Street is achieved as a direct route using the ground plane between the towers. The connection could be publicly owned or privately owned but public accessible or the ownership could be a combination.</i></p>
4.2.1	<p>Section 4.2.1 be amended by deleting the text under the two demonstration plans on page 52:</p> <p><i>“It is likely that most of the new development in the Holland-Parkdale Node will be residential, but here is also the potential for one or more office buildings.”</i></p>
4.2.1	<p>Section 4.2.1 c. Mixed Use Centre Areas, Tall Buildings be amended by adding the following text after the last sentence:</p> <p><i>Separation distances between residential towers could be reduced to a minimum of 18 metres for towers that are fully offset from one another and for a residential tower that is facing an office building, provided that the</i></p>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<i>development provides adequate privacy, sunlight penetration and sky views. Separation distances between office towers could be further reduced to no less than 12 metres as long as this reduced separation does not result in blank walls and the development provides adequate privacy, sunlight penetration and sky views.</i>
4.2.1	<p>Section 4.2.1 Mixed Use Centre Areas Tall Buildings j. be re-lettered to i. and i. Be replaced with the following text:</p> <p><i>i. Tall buildings should have regard for the townhouses on Panorama and Craftsman Private. Podiums of residential buildings on the east side of Hamilton Avenue North or immediately north of the townhouses should have a maximum podium height of three to four storeys facing the townhouses with grade-related units on the ground floor. Podiums of towers should have a minimum setback from Hamilton Avenue North of 3.0 metres. Residential towers up to the maximum 12 storeys should have a minimum setback from the face of the podium of 4.0 metres; towers up to the maximum of 18 storeys should have a minimum setback of 15.0 metres. New office buildings located on the eastern side of Holland Cross immediately north of the existing townhouses should have regard for the sensitive nature of this interface between residential uses and high-rise office uses. During the development review process, including the City of Ottawa Urban Design Review Panel process, new buildings proposed in this location should demonstrate the following:</i></p> <ul style="list-style-type: none"> <i>• The existing at-grade servicing and loading facility on the east side of the building is enclosed or the design of a new building provides a buffer between this loading area and the townhouses.</i> <i>• The building envelope does not encroach into the existing mid-block connection between Hamilton and Holland Avenues.</i> <i>• The existing east-west mid-block connection is maintained and enhanced through the development process. Any new building should be located as far north as possible.</i> <i>• Any new loading and servicing, exterior ventilation and exhaust, air</i>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>conditioning equipment or other mechanical devices should not face the townhouses.</i></p> <ul style="list-style-type: none"> • <i>The south façade of the building should include a setback or architectural treatment at the second floor to help provide a transition between a future building and the townhouses. Consideration should be given to a green roof on the setback at this level.</i> • <i>Cross sections including the mid-block connection, proposed building and townhouses should be provided to assess the relationship between the new building and the townhouses.</i> • <i>A wind study should confirm that the new building will not create significantly adverse wind conditions on the walkway or the townhouses.</i> • <i>Mirrored reflective glass should not be used on the south façade. Similar to the existing Holland Cross buildings, punched window openings set into a masonry material wall should be considered on the south facade.</i> • <i>An interior and exterior lighting plan should be developed to ensure a reasonable level of light spillage the new building onto the townhouses.</i>
4.2.1	<p>Section 4.2.1 Mixed Use Centre Areas Density and Built Form – General Guidelines be amended to include the following text after the last sentence in b:</p> <p><i>In the Holland-Parkdale Node, the following front yard setbacks for those lots fronting onto the following streets should apply:</i></p> <ul style="list-style-type: none"> • <i>Scott Street 3.0 metres</i> • <i>Parkdale Avenue 1.0 metre</i> • <i>Holland Avenue 3.0 metres</i> • <i>Hamilton Avenue 3.0 metres</i> • <i>Bullman Avenue 3.0 metres</i>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
4.2.2	Section 4.2.2 Secondary Mainstreet be amended by adding two diagrams illustrating the 45 degree angular plane measurement for the Secondary Mainstreet designation on Scott Street and along Holland/Parkdale Avenues.
4.2.2	<p>Section 4.2.2 c. be replaced with the following:</p> <p><i>c. The maximum height of buildings in Secondary Mainstreet areas along Parkdale and Holland Avenues generally should be 14.5 metres or four storeys, to reflect the scale of the adjacent neighbourhood. Exceptions may be permitted in these areas to allow a maximum of six storeys provided the additional storeys do not penetrate the 45-degree angular plane extending from the “neighbourhood line” thereby ensuring an appropriate transition. The neighbourhood line is a fixed line delineating the boundary between the Secondary Mainstreet area and the adjacent Low-Rise Residential neighbourhood. In the event properties within the Secondary Mainstreet area and the adjacent neighbourhood are consolidated under single ownership, the neighbourhood line should not be re-aligned with the new rear property line.</i></p>
4.2.2	<p>Section 4.2.2 f be amended by deleting the words “<i>generally within 1.5 metres</i>” in the second sentence and adding the following text after the last sentence:</p> <p><i>The following front yard setbacks should apply to lots fronting onto the following streets within the Secondary Mainstreet areas:</i></p> <ul style="list-style-type: none"> • <i>Scott Street between Parkdale Avenue and Merton Street 2.0 metres</i> • <i>Bayview Road 2.0 metres</i> • <i>Parkdale Avenue 1.0 metre</i> • <i>Holland Avenue 3.0 metre</i>
4.2.5	Section 4.2.5 be amended by adding the following text after the last sentence.

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>The property at 106 Bayview Road, just south of Scott Street, is close to the Bayview Transit Station and the Tom Brown Arena. This site abuts residential uses along Hilda Street but is separated from the other residential uses on Bayview Road by the Bayview Friendship Park. The site also abuts a City-owned parcel of land at the southwest corner of Scott Street and Bayview Road. Given its location, the site is appropriate for buildings up to four storeys or 14.5 metres and possibly up to six storeys, if the additional storeys are stepped back to provide an appropriate transition to the properties on Hilda Street and to the park. The heights of the fifth and sixth storeys should not penetrate a 45-degree angular plane extending from a point 7.5 metres from the rear property line at a height of 14.5 metres (approximately four storeys). On the south side, the angular plane should extend from a point at the same height but 4.5 metres from the side lot line abutting the park, which should be the minimum side yard setback. A minimum 50% of the facades facing the streets and the park should be comprised of windows and doors. Direct access from ground floor units should be provided to Bayview Road. In addition, neither a driveway nor surface parking should be permitted between the building and the park and any surface parking at the rear of the site should be located at least 4.5 metres from the park and screened.</i></p>
4.4	Section 4.4 be amended by replacing the Proposed Public Realm map with the attached Proposed Public Realm map.
4.4	Section 4.4 be amended by updating any graphics to reflect the new Proposed Public Realm map.
4.4.3	<p>Section 4.4.3 (1) Linear Open Space be replaced with the following text:</p> <p><i>(1) Mid-Block Connection</i></p> <p><i>There is an opportunity and strong need to establish a new mid-block connection to extend pedestrian and cycling routes between Hamilton Avenue and Scott Street. This connection will provide an important link in the area by improving connections to Scott Street and the transit station for people living and working in Hintonburg. Multiple options are depicted in the</i></p>

Section	Proposed Amendment to Document 2 the Scott Street Community Design Plan
	<p><i>demonstration plans in this CDP, from a simple extension along the alignment of Hamilton Avenue leading to Scott Street to multiple but less linear routes within the Holland-Parkdale Node incorporated in the design of future developments. The mid-block connection(s) could be interior to a future building as long as it is publicly accessible 24-hours a day. A total effective width of at least 12 metres should be available for pedestrians and cyclists in either singular or multiple routes, with appropriate landscaping and cycling facilities. The mid-block connection(s) could be secured through development agreements, easements or dedication of land to the City. The ground floors of future buildings which abut the mid-block connection(s) should treat the connection(s) like a street with uses such as shops, cafe/restaurant patios or private courtyard amenity spaces opening to the connection(s).</i></p> <p><i>The existing mid-block connection between Holland Avenue and Hamilton Avenue within the Holland Cross development is an important link for pedestrians and cyclists and will become even more important for people living and working in the area once the LRT is operational. It should be preserved and enhanced with any future development on the site.</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
Schedule A	Schedule A be amended by replacing it with the attached Schedule A.
Schedule B	Schedule B be amended by replacing it with the attached Schedule B.
4.1	<p>Section 4.1 be amended by adding the following sentences after the first sentence of the first paragraph:</p> <p><i>“The Mixed Use Centre is an opportunity for intensification to support the Tunney’s Pasture Transit Station and create a distinct place with more commercial amenities to serve the broader community. As this designation permits a concentration of high-rise buildings both residential and non-residential, the surrounding pedestrian</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	<p><i>environment is an important element to the success of the area.”</i></p> <p>And the following text after the words proposed development in the last sentence of the first paragraph:</p> <p><i>“provides adequate pedestrian facilities within and through the Mixed Use Centre designation and”</i></p>
4.1	Policy 1 to 4 of Section 4.1 Mixed Use Centre Designation be renumbered to a) to d)
4.1	<p>Policy 2 of Section 4.1 Mixed Use Centre Designation be replaced with the following:</p> <p><i>g) Development on lots with frontage on Scott Street will provide minimum building setbacks of generally 3.0 metres from the protected right-of-way as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City’s discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.1	<p>Policy 3 of Section 4.1 Mixed Use Centre Designation be replaced with the following:</p> <p><i>h) Development on lots with frontage on the west side of Parkdale Avenue will provide minimum building setbacks of generally 1.0 metre from the protected right-of way as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	<p><i>agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.1	<p>Policy 4 of Section 4.1 Mixed Use Centre Designation be replaced with the following:</p> <p><i>i) Development on lots with frontage on Hamilton Avenue North and Bullman Street will have minimum building setbacks of generally 3.0 metres from the protected right-of-way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.1	<p>Section 4.1 be amended by adding the following policies after d):</p> <p><i>j) The existing mid-block connection shown on Schedule A - Land Use Schedule between Holland Avenue to Hamilton Avenue North is an important pedestrian connection and will be maintained and enhanced through future development of the site.</i></p> <p><i>k) The future mid-block connection shown on Schedule A – Land Use Schedule to provide a publicly accessible connection between Hamilton Avenue North and Scott Street. The location, configuration and width is approximate and may take a variety of forms, including interior to buildings or exterior as part of the site as contained in the Scott Street CDP. The establishment of this mid-block connection will be determined through the development application process in accordance with the</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	<i>guidelines of the Scott Street CDP. For a future mid-block connection located on private property an easement and maintenance and liability may be required subject to the City's discretion.</i>
4.1.1	Section 4.1.1 be amended by adding the following text before the period at the end of the sentence: <i>with the exception of drive-throughs which are prohibited in this Mixed Use Centre designation</i>
4.1.2	Section 4.1.2 Location and Heights – High-Rise Buildings first paragraph replaced with the following text: <i>“The criteria in this Section may require lot consolidation and Limiting Distance Agreements between property owners in order to achieve the objectives for high-rise buildings. The objectives of this Section are to allow for high-rise development to occur while ensuring that the built form transition occurs within the Mixed Use Centre and ensures privacy, sunlight penetration and sky views. Podium and tower forms of high-rise buildings, staggering towers from each other, minimum separation distances and setbacks of towers, transitioning to low-rise areas and ensuring windows and doors face all streets are all important elements to achieve the objectives for high-rise buildings in this Section. High-rise buildings will only be permitted in areas shown as high-rise areas on Schedule B - Maximum Building Heights provided that the following criteria are met:”</i>
4.1.2.1	Section 4.1.2.1 be amended by adding the following text after the end of the sentence: <i>“A high-rise building that deviates from a podium and tower form with support from a specialized design review with members of the City's Urban Design Review Panel will be permitted subject to the design of the building and the site meeting the applicable policies below.”</i>
4.1.2.2	Section 4.1.2.2 be deleted and the remaining policies of this Section are re-numbered.

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
4.1.2.4	<p>Section 4.1.2.4 be replaced with the following text:</p> <p><i>4. Tower portions of high-rise buildings will have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted provided that policy 4 below can be met.</i></p>
4.1.2.5	<p>Section 4.1.2.5 be replaced with the following text:</p> <p><i>7. Tower portions of high-rise buildings will be staggered from each other. Non-residential towers facing one another will have a minimum separation distance of 12.0 metres. Residential towers will have minimum separation distances of 23.0 metres. A reduced separation distance of no less than 18.0 metres may be permitted for proposals for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower.</i></p> <p>And deleting subsection a to c.</p>
4.1.2.6	<p>Section 4.1.2.6 be renumbered to 4.1.2.5 and amended by adding the word “tower” after the words “Proposals for high-rise buildings with”</p>
4.1.2.7	<p>Section 4.2.1.7 be renumbered to 4.1.2.6 and be amended by deleting the word “generally” in the last sentence and adding the words “along Parkdale Avenue” at the end of the last sentence.</p>
4.1.2.8	<p>Section 4.2.1.8 be renumbered to 4.1.2.7 and be replaced with the following text:</p> <p><i>8. To provide transitioning and reduce impacts on existing low-rise residential uses within the Mixed Use Centre, high-rise buildings on lots fronting on the east side of Hamilton Avenue North will have a maximum podium height of four storeys fronting onto Hamilton Avenue North. Through the development review process the design of the buildings on lots immediately north and east of the existing low-rise residential uses will demonstrate that the</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	<i>applicable building and site guidelines contained in the Scott Street CDP are met.</i>
4.1.3	<p>Section 4.1.3 be amended by adding the following sentence after the first sentence in the first paragraph:</p> <p><i>A continuous street edge of buildings, windows and doors facing the street and adequate setbacks for mid-rise buildings are all important elements to achieve the objectives for mid-rise buildings in this section.</i></p>
4.1.3.2	<p>Section 4.1.3.2 be amended by adding the words “<i>with residential uses</i>” after the word buildings, and by replacing the text “<i>generally have a minimum 7.5 metre rear yard setback.</i>” with the following text “<i>have a rear yard setback of 7.5 metres. In the case of a corner lot, the yard which functions as the rear yard will satisfy this policy.</i>”</p> <p>Section 4.1.3.2 be amended by adding the following text between 4.1.3.2a and 4.1.3.2b:</p> <p>“b. provides a continuous building edge to the street; and” and re-lettering 4.1.3.2b to 4.2.3.1c</p>
4.2	Section 4.2 policies 1 to 3 be re-lettered to a. to c.
4.2.2	<p>Section 4.2.2 is re-lettered to b. and replaced with the following text:</p> <p><i>The non-residential uses in the policy above will generally maintain the residential character of the Secondary Mainstreet by maintaining consistent building setbacks from Parkdale and Holland Avenues and Scott Street.</i></p>
4.2.3	<p>Section 4.2.3 be replaced with the following:</p> <p><i>e. Development on lots with frontage along Scott Street will have a minimum building setback of generally 2.0 metres from the protected right-of-way. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For these areas</i></p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	<p><i>that may be located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.2.4	<p>Section 4.2.4 be replaced with the following:</p> <p><i>f. Development on lots with frontage along the east side of Parkdale Avenue or along Holland Avenue will have building setbacks as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For these areas that may be located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.</i></p>
4.2.1.2	<p>Section 4.2.1.2 be deleted.</p>
4.2.1.3	<p>Section 4.2.1.3 be amended by changing the section number of 4.2.1.2 and by deleting the following text at the beginning of the first sentence "<i>For buildings located on lots indicated on Schedule B – Maximum Building where the angular plane permits greater height</i>"</p>
4.2.1.4	<p>Section 4.2.1.4 be amended by renumbering to 4.2.1.3 and deleting the following text at the end of the first sentence:</p> <p><i>and the stable, low-rise areas of the neighbourhoods.</i></p>
4.4.1	<p>Section 4.4.1a. be amended by adding the words "<i>and rear</i>" after the words "from the front" and replacing the word "line" with "<i>lines</i>".</p>
4.4.2	<p>Section 4.4.2a. be amended by deleting the word "<i>and</i>" at the end of the phrase</p>
4.4.2	<p>Section 4.4.2b. be amended by adding the word "<i>and</i>" at the end of</p>

Section	Proposed Amendment to Document 3 Official Plan Amendment 131
	the phrase
4.4.2	Section 4.4.2 be amended by adding the following text after 4.4.2b. <i>c. continues to meet any applicable design guidelines contained in the Scott Street CDP</i>
4.6	Section 4.6 be amended by deleting the second sentence of the first paragraph.
4.6.2	Section 4.6.2 be deleted and the remaining part of the section is renumbered accordingly.
Appendix C	Replace the Location Map/Zoning Key Plan Scott Street CDP with the attached map.

Section	Proposed Amendment to Document 4 Details of Recommended Zoning
5.b.	5.b. be amended by replacing the number 198(12)(a) with the number 198(13)(a)
6.	6. be amended by adding H(14.5) after [XXXX]
Location Map/Zoning Key Plan Scott Street CDP – Map 2	Replace Location Map/Zoning Key Plan Scott Street CDP – Map 2 with the attached map.

Section	Proposed Amendment to Document 4 Details of Recommended Zoning
Location Map/Zoning Key Plan Scott Street CDP – Maps	<p>Add a new map with the following title Location Map/Zoning Map Scott Street CDP – Map 6 with the following text:</p> <p><i>10. The Zoning Map for the City of Ottawa Zoning By-law 2008-250 is amended by changing the zoning of the lands as shown on the Zoning Key Plan Scott Street CDP Map 6.</i></p> <p><i>11. Add a new exception R5L [XXYY] H(19) to Section 239 – Urban Exceptions, with provisions similar in effect to the following:</i></p> <p><i>c. Column IV the following uses:</i></p> <ul style="list-style-type: none"> <i>- restaurant</i> <p><i>d. Column V the following provisions:</i></p> <ul style="list-style-type: none"> <i>- minimum front yard: 2.0 m</i> <i>- minimum setback from a park: 4.5 m</i> <i>- no part of a building on a lot with a rear lot line abutting an R1, R2, R3, or R4 Zone may project above a 45 degree angular plane measured at a height of 14.5 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line</i> <i>- no part of a building on a lot with an interior lot line abutting an L1 Zone may project above a 45 degree angular plane measured at a height of 14.5 metres from a point 4.5 metres from the interior lot line, projecting upwards towards another interior lot line</i>

7. That no further notice be given under subsection 34(17) of the Planning Act.

CARRIED with Councillor R. Chiarelli dissenting.

7. OFFICIAL PLAN AMENDMENT AND ADOPTION OF
CONFEDERATION LINE PROXIMITY STUDY GUIDELINES

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve and adopt amendments to the Official Plan to amend policies in Section 4.3.1, Transportation, as shown in Document 1;**
- 2. Approve the Confederation Line Proximity Study Guidelines for Development Applications in the Development Zone of Influence, as shown in Document 2; and**
- 3. Approve the establishment of a Proximity Study fee to cover the City's review costs for the Confederation Line Proximity Study.**

MOTION NO. 68/7

Moved by Councillor P. Hume

Seconded by Councillor J. Harder

WHEREAS at the Planning Committee meeting of December 10, 2013, Planning Committee approved the staff report (ACS2013-PAI-PGM-0226) for the Confederation Line Development Zone of Influence; and

WHEREAS Planning Committee directed staff to review the public submissions either made at, or submitted to, Committee and indicate, in the form of a memorandum, which submissions are recommended for adoption and which are not recommended for adoption, with a rationale, and the memorandum be submitted to Council before the

matter is considered by City Council on January 22, 2014;

THEREFORE BE IT RESOLVED that Council approve the staff supported changes to the Confederation Line Proximity Study Guidelines as follows:

Delete the following language from the third paragraph of Section 1:

“Development within the Development Zone of Influence for the Confederation Line Project presents significant opportunities for private sector development to integrate with and advance achievement of the City’s broader objectives for transit supportive development. To capitalize on this opportunity, a Development Zone of Influence for the Confederation Line Project has been determined and has been identified in the Official Plan. For development proposed within this area, it is considered important that such development give consideration to the manner in which the development will support the city’s transit focused development objectives for development in proximity to the Confederation Line and to support protection of the asset (properties and structures) and its current and future operations.”

Delete the following language from the first paragraph of Section 2:

“where opportunities have been identified for development to support achieving transit oriented development and/or where a need has been determined to ensure that development occur in a way that will support protection of the asset (properties and structures) and its current and future operations”

Delete the following language from the fourth paragraph of Section 2:

(1) “both advance the city’s objectives for transit oriented development and”; and

(1) “planning considerations as well as”.

Insert the following text as a new paragraph at the end of Section 2:

“While construction of the Confederation Line began in 2013, it is not anticipated to be completed until 2018. In this interim period, the City will communicate directly with an applicant’s engineering and design

staff to ensure that development is designed and constructed to reflect the ongoing progress of the Confederation Line including the exchange of relevant design and construction drawings and specifications for the project.”

Insert the following punctuation and language to the third paragraph of Section 5, prior to the words “within the development review process timelines”:

“, and the Planning and Growth Management Department will review all submitted comments”.

CARRIED

Item 7 of the City Council Agenda, as amended by Motion No. 68/7 and set out in full below, was then put to Council:

That Council:

- 1. Approve and adopt amendments to the Official Plan to amend policies in Section 4.3.1, Transportation, as shown in Document 1;**
- 2. Approve the Confederation Line Proximity Study Guidelines for Development Applications in the Development Zone of Influence, as shown in Document 2, as amended by the following:**

That Council approve the staff supported changes to the Confederation Line Proximity Study Guidelines as follows:

Delete the following language from the third paragraph of Section 1:

“Development within the Development Zone of Influence for the Confederation Line Project presents significant opportunities for private sector development to integrate with and advance achievement of the City’s broader objectives for transit supportive development. To capitalize on this opportunity, a Development Zone of Influence for the Confederation Line Project has been determined and has been identified in the Official Plan. For development proposed within this area, it is considered important that such development give consideration to the manner in which

the development will support the city’s transit focused development objectives for development in proximity to the Confederation Line and to support protection of the asset (properties and structures) and its current and future operations.”

Delete the following language from the first paragraph of Section 2:

“where opportunities have been identified for development to support achieving transit oriented development and/or where a need has been determined to ensure that development occur in a way that will support protection of the asset (properties and structures) and its current and future operations”

Delete the following language from the fourth paragraph of Section 2:

(1) “both advance the city’s objectives for transit oriented development and”; and

(2) “planning considerations as well as”.

Insert the following text as a new paragraph at the end of Section 2:

“While construction of the Confederation Line began in 2013, it is not anticipated to be completed until 2018. In this interim period, the City will communicate directly with an applicant’s engineering and design staff to ensure that development is designed and constructed to reflect the ongoing progress of the Confederation Line including the exchange of relevant design and construction drawings and specifications for the project.”

Insert the following punctuation and language to the third paragraph of Section 5, prior to the words “within the development review process timelines”:

“, and the Planning and Growth Management Department will review all submitted comments”.

- 3. Approve the establishment of a Proximity Study fee to cover the City’s review costs for the Confederation Line Proximity Study; and**

CARRIED

PLANNING COMMITTEE REPORT 63

8. APPLICATION FOR NEW CONSTRUCTION ON BIRCH AVENUE, PROPERTIES DESIGNATED UNDER PART V OF THE *ONTARIO HERITAGE ACT*, AND LOCATED IN THE ROCKCLIFFE PARK HERITAGE CONSERVATION DISTRICT

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve the application for new construction on the Birch Avenue properties (Plan 4M-334 Lots 18, 19, 20, 21, and 22) according to plans by Julian Jacobs Architects Incorporated received on November 13, 2013 and attached as Documents 3, 4, and 5;**
- 2. Delegate authority for minor design changes to the General Manager, Planning and Growth Management Department; and**
- 3. Issue the heritage permit with a two-year expiry from the date of issuance.**

(Note: The statutory 90-day timeline for consideration of this application under the *Ontario Heritage Act* will expire on February 11, 2014)

(Note: Approval to Alter this property under the *Ontario Heritage Act* must not be construed to meet the requirements for the issuance of a building permit.)

CARRIED

9. ZONING – 170 SECOND AVENUE

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 170 Second Avenue, shown in Document 1, from Residential Third Density (R3P) and Residential Third Density, (R3P [1474]) to Residential Third Density with an exception (R3P [XXXX]) to permit a parking garage, as detailed in Document 2.

CARRIED

BULK CONSENT AGENDA

PLANNING COMMITTEE REPORT 62A

A URBAN EXPANSION AREAS - COUNCILLOR CONCURRENCE
AND COMMENT

COMMITTEE RECOMMENDATION AS AMENDED

That Council approve that until such time as the ward boundary review scheduled for 2015 is complete, the delegation of authority for planning matters requiring the concurrence and/or comments of a Ward Councillor be amended for those applications for urban expansion lands such that, other than for Ward 19, the Ward concurrence and/or comments would be provided jointly from the Ward Councillor and the suburban Ward Councillor for the lands nearest the site application and, where there is no concurrence, the item would rise to Planning Committee in accordance with

current practice.

CARRIED

<p>B PERMANENT SIGNS ON PRIVATE PROPERTY BY-LAW 2005-439 – MESSAGE CENTRE SIGN REGULATIONS</p>

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council:

- 1. Approve the amendments to the Permanent Signs on Private Property By-law 2005-439 for message centre signs as detailed in revised Document 1 (see below);**
- 2. Approve a new fee in the amount of \$500 for a sign having an electronic message centre to account for the additional staff time required to investigate, evaluate, enforce, and monitor these signs;**
- 3. Authorize staff to finalize and make minor amendments to the form of the by-law to give effect to the intent of Council and to ensure consistency within the by-law; and**
- 4. That Section 67A found in Document 1 of this report be revised to:**
 - i) change subsection 67A(2) to subsection 67(3), and**
 - ii) insert a new subsection 67A (2), as follows:**
 - (2) Despite the above, time and temperature display may be updated when required.**

CARRIED

- C WAIVER TO PERMANENT SIGNS ON PRIVATE PROPERTY BY-LAW 2005-439 – 47 CLARENCE STREET

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve a waiver to the Permanent Signs on Private Property By-law 2005-439 to allow a three-sided digital message centre, with a clock image and limited text, installed on the walls of the tower structure at 47 Clarence Street, as detailed in Document 2 (as amended below) and as shown on Documents 3 and 4.

That Item 2 on Document 2 of the report be replaced as follows:

- 2. The message or clock image must remain unchanged for a minimum dwell time of six minutes, except for required updates for time and temperature display.**

CARRIED

- D FRONT-ENDING AGREEMENT – STRANDHERD DRIVE
WIDENING TO A FOUR LANE URBAN DIVIDED STANDARD
FROM FALLOWFIELD ROAD TO SOUTH OF MARAVISTA DRIVE

COMMITTEE RECOMMENDATIONS

That Council approve:

- 1. Entering into Front-Ending Agreements with Strandherd Road Inc. for:**

- a) **Design of Strandherd Drive to a four-lane urban divided standard between Fallowfield Road and Kennevale Drive;**
 - b) **Construction of the Strandherd Drive widening between Fallowfield Road and Maravista Drive;**
 - c) **Design and construction of the sanitary trunk sewer (South Nepean Collector) from Maravista Drive to Kennevale Drive;**
 - d) **Design and construction of a 406 millimetre watermain and appurtenances extending from O'Keefe Court along Fallowfield Road/Strandherd Drive to Kennevale Drive, based upon the Front-Ending Principles set forth in Document 2 and the Council approved Front-Ending Policy in Document 3, with the final form and content of the Front-Ending Agreements being to the satisfaction of the Deputy City Manager, Planning and Infrastructure and the City Clerk and Solicitor; and**
2. **The expenditure of up to \$11,724,375.00 plus applicable taxes in 2014 for the reimbursement to Strandherd Road Inc. for the design and construction of the Strandherd Drive road widening (\$9,520,000.00) and the design and construction of the sanitary trunk sewer (\$645,000.00) and 406 millimetre watermain and appurtenances (\$1,559,375.00) subject to the execution of the Front-Ending Agreements.**

CARRIED

PLANNING COMMITTEE REPORT 63

E APPLICATION FOR DEMOLITION AND NEW CONSTRUCTION AT 215 MCLEOD STREET, A PROPERTY DESIGNATED UNDER PART V OF THE *ONTARIO HERITAGE ACT*

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve the application to demolish the Embassy of the Republic of Iraq building at 215 McLeod Street;**
- 2. Approve the application for new construction at 215 McLeod Street, as per drawings submitted by Julian Jacobs Architects Incorporated on October 28, 2013 and attached as Documents 3, 4, and 5;**
- 3. Delegate authority for minor design changes to the General Manager, Planning and Growth Management Department; and**
- 4. Issue the heritage permit with a two-year expiry from the date of issuance.**

(Note: The statutory 90-day timeline for consideration of this application under the *Ontario Heritage Act* will expire on January 25, 2014.)

(Note: Approval to Alter this property under the *Ontario Heritage Act* must not be construed to meet the requirements for the issuance of a building permit.)

CARRIED

F NEIGHBOURHOOD LINES FOR GLADSTONE STATION DISTRICT
AND PRESTON-CARLING COMMUNITY DESIGN PLANS

COMMITTEE RECOMMENDATION

That Council direct staff to consider including a Neighbourhood Line in the Gladstone Station District Community Design Plan as well as the Preston-Carling Community Design Plan area within Ward 15, both currently underway, to protect stable low-rise residential neighbourhoods in those areas.

CARRIED

DISPOSITION OF ITEMS APPROVED BY COMMITTEES UNDER DELEGATED AUTHORITY

That Council receive the list of items approved by its Committees under Delegated Authority, attached as Document 1.

RECEIVED

MOTION TO ADOPT REPORTS

MOTION NO. 68/8

Moved by Councillor A. Hubley

Seconded by Councillor S. Moffatt

That the report from the Ottawa Community Housing Corporation, entitled "Confirmation of Re-election of Ottawa Community Housing Board (OCHC) Chair

and Re-appointment of Tenant Director to OCHC Board” and Planning Committee Reports 62A and 63 be received and adopted as amended.

CARRIED

MOTIONS OF WHICH NOTICE HAS BEEN PREVIOUSLY GIVEN

MOTION NO. 68/9

Moved by Councillor P. Clark

Seconded by Councillor D. Holmes

WHEREAS the City of Ottawa has approximately 64 kilometres of rear lanes that reside mostly inside the Greenbelt; and

WHEREAS the issue of such rear lanes owned by the City have either been left dormant and unkept by the City or encroached upon by residents has been a concern in the Ward of Rideau-Rockcliffe, among others, for a number of years; and

WHEREAS City staff initiated a review of such rear lanes in the fall of 2010; and

WHEREAS on April 24th, 2013, City Council enacted its first Urban Lanes Management Policies in order to provide an “overarching framework” to address all such concerns over these rear lanes; and

WHEREAS the Urban Lanes Management Policies did not take into account the fact that these lanes may require maintenance from time-to-time, may cause the City to be exposed to ongoing liability even though they may no longer have any positive municipal use, and yet discourage residential landowners from purchasing same due to the requirement that such lanes be sold at fair market value; and

WHEREAS other municipalities in Ontario, most notably the cities of Hamilton and Windsor, have developed policies and programs whereby the municipality agrees to sell such back lanes and alleys to residential landowners abutting the property for nominal sums (from \$1.00 to \$100)

as opposed to fair market value;

THEREFORE BE IT RESOLVED THAT Council direct staff to prepare a report on the feasibility of a Pilot Project to offer such rear lanes for sale to abutting residential landowners for a nominal payment where the City has determined that there is no prospect for the lane to serve a public purpose and that the lanes in Overbrook, between Prince Albert Street and Queen Mary Street be the focus of this report.

CARRIED

MOTION TO INTRODUCE BY-LAWS

DECLARATION OF INTEREST

Councillor R. Chiarelli, declared a potential, deemed indirect pecuniary interest on Council Agenda 68, Item 4, Planning Committee Report 62A, Zoning By-law Amendment – King Edward Avenue and 364 St. Patrick Street and on the corresponding by-laws listed as items x) and y) (i.e. By-laws 2014-24 and 2014-25) under “Motion to Introduce By-laws”, as his daughter has a part time job at the Shepherds of Good Hope, and this organization may have an interest in one of the properties covered by the rezoning.

Councillor R. Chiarelli did not take part in the discussion or vote on this Item or the By-laws.

MOTION NO. 68/10

Moved by Councillor A. Hubley

Seconded by Councillor S. Moffatt

That the following by-laws be enacted and passed:

THREE READINGS

- | | |
|--------|--|
| 2014-1 | A by-law of the City of Ottawa to impose special annual drainage rates upon lands in respect of which money is borrowed under the Tile Drainage Act, R.S.O. 1990, c.T.8. |
| 2014-2 | A by-law of the City of Ottawa to amend By-law No. 2002-521 to |

- correct the spelling of certain private roadway names and to delete the name of the private roadway Calixa Lavallee.
- 2014-3 A by-law of the City of Ottawa to impose Local Improvement Special Charges for the Innes Road Sanitary Sewer Local Improvement – Section A.
- 2014-4 A by-law of the City of Ottawa to impose Local Improvement Special Charges for the Innes Road Sanitary Sewer Local Improvement – Section B.
- 2014-5 A by-law of the City of Ottawa to impose Local Improvement Special Charges for the Innes Road Sanitary Sewer Local Improvement – Section C.
- 2014-6 A by-law of the City of Ottawa to impose Local Improvement Special Charges for the Innes Road Sanitary Sewer Local Improvement – Section D.
- 2014-7 A by-law of the City of Ottawa to impose Local Improvement Special Charges for the Innes Road Sanitary Sewer Local Improvement – Section E.
- 2014-8 A by-law of the City of Ottawa to impose Local Improvement Special Charges for the Innes Road Sanitary Sewer Local Improvement – Section F.
- 2014-9 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume them for public use (Tenth Line Road, Trim Road, Dairy Drive, Merivale Road, Simcoe Street, Old St. Patrick Street).
- 2014-10 A by-law of the City of Ottawa to close part of the untraveled Road Allowance between Concessions 1 and 2 in the Geographic Township of North Gower, City of Ottawa.
- 2014-11 A by-law of the City of Ottawa (the “City”) to designate the property described on Schedule “A” to this by-law (the Lands) as a municipal capital facility related to the provision of telecommunications, transit and transportation systems.
- 2014-12 A by-law of the City of Ottawa to establish fees and charges for the

- sale of City merchandise provided through Service Ottawa and to repeal By-law No. 2013-389.
- 2014-13 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume them for public use (Winston Avenue, Boundary Road, Alpine Avenue, Greenbank Road, Ottawa Road 174, Old Carp Road, John Aselford Driveway, Churchill Avenue, Prince of Wales Drive and Rideau Heights Lane).
- 2014-14 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume them for public use (Riverside Drive, Mooney's Bay Place, Belcourt Boulevard, Innes Road, Mer Bleue Road).
- 2014-15 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of lands known municipally as 158 Spruce Street.
- 2014-16 A by-law of the City of Ottawa to amend the Official Plan for the City of Ottawa to establish a Development Zone of Influence for the Confederation Line light rail transit system and to require a Proximity Study for development applications within the Development Zone of Influence.
- 2014-17 A by-law of the City of Ottawa to amend By-law No. 2004-60 to appoint Municipal Law Enforcement Officers in accordance with private property parking enforcement.
- 2014-18 A by-law of the City of Ottawa to amend By-law 2013-232 respecting fees and charges for Paid Duty Officers for special events
- 2014-19 A by-law of the City of Ottawa to amend the Official Plan for the City of Ottawa to implement the Scott Street Community Design Plan.
- 2014-20 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of lands within the Scott Street Community Design Plan area
- 2014-21 A by-law of the City of Ottawa to amend the Official Plan for the City of Ottawa to implement Transit Oriented Development Policies for the Lees, Hurdman and Blair Light Rail Transit Stations.

- 2014-22 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of lands in the Lees Avenue, Hurdman Station and Blair Road Areas to implement the Transit Oriented Development Plans.
- 2014-23 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of lands known municipally as 236 Richmond Road.
- 2014-24 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of various properties along King Edward Avenue between Bruyère Street and Rideau Street.
- 2014-25 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of 269, 277, 285 and 291 King Edward Avenue by removing the heritage overlay.
- 2014-26 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of lands known municipally as 364 St. Patrick Street.
- 2014-27 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of properties along Hazeldean Avenue between Iber Road and West Ridge Drive.
- 2014-28 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of lands known municipally as 6171 and 6176 Hazeldean Road.
- 2014-29 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of lands known municipally as 170 Second Avenue.
- 2014-30 A by-law of the City of Ottawa to designate certain lands at 208, 210 and 212 Butterfly Walk as being exempt from Part Lot Control.
- 2014-31 A by-law of the City of Ottawa to designate certain lands at 153-159 Maravista Drive (odd numbers only), 165, 167 Maravista Drive, 171-187 Maravista Drive (odd numbers only), 949-977 Cobble Hill Drive (odd numbers only), 960-970 Cobble Hill Drive (even numbers only), 103-109 Popplewell Crescent (odd numbers only), 113, 115, 116, 117

and 120 Popplewell Crescent, 150-170 Popplewell Crescent (even numbers only), 125-151 Popplewell Crescent (odd numbers only), 157-171 Popplewell Crescent (odd numbers only) as being exempt from Part Lot Control.

2014-32 A by-law of the City of Ottawa to designate certain lands at 1101, 1103 and 1105 Tischart Crescent as being exempt from Part Lot Control.

2014-33 A by-law of the City of Ottawa to designate certain lands at 3317 to 3367 Woodroffe Avenue (odd only) as being exempt from Part Lot Control.

2014-34 A by-law of the City of Ottawa to amend By-law No. 2005-208 respecting the maintenance of outdoor receptacles.

2014-35 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume it for public use (Dickinson Street, Bridge Street).

2014-36 A by-law of the City of Ottawa to close parts of Dickinson Street between Bridge Street and Clapp Lane, City of Ottawa.

2014-37 A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of lands known municipally as 5943 Hazeldean Road.

CARRIED

CONFIRMATION BY-LAW

MOTION NO. 68/11

Moved by Councillor S. Blais

Seconded by Councillor A. Hubley

THAT By-law 2014-38 to confirm the proceedings of Council be enacted and passed.

CARRIED

ADJOURNMENT

Council adjourned the meeting at 11:40 a.m.

CITY CLERK

MAYOR

DRAFT