



## Planning Committee

### Minutes 44

Tuesday, 9 May 2017

9:30 a.m.

Champlain Room, 110 Laurier Avenue West

---

- Notes:*
- 1. Please note that these Minutes are to be considered DRAFT until confirmed by Committee.*
  - 2. Underlining indicates a new or amended recommendation approved by Committee.*
  - 3. Except where otherwise indicated, reports requiring Council consideration will be presented to Council on 24 May 2017 in Planning Committee Report 44A.*

**Present:** Chair: Councillor J. Harder  
Vice-chair: Councillor T. Tierney  
Councillors: S. Blais, R. Brockington, R. Chiarelli, J. Cloutier,  
A. Hubley, J. Leiper, T. Nussbaum, S. Qadri

**Absent:** Councillor R. Chiarelli

STATEMENT PURSUANT TO THE *PLANNING ACT* FOR MATTERS SUBMITTED  
POST JANUARY 1, 2007

The Chair read a statement required under the *Planning Act* explaining that this was a public meeting to consider the proposed Official Plan and Zoning By-law Amendments listed as Agenda Items 4 to 6 on today's agenda.

She advised anyone intending to appeal the proposed amendment to the Ontario

Municipal Board (OMB) that they must either voice their objections at the meeting or submit comments in writing prior to the amendment being adopted by City Council. The Chair noted that applicants could appeal this matter to the OMB if Council did not adopt an amendment within 120 days of receipt of an application for Zoning and 180 days for an Official Plan Amendment.

With respect to agenda item two, Development Charges By-Law Amendment 2017, the purpose of the meeting is to fulfil the requirements of section 12 of the *Development Charges Act* and to allow any person who attends the public meeting to make representation relating to the proposed by-law.

A comment sheet was available at the door for anyone wishing to submit written comments on these amendments.

#### DECLARATIONS OF INTEREST

There were no declarations of interest

#### CONFIRMATION OF MINUTES

Minutes 43 - 25 April 2017

CONFIRMED

**PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**PLANNING SERVICES**

1. BUILDING BETTER SMARTER SUBURBS- INFRASTRUCTURE STANDARDS REVIEW UPDATE REPORT

ACS2017-PIE-PS-0069

CITY WIDE

---

**REPORT RECOMMENDATION**

**That Planning Committee recommend Council receive this report for information.**

A PowerPoint presentation was provided by Mr. Felice Petti, Manager, Infrastructure Standards Review, accompanied by Mr. Peter Giles, Planner, and Mr. John Moser, Special Advisor to the General Manager, Planning, Infrastructure and Economic Development Department. A copy of the presentation is held on file.

Committee heard one delegation on this matter:

- Mr. Josh Kardish and Mr. Pierre Dufresne, representing the Greater Ottawa Home Builders Association (GOHBA), expressed general support for this initiative and that in agenda item 2 (Development Charges By-law Amendment 2017) concurrently, as the items are linked. They provided background in terms of GOHBA's involvement with the two matters and expressed appreciation for the collaborative efforts the City has undertaken, and for the process and implementation surrounding the changes.

Planning Committee CARRIED the report recommendation as presented.

2. DEVELOPMENT CHARGES BY-LAW AMENDMENT 2017

ACS2017-PIE-PS-0064

CITY WIDE

---

**REPORT RECOMMENDATIONS**

**That the Planning Committee recommend that Council approve:**

- 1. The City of Ottawa Development Charges Amendment Background Study: Public Transit and Roads and Related Services dated March 24, 2017 attached as Document 1; and**
- 2. That the current Development Charges By-law be amended substantially in the form and content attached as Document 5.**

A PowerPoint presentation was provided by Mr. John Moser, Special Advisor to the General Manager, Planning, Infrastructure and Economic Development Department, accompanied by Mr. Tim Marc, Senior Legal Counsel, Planning, Development and Real Estate, Office of the City Clerk and Solicitor, and Hemson Consulting Ltd., represented by Jackie Hall and Craig Binning. A copy of the presentation is held on file.

Committee heard two delegations on this matter:

- Mr. Josh Kardish and Mr. Pierre Dufresne, representing the Greater Ottawa Home Builders Association (GOHBA), expressed general support for this initiative and that in agenda item 1 (Building Better Smarter Suburbs- Infrastructure Standards Review Update Report) concurrently, as the items are linked. They provided background in terms of GOHBA's involvement with the two matters and expressed appreciation for the collaborative efforts the City has undertaken, and for the process and implementation surrounding the changes.
- Mr. Glenn Lucas opposed the report recommendations in terms of the impact on applications within the rural area. He explained that he had purchased a former school in Kinburn to use as an employment centre and indicated that the development charges would be unreasonable.

**Motion N°. PLC 44/1**

Moved by Councillor T. Tierney

**WHEREAS the Province has announced grants to the City of Ottawa transit capital program in respect of an extension of the O-Train Extension-Confederation Line West-Bayshore to Moodie in the amount of \$47 million and the LRT Maintenance Service Facilities-Moodie, Walkley and Belfast in the amount of \$173.3 million; and**

**WHEREAS changes to the Development Charges Amendment Background Study: Transit and Roads and Related Services are required, pursuant to the *Development Charges Act*, clause 5(1)2 to adjust for anticipated grants, subsidies and other contributions made to a municipality; and**

**WHEREAS these changes do not have an impact on the calculated Public Transit development charge rates included in the proposed 2017 Development Charges By-law as they are with respect to capital projects to be included in the calculation of the future development charge in 2019;**

**THEREFORE BE IT RESOLVED that the Development Charges By-law Amendment 2017 report be amended by the addition of the following recommendations:**

1. **The Development Charges Amendment Background Study: Transit and Roads and Related Services be amended by the deletion of pages 77 to 83 inclusive and that such pages be replaced by Document 6 attached to this motion.**
2. **Document 6 be appended to the staff report in the Report from Planning Committee to Council;**
3. **Recommendation 1 be amended to read:**  
  
**The City of Ottawa Development Charges Amendment Background Study: Public Transit and Roads and Related Services dated March 24, 2017 attached as Document 1, and as amended by Document 6.**
4. **Pursuant to the *Development Charges Act*, subsection 12(3),**

**Council determines that no further public meeting is necessary**

Document 6

APPENDIX C  
TABLE 1  
CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Market/ Cost	Multiple Costs		Total DC Eligible Costs	PPB Share for Transit Projects		PPB Share for Debt Payments	
					Provisionment & BTE Shares	P/R Reduction		2017		2017	
								Available DC Reserves	DC Reserves	Post mid-2017	Post mid-2017
<b>1.0 PUBLIC TRANSIT</b>											
<b>1.1 Transit Projects Identified in 2014 DC Study</b>											
2.0344 Road Transit Environmental Assessment Studies	2016 - 2027	\$ 10,000,000	\$ -	\$ 10,000,000	\$ 2,913,894	\$ -	\$ 6,086,106	\$ -	\$ 6,086,106	\$ -	\$ -
2.0444 Transit Corridor Protection	2016 - 2027	\$ 19,100,000	\$ -	\$ 19,100,000	\$ 7,475,638	\$ -	\$ 11,624,362	\$ -	\$ 11,624,362	\$ -	\$ -
2.0444 Park and Ride Facilities	2016 - 2027	\$ 17,200,000	\$ -	\$ 17,200,000	\$ 6,731,898	\$ -	\$ 10,468,102	\$ -	\$ 10,468,102	\$ -	\$ -
2.0794 Western Transitway (Bayshore/Glebe)	2016 - 2018	\$ 16,300,000	\$ -	\$ 16,300,000	\$ 6,618,802	\$ -	\$ 9,681,198	\$ -	\$ 9,681,198	\$ -	\$ -
2.0204 Baseline Transit Corridor (Bayshore Station/Harris Station)	2016 - 2022	\$ 137,200,000	\$ 90,822,000	\$ 46,378,000	\$ 18,307,654	\$ -	\$ 28,070,346	\$ -	\$ 28,070,346	\$ -	\$ -
2.0204 TMP Transit Priority Network	2016 - 2027	\$ 14,300,000	\$ -	\$ 14,300,000	\$ 5,896,889	\$ -	\$ 8,403,111	\$ -	\$ 8,403,111	\$ -	\$ -
2.0294 O-Plan Extension-Ontario to Bowdoin & New Station-Glebe & Vankey	2016 - 2023	\$ 174,800,000	\$ 116,300,000	\$ 58,500,000	\$ 22,861,448	\$ -	\$ 35,638,552	\$ -	\$ 35,638,552	\$ -	\$ -
2.0294 Glebe Light Rail Transit Phase 1 - Station to Place d'Orleans	2016 - 2023	\$ 484,100,000	\$ 319,100,000	\$ 165,000,000	\$ 62,686,362	\$ -	\$ 102,313,638	\$ -	\$ 102,313,638	\$ -	\$ -
2.0294 Western Light Rail Transit Phase 2 - Tunney's Pasture to Baseline	2016 - 2023	\$ 870,800,000	\$ 622,000,000	\$ 248,800,000	\$ 112,876,712	\$ -	\$ 135,923,288	\$ -	\$ 135,923,288	\$ -	\$ -
2.0294 Western Light Rail Transit Phase 2 - Lincoln Fields to Bayshore	2016 - 2023	\$ 209,300,000	\$ 340,600,000	\$ 168,700,000	\$ 66,227,387	\$ -	\$ 102,472,613	\$ -	\$ 102,472,613	\$ 26,863,362	\$ 26,863,362
2.0294 Light Rail Transit Phase 2 - Vehicles	2016 - 2019	\$ 112,700,000	\$ 307,200,000	\$ 194,500,000	\$ 64,714,391	\$ -	\$ 129,785,609	\$ -	\$ 129,785,609	\$ -	\$ -
2.1394 Origination Survey	2019 - 2019	\$ 400,000	\$ -	\$ 400,000	\$ 166,666	\$ -	\$ 233,334	\$ -	\$ 233,334	\$ -	\$ -
2.0294 Transit Vehicles	2020 - 2024	\$ 66,600,000	\$ -	\$ 66,600,000	\$ 22,152,842	\$ -	\$ 44,447,158	\$ -	\$ 44,447,158	\$ -	\$ -
2.1494 TRANS Mode Projects	2022 - 2022	\$ 1,340,000	\$ -	\$ 1,340,000	\$ 224,442	\$ -	\$ 1,115,558	\$ -	\$ 1,115,558	\$ -	\$ -
2.1394 Origination Survey	2024 - 2024	\$ 440,000	\$ -	\$ 440,000	\$ 180,208	\$ -	\$ 259,792	\$ -	\$ 259,792	\$ -	\$ -
2.1494 TRANS Mode Projects	2027 - 2027	\$ 1,200,000	\$ -	\$ 1,200,000	\$ 489,687	\$ -	\$ 710,313	\$ -	\$ 710,313	\$ -	\$ -
<b>A Subtotal Transit Projects Identified in 2014 DC Study</b>		<b>\$ 2,810,920,999</b>	<b>\$ 1,790,852,000</b>	<b>\$ 1,019,833,999</b>	<b>\$ 395,281,759</b>	<b>\$ -</b>	<b>\$ 620,572,250</b>	<b>\$ -</b>	<b>\$ 620,572,250</b>	<b>\$ 488,467,166</b>	<b>\$ 164,105,084</b>

HEMSON

Document 6

APPENDIX C  
TABLE 1  
CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Market/ Cost	Multiple Costs		Total DC Eligible Costs	PPB Share for Transit Projects		PPB Share for Debt Payments	
					Provisionment & BTE Shares	P/R Reduction		2017		2017	
								Available DC Reserves	DC Reserves	Post mid-2017	Post mid-2017
<b>1.3 Recovery of Past Commitments</b>											
90594 CUP Park and Ride Facilities 2011	2016 - 2016	\$ 56,000	\$ -	\$ 56,000	\$ -	\$ -	\$ 56,000	\$ -	\$ 56,000	\$ -	\$ -
90597 CUP Transportation Master Plan 2011	2016 - 2016	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ -
90640 CUP 2012 Transit Corridor Protection	2016 - 2016	\$ 62,000	\$ -	\$ 62,000	\$ -	\$ -	\$ 62,000	\$ -	\$ 62,000	\$ -	\$ -
90633 CUP 2012 Transit Corridor Protection	2016 - 2016	\$ 62,000	\$ -	\$ 62,000	\$ -	\$ -	\$ 62,000	\$ -	\$ 62,000	\$ -	\$ -
90746 CUP 937 History & Pedestrian Pathway	2016 - 2016	\$ 69,000	\$ -	\$ 69,000	\$ -	\$ -	\$ 69,000	\$ -	\$ 69,000	\$ -	\$ -
90716 CUP Canadian Tire Centre/Highway 417 BusRamp	2016 - 2016	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -
90612 CUP Non-Retrieve Vehicle Additions - 2012	2016 - 2016	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -
90668 CUP Miscellaneous Vehicle Growth	2016 - 2016	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ -
90599 CUP 2011 Transit Priority Measures	2016 - 2016	\$ 262,089	\$ -	\$ 262,089	\$ -	\$ -	\$ 262,089	\$ -	\$ 262,089	\$ -	\$ -
90780 CUP Transit Garage	2016 - 2016	\$ 342,000	\$ -	\$ 342,000	\$ -	\$ -	\$ 342,000	\$ -	\$ 342,000	\$ -	\$ -
90177 CUP Transit Priority/Non-Retrieve/Baseline	2016 - 2016	\$ 104,000	\$ -	\$ 104,000	\$ -	\$ -	\$ 104,000	\$ -	\$ 104,000	\$ -	\$ -
90646 CUP Transit Corridor Protection 2010	2016 - 2016	\$ 77,000	\$ -	\$ 77,000	\$ -	\$ -	\$ 77,000	\$ -	\$ 77,000	\$ -	\$ -
90542 CUP 2010 Transitway Stations	2016 - 2016	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -
90587 CUP 2010 Bus Growth	2016 - 2016	\$ 1,480,000	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,480,000	\$ -	\$ 1,480,000	\$ -	\$ -
90575 CUP Non-Retrieve Vehicle Additions - 2011	2016 - 2016	\$ 28,000	\$ -	\$ 28,000	\$ -	\$ -	\$ 28,000	\$ -	\$ 28,000	\$ -	\$ -
90598 CUP 2011 Transit Priority Corridor	2016 - 2016	\$ 378,000	\$ -	\$ 378,000	\$ -	\$ -	\$ 378,000	\$ -	\$ 378,000	\$ -	\$ -
90279 CUP Cumberland Transitway (Napan-Sharp)	2016 - 2016	\$ 116,000	\$ -	\$ 116,000	\$ -	\$ -	\$ 116,000	\$ -	\$ 116,000	\$ -	\$ -
90641 CUP 2012 Transportation Master Plan	2016 - 2016	\$ 36,000	\$ -	\$ 36,000	\$ -	\$ -	\$ 36,000	\$ -	\$ 36,000	\$ -	\$ -
90271 Country Overpass to Train Station	2016 - 2016	\$ 164,000	\$ -	\$ 164,000	\$ -	\$ -	\$ 164,000	\$ -	\$ 164,000	\$ -	\$ -
90484 Woodville Station at Branches	2016 - 2016	\$ 84,000	\$ -	\$ 84,000	\$ -	\$ -	\$ 84,000	\$ -	\$ 84,000	\$ -	\$ -
90607 2012 TMP Supplemental Transit Network	2016 - 2016	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ -

HEMSON

Document 6

APPENDIX C  
TABLE 1  
CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Repayment & BTE Shares	DC Reduction		Available DC Resources	mid-2017	
									mid-2017	Post mid-2017
BTE Share for Transit Projects 38%										
PPP Share for Transit Projects 24%										
PPP Share for Debt Payments 39%										
<b>1.2 Recovery of Past Commitments - Continued</b>										
907344 2014 Transit Corridor Protection	2018 - 2018	\$ 691,000	\$ -	\$ 691,000	\$ -	\$ -	\$ 691,000	\$ -	\$ 691,000	\$ -
908065 2012 Rapid Transit EA Studies	2018 - 2018	\$ 47,000	\$ -	\$ 47,000	\$ -	\$ -	\$ 47,000	\$ -	\$ 47,000	\$ -
908658 2012 Transit Projects	2018 - 2018	\$ 63,000	\$ -	\$ 63,000	\$ -	\$ -	\$ 63,000	\$ -	\$ 63,000	\$ -
909504 Hill Club Pedestrian Overpass South Side	2018 - 2018	\$ 221,000	\$ -	\$ 221,000	\$ -	\$ -	\$ 221,000	\$ -	\$ 221,000	\$ -
909595 2011 Transportation Master Plan	2018 - 2018	\$ 41,000	\$ -	\$ 41,000	\$ -	\$ -	\$ 41,000	\$ -	\$ 41,000	\$ -
907658 2015 Transit Corridor Protection	2018 - 2018	\$ 261,000	\$ -	\$ 261,000	\$ -	\$ -	\$ 261,000	\$ -	\$ 261,000	\$ -
907859 2015 Park and Ride Facilities	2018 - 2018	\$ 163,000	\$ -	\$ 163,000	\$ -	\$ -	\$ 163,000	\$ -	\$ 163,000	\$ -
905435 2016 Rapid Transit EA Studies	2018 - 2018	\$ 93,000	\$ -	\$ 93,000	\$ -	\$ -	\$ 93,000	\$ -	\$ 93,000	\$ -
907027 2016 Rapid Transit EA Studies	2018 - 2018	\$ 61,000	\$ -	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ -	\$ 61,000	\$ -
908176 Confederation Line	2019 - 2019	\$ 73,229,000	\$ -	\$ 73,229,000	\$ -	\$ -	\$ 73,229,000	\$ -	\$ 73,229,000	\$ -
904481 West Tay Corridor (Terry Fox - Expansion)	2019 - 2019	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -
904482 Westview Transitway (Buckhorn-Hudson)	2019 - 2019	\$ 1,708,000	\$ -	\$ 1,708,000	\$ -	\$ -	\$ 1,708,000	\$ -	\$ 1,708,000	\$ -
905360 West Tay - Terry Fox Link/Access	2019 - 2019	\$ 107,000	\$ -	\$ 107,000	\$ -	\$ -	\$ 107,000	\$ -	\$ 107,000	\$ -
908288 2016 Park and Ride Facilities	2019 - 2019	\$ 273,000	\$ -	\$ 273,000	\$ -	\$ -	\$ 273,000	\$ -	\$ 273,000	\$ -
908239 2016 Transit Corridor Protection	2019 - 2019	\$ 639,000	\$ -	\$ 639,000	\$ -	\$ -	\$ 639,000	\$ -	\$ 639,000	\$ -
908387 Innovation Park & Ride	2019 - 2019	\$ 471,000	\$ -	\$ 471,000	\$ -	\$ -	\$ 471,000	\$ -	\$ 471,000	\$ -
908388 Chase Hill Park & Ride	2019 - 2019	\$ 96,000	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000	\$ -	\$ 96,000	\$ -
908241 2016 Rapid Transit EA Studies	2019 - 2019	\$ 61,000	\$ -	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ -	\$ 61,000	\$ -
908514 Transit Priority Corridor 2012	2019 - 2019	\$ 71,000	\$ -	\$ 71,000	\$ -	\$ -	\$ 71,000	\$ -	\$ 71,000	\$ -
908515 Transit Priority Measures 2012	2019 - 2019	\$ 84,000	\$ -	\$ 84,000	\$ -	\$ -	\$ 84,000	\$ -	\$ 84,000	\$ -
907373 Fare Control Bypass Corridor Line Item	2019 - 2019	\$ 2,196,000	\$ -	\$ 2,196,000	\$ -	\$ -	\$ 2,196,000	\$ -	\$ 2,196,000	\$ -
907201 O-CTM Core Works - Cash Mitigation	2021 - 2021	\$ 90,000	\$ -	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ 90,000
907202 Stage 2 LRT Passenger Requirements	2024 - 2024	\$ 2,621,000	\$ -	\$ 2,621,000	\$ -	\$ -	\$ 2,621,000	\$ -	\$ -	\$ 2,621,000
905265 SouthWest Tey (Relative to Normal)	2026 - 2026	\$ 2,621,000	\$ -	\$ 2,621,000	\$ -	\$ -	\$ 2,621,000	\$ -	\$ -	\$ 2,621,000
<b>B Subtotal Recovery of Past Commitments</b>		\$ 89,554,589	\$ -	\$ 89,554,589	\$ -	\$ -	\$ 89,554,589	\$ -	\$ 84,119,589	\$ 5,435,000

HEMSON

Document 6

APPENDIX C  
TABLE 1  
CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Repayment & BTE Shares	DC Reduction		Available DC Resources	mid-2017	
									mid-2017	Post mid-2017
BTE Share for Transit Projects 38%										
PPP Share for Transit Projects 24%										
PPP Share for Debt Payments 39%										
<b>1.3 Current Debt Payments - Principle and Interest</b>										
903273 Transitway Corridor Protection	2018 - 2027	\$ 7,846	\$ -	\$ 7,846	\$ -	\$ -	\$ 7,846	\$ -	\$ 4,769	\$ 3,077
903274 West Transitway (Pinecrest to Bayshore)	2018 - 2027	\$ 213,111	\$ -	\$ 213,111	\$ -	\$ -	\$ 213,111	\$ -	\$ 129,811	\$ 83,300
904482 Westview Transitway (Buckhorn-Hudson)	2018 - 2027	\$ 282,239	\$ -	\$ 282,239	\$ -	\$ -	\$ 282,239	\$ -	\$ 288,364	\$ 183,864
904684 Woodroffe Station at Stranmillis	2018 - 2027	\$ 98,087	\$ -	\$ 98,087	\$ -	\$ -	\$ 98,087	\$ -	\$ 93,891	\$ 58,446
904688 West Transitway (St. Yvo to Pinecrest)	2018 - 2027	\$ 326,887	\$ -	\$ 326,887	\$ -	\$ -	\$ 326,887	\$ -	\$ 196,837	\$ 128,220
905176 Confederation Line	2018 - 2027	\$ 11,249,299	\$ -	\$ 11,249,299	\$ -	\$ -	\$ 11,249,299	\$ -	\$ 6,836,289	\$ 4,412,830
905178 Cheneville / Leveque Bridge	2018 - 2027	\$ 457,589	\$ -	\$ 457,589	\$ -	\$ -	\$ 457,589	\$ -	\$ 276,091	\$ 179,826
903273 Transitway Corridor Protection	2018 - 2027	\$ 316,910	\$ -	\$ 316,910	\$ -	\$ -	\$ 316,910	\$ -	\$ 191,741	\$ 123,769
905440 2010 Transit Priority Measures	2018 - 2027	\$ 86,906	\$ -	\$ 86,906	\$ -	\$ -	\$ 86,906	\$ -	\$ 52,206	\$ 33,700
905493 2010 Transit Nelson-Casler Project	2018 - 2027	\$ 42,993	\$ -	\$ 42,993	\$ -	\$ -	\$ 42,993	\$ -	\$ 28,120	\$ 16,860
905997 2010 Bus (Green)	2018 - 2027	\$ 246,223	\$ -	\$ 246,223	\$ -	\$ -	\$ 246,223	\$ -	\$ 149,026	\$ 96,197
904684 Woodroffe Station at Stranmillis	2018 - 2027	\$ 351,434	\$ -	\$ 351,434	\$ -	\$ -	\$ 351,434	\$ -	\$ 213,872	\$ 137,862
903273 Transitway Corridor Protection	2018 - 2027	\$ 314,821	\$ -	\$ 314,821	\$ -	\$ -	\$ 314,821	\$ -	\$ 191,322	\$ 123,499
903274 West Transitway (Pinecrest to Bayshore)	2018 - 2027	\$ 1,873,963	\$ -	\$ 1,873,963	\$ -	\$ -	\$ 1,873,963	\$ -	\$ 1,027,295	\$ 658,670
<b>C Subtotal Current Debt Payments - Principle and Interest</b>		\$ 18,774,812	\$ -	\$ 18,774,812	\$ -	\$ -	\$ 18,774,812	\$ -	\$ 9,886,000	\$ 6,188,112

HEMSON

Document 6

APPENDIX C  
TABLE 1

CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grant/ Subsidies/Other Revenues	Net Municipal Cost	Intangible Costs		Total DC Eligible Costs	PPS Share for Transit Projects		
					Reimbursement & BTE Shares	% Reduction		Available DC Revenues	DC Eligible Costs	
									mtd-2017	Post mtd-2017
1.4 Transit DC Debt Payments TBA - Principle and Interest										
905176 Confederation Line	2018 * 2027	\$ 6,322,290	\$ -	\$ 6,322,290	\$ -	\$ -	\$ 6,322,290	\$ -	\$ 3,842,163	\$ 2,480,127
907201 O-OTM Civic Works - Cash Allowances	2018 * 2027	\$ 1,131,757	\$ -	\$ 1,131,757	\$ -	\$ -	\$ 1,131,757	\$ -	\$ 687,798	\$ 443,959
905719 (Strawberry) Avening Bridge	2018 * 2027	\$ 516,828	\$ -	\$ 516,828	\$ -	\$ -	\$ 516,828	\$ -	\$ 316,086	\$ 200,743
904688 West Transitway (SW Twp to Phoenix)	2018 * 2027	\$ 2,393	\$ -	\$ 2,393	\$ -	\$ -	\$ 2,393	\$ -	\$ 1,454	\$ 939
905380 West Twp - Temp Fox Underpass	2018 * 2027	\$ 118,442	\$ -	\$ 118,442	\$ -	\$ -	\$ 118,442	\$ -	\$ 71,978	\$ 46,464
905384 Hunt Cnd Pedestrian Overpass South Keys	2018 * 2027	\$ 41,873	\$ -	\$ 41,873	\$ -	\$ -	\$ 41,873	\$ -	\$ 26,477	\$ 16,428
905387 Innovation Park & Ride	2018 * 2027	\$ 478,544	\$ -	\$ 478,544	\$ -	\$ -	\$ 478,544	\$ -	\$ 292,819	\$ 187,724
905358 Chase Hill Park & Ride	2018 * 2027	\$ 239,272	\$ -	\$ 239,272	\$ -	\$ -	\$ 239,272	\$ -	\$ 145,610	\$ 93,662
D Subtotal Transit DC Debt Payments TBA - Principle and Interest		\$ 8,851,397	\$ -	\$ 8,851,397	\$ -	\$ -	\$ 8,851,397	\$ -	\$ 5,379,144	\$ 3,472,253
1.6 Public Transit Authorized DC Debt - Principle and Interest										
905176 Confederation Line	2018 * 2027	\$ 4,877,476	\$ -	\$ 4,877,476	\$ -	\$ -	\$ 4,877,476	\$ -	\$ 2,842,682	\$ 1,834,894
907201 O-OTM Civic Works - Cash Allowances	2018 * 2027	\$ 388,228	\$ -	\$ 388,228	\$ -	\$ -	\$ 388,228	\$ -	\$ 234,110	\$ 151,118
905719 (Strawberry) Avening Bridge	2018 * 2027	\$ 87,334	\$ -	\$ 87,334	\$ -	\$ -	\$ 87,334	\$ -	\$ 53,075	\$ 34,259
906558 2012 TRN46 Projects	2018 * 2027	\$ 19,142	\$ -	\$ 19,142	\$ -	\$ -	\$ 19,142	\$ -	\$ 11,833	\$ 7,509
903271 Coventry Overpass to Train Station	2018 * 2027	\$ 93,316	\$ -	\$ 93,316	\$ -	\$ -	\$ 93,316	\$ -	\$ 56,710	\$ 36,606
903273 CLP Transitway Corridor Protection	2018 * 2027	\$ 905,890	\$ -	\$ 905,890	\$ -	\$ -	\$ 905,890	\$ -	\$ 550,318	\$ 355,572
904481 West Twp Corridor (Temp Fox - Expansion)	2018 * 2027	\$ 39,440	\$ -	\$ 39,440	\$ -	\$ -	\$ 39,440	\$ -	\$ 23,860	\$ 15,587
904442 Western Transitway (Bayshore/4-roads)	2018 * 2027	\$ 1,757,154	\$ -	\$ 1,757,154	\$ -	\$ -	\$ 1,757,154	\$ -	\$ 1,087,693	\$ 689,301
904884 Woodroffe Station at Branches	2018 * 2027	\$ 904,449	\$ -	\$ 904,449	\$ -	\$ -	\$ 904,449	\$ -	\$ 549,849	\$ 354,600
904688 West Transitway (SW Twp to Phoenix)	2018 * 2027	\$ 717,831	\$ -	\$ 717,831	\$ -	\$ -	\$ 717,831	\$ -	\$ 429,117	\$ 281,574
905380 West Twp - Temp Fox Underpass	2018 * 2027	\$ 118,442	\$ -	\$ 118,442	\$ -	\$ -	\$ 118,442	\$ -	\$ 71,978	\$ 46,464
905384 Hunt Cnd Pedestrian Overpass South Keys	2018 * 2027	\$ 145,956	\$ -	\$ 145,956	\$ -	\$ -	\$ 145,956	\$ -	\$ 88,700	\$ 57,256
906430 CLP 2012 Transit Corridor Protection	2018 * 2027	\$ 38,294	\$ -	\$ 38,294	\$ -	\$ -	\$ 38,294	\$ -	\$ 23,296	\$ 15,018
905559 Southview Twp (Station to Harvest)	2018 * 2027	\$ 973,838	\$ -	\$ 973,838	\$ -	\$ -	\$ 973,838	\$ -	\$ 591,818	\$ 382,020
906333 CLP 2013 Transit Corridor Protection	2018 * 2027	\$ 38,294	\$ -	\$ 38,294	\$ -	\$ -	\$ 38,294	\$ -	\$ 23,296	\$ 15,018
907216 CLP Carleton Place Carrieway 417 Bus Ramp	2018 * 2027	\$ 4,785	\$ -	\$ 4,785	\$ -	\$ -	\$ 4,785	\$ -	\$ 2,908	\$ 1,877
906438 2010 Harvest Transit EA Studies	2018 * 2027	\$ 82,840	\$ -	\$ 82,840	\$ -	\$ -	\$ 82,840	\$ -	\$ 51,990	\$ 33,850
905996 2010 Harvest Transit EA Studies	2018 * 2027	\$ 26,320	\$ -	\$ 26,320	\$ -	\$ -	\$ 26,320	\$ -	\$ 16,398	\$ 10,324

HEMSON

Document 6

APPENDIX C  
TABLE 1

CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grant/ Subsidies/Other Revenues	Net Municipal Cost	Intangible Costs		Total DC Eligible Costs	PPS Share for Transit Projects		
					Reimbursement & BTE Shares	% Reduction		Available DC Revenues	DC Eligible Costs	
									mtd-2017	Post mtd-2017
1.6 Public Transit Authorized DC Debt - Principle and Interest Continued										
906512 CLP Non-Revenue Vehicle Additions - 2012	2018 * 2027	\$ 10,787	\$ -	\$ 10,787	\$ -	\$ -	\$ 10,787	\$ -	\$ 6,543	\$ 4,244
905946 CLP Miscellaneous Vehicle Growth	2018 * 2027	\$ 5,982	\$ -	\$ 5,982	\$ -	\$ -	\$ 5,982	\$ -	\$ 3,638	\$ 2,347
906514 Transit Priority Corridor 2012	2018 * 2027	\$ 38,294	\$ -	\$ 38,294	\$ -	\$ -	\$ 38,294	\$ -	\$ 23,296	\$ 15,018
906516 Transit Priority Measures 2012	2018 * 2027	\$ 31,108	\$ -	\$ 31,108	\$ -	\$ -	\$ 31,108	\$ -	\$ 19,803	\$ 12,305
902780 CLP Transit Garage	2018 * 2027	\$ 222,187	\$ -	\$ 222,187	\$ -	\$ -	\$ 222,187	\$ -	\$ 133,819	\$ 88,378
905177 CLP Transit Priority/Access/Baseline	2018 * 2027	\$ 69,818	\$ -	\$ 69,818	\$ -	\$ -	\$ 69,818	\$ -	\$ 43,362	\$ 26,456
905434 CLP Park and Ride Facilities 2010	2018 * 2027	\$ 53,838	\$ -	\$ 53,838	\$ -	\$ -	\$ 53,838	\$ -	\$ 32,717	\$ 21,119
905437 CLP Transportation Master Plan 2010	2018 * 2027	\$ 10,787	\$ -	\$ 10,787	\$ -	\$ -	\$ 10,787	\$ -	\$ 6,543	\$ 4,244
905462 CLP 2010 Transitway Station	2018 * 2027	\$ 23,927	\$ -	\$ 23,927	\$ -	\$ -	\$ 23,927	\$ -	\$ 14,841	\$ 9,386
905469 CLP 2010 Miscellaneous Vehicle Growth	2018 * 2027	\$ 5,982	\$ -	\$ 5,982	\$ -	\$ -	\$ 5,982	\$ -	\$ 3,638	\$ 2,347
905507 CLP 2010 Bus Growth	2018 * 2027	\$ 314,420	\$ -	\$ 314,420	\$ -	\$ -	\$ 314,420	\$ -	\$ 191,078	\$ 123,342
905975 CLP Non-Revenue Vehicle Additions - 2011	2018 * 2027	\$ 15,523	\$ -	\$ 15,523	\$ -	\$ -	\$ 15,523	\$ -	\$ 9,420	\$ 6,103
903996 CLP Transit Corridor Protection 2011	2018 * 2027	\$ 253,629	\$ -	\$ 253,629	\$ -	\$ -	\$ 253,629	\$ -	\$ 154,134	\$ 99,494
903998 CLP 2011 Transit Priority Corridor	2018 * 2027	\$ 216,345	\$ -	\$ 216,345	\$ -	\$ -	\$ 216,345	\$ -	\$ 130,889	\$ 84,476
906429 CLP 2011 Park and Ride Facilities	2018 * 2027	\$ 78,940	\$ -	\$ 78,940	\$ -	\$ -	\$ 78,940	\$ -	\$ 47,981	\$ 30,959
905279 CLP Curbside Transitway (Hazel -Barr)	2018 * 2027	\$ 64,604	\$ -	\$ 64,604	\$ -	\$ -	\$ 64,604	\$ -	\$ 39,281	\$ 25,343
905431 CLP 2012 Transportation Master Plan	2018 * 2027	\$ 10,787	\$ -	\$ 10,787	\$ -	\$ -	\$ 10,787	\$ -	\$ 6,543	\$ 4,244
E Subtotal Public Transit Authorized DC Debt - Principle and Interest		\$ 12,399,227	\$ -	\$ 12,399,227	\$ -	\$ -	\$ 12,399,227	\$ -	\$ 7,836,227	\$ 4,884,010
1.6 PB Transit DC Debt - Principle and Interest										
905176 Confederation Line	2018 * 2027	\$ 78,859,265	\$ -	\$ 78,859,265	\$ -	\$ -	\$ 78,859,265	\$ -	\$ 48,889,261	\$ 29,970,004
F Subtotal PB Transit DC Debt - Principle and Interest		\$ 78,859,265	\$ -	\$ 78,859,265	\$ -	\$ -	\$ 78,859,265	\$ -	\$ 48,889,261	\$ 29,970,004

HEMSON



Document 6

APPENDIX C  
TABLE 1  
CITY OF OTTAWA  
DEVELOPMENT-RELATED PROGRAM  
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Growth Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	DC Eligible Costs		Funds mtd-2017
					Replacement & BTE Items	% Reduction		Available DC Reserves	mtd-2017	
<b>1.7 Future Public Transit Projects*</b>										
2.0144 Transportation Master Plan	TBD	\$ 1,800,000	\$ -	\$ 1,800,000	\$ -	\$ -	\$ 1,800,000	\$ -	\$ -	\$ -
2.0207 Street Translancy (Street Road to Terry Fox Drive)	TBD	\$ 116,000,000	\$ -	\$ 116,000,000	\$ -	\$ -	\$ 116,000,000	\$ -	\$ -	\$ -
O-Train Extension CL West - Bayshore to Moodie	TBD	\$ 70,000,000	\$ 47,000,000	\$ 23,000,000	\$ -	\$ -	\$ 23,000,000	\$ -	\$ -	\$ -
2.0077 LRT Maintenance Service Facilities - Moodie, Warkley & Bertha	TBD	\$ 260,000,000	\$ 173,000,000	\$ 86,700,000	\$ -	\$ -	\$ 86,700,000	\$ -	\$ -	\$ -
2.0207 Light Rail Translancy - Extension to Terry Fox	TBD	\$ 160,000,000	\$ 160,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.0037 Light Rail Translancy - Extension to Airport	TBD	\$ 165,000,000	\$ 165,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
0 Subtotal Future Public Transit Projects*		\$ 742,800,000	\$ 338,000,000	\$ 227,000,000	\$ -	\$ -	\$ 227,000,000	\$ -	\$ -	\$ -
Total Transit Projects with BTE Share (A)		\$ 2,910,045,889	\$ 1,790,852,000	\$ 1,919,653,889	\$ 388,081,799	\$ -	\$ 638,672,399	\$ -	\$ 456,467,166	\$ 164,195,234
Total Recovery of Past Commitments (B)		\$ 89,554,589	\$ -	\$ 89,554,589	\$ -	\$ -	\$ 89,554,589	\$ -	\$ 84,718,589	\$ 4,836,000
Total Debt Service Costs - Principal & Interest (C = D + E + F)		\$ 112,534,502	\$ -	\$ 112,534,502	\$ -	\$ -	\$ 112,534,502	\$ -	\$ 68,398,132	\$ 44,146,369
Total Future Public Transit Projects (G)		\$ 732,849,590	\$ 338,000,000	\$ 227,000,000	\$ -	\$ -	\$ 227,000,000	\$ -	\$ -	\$ -
* To be considered in subsequent Development Charges studies										
TOTAL PUBLIC TRANSIT (INCLUDES FUTURE PUBLIC TRANSIT PROJECTS)		\$ 3,912,490,069	\$ 1,790,852,000	\$ 1,221,748,000	\$ 388,081,799	\$ -	\$ 822,861,281	\$ -	\$ 609,674,888	\$ 219,488,403
TOTAL PUBLIC TRANSIT		\$ 3,776,840,000	\$ 2,328,162,000	\$ 1,448,242,000	\$ 388,081,799	\$ -	\$ 1,065,181,281	\$ -	\$ 808,974,888	\$ 219,488,403

COST ALLOCATION - CITY-WIDE	
<b>Residential Development Charge Calculation</b>	
Residential Share of mtd-2017 - mtd-2017 DC Eligible Costs	61% \$375,434,321
10-Year Growth in Population in New Units	\$5,089
Development Charge Per Capita	\$2,480.08
Development Charge Per Single & Semi-Detached Unit	\$8,217
<b>Non-Residential Development Charge Calculation</b>	
Non-Residential Share of mtd-2017 - mtd-2017 DC Eligible Costs	6% \$34,205,803
10-Year Growth in Square Metres	\$77,882
Development Charge Per Square Metre	\$84.86
Non-Industrial	
Non-Residential Share of mtd-2017 - mtd-2017 DC Eligible Costs	34% \$324,139,764
10-Year Growth in Square Metres	2,287,389
Development Charge Per Square Metre	\$80.26

HEMSON

CARRIED with Councillor R. Brockington dissenting

Item 2 of Planning Committee Agenda 44, as amended by motion 44/1 and set out in full below, was put to Committee.

**That the Planning Committee recommend that Council approve:**

- 1. the City of Ottawa Development Charges Amendment Background Study: Public Transit and Roads and Related Services dated March 24, 2017 attached as Document 1, and as amended by Document 6 (replacement for pages 77 to 83 inclusive of the Background Study);**
- 2. that the current Development Charges By-law be amended substantially in the form and content attached as Document 5; and**
- 3. pursuant to the *Development Charges Act*, subsection 12(3), Council determines that no further public meeting is necessary.**

CARRIED

## ECONOMIC DEVELOPMENT AND LONG RANGE PLANNING

### 3. SECTION 37 FIVE-YEAR REVIEW

ACS2017-PIE-EDP-0010

CITY WIDE

---

#### REPORT RECOMMENDATION

**That Planning Committee recommend Council approve the Section 37 Guidelines 2017, attached as Document 1.**

Ms. Melanie Knight, Planner, and Mr. Alain Miguelez, Program Manager, Community Planning, Planning, Infrastructure and Economic Development Department responded to questions.

The committee received the following correspondence between 2 May 2017 (the date the report was published in the committee agenda) and the time the report was considered by Planning Committee on 9 May 2017, a copy of which is held on file:

- Email dated May 8, 2017 from Tomas Whillans, President, Centretown Citizens Community Association, expressing support for many of the proposed revisions, but requesting clarification / modification on the following issues: who is involved and when (public consultation); threshold applicability; uplift value (impacted by 'draw-down factors'); process to determine use of funds for affordable housing; consultation with community groups on changes to existing agreements.
- Email dated May 8, 2017 from Sheila Perry, President, Federation of Citizens' Associations of Ottawa (FCA), expressing support but raising concerns and/or suggested changes on the following issues: public consultation provisions; affordable housing funding contributions; inclusion of traffic safety and traffic calming measures in the list of eligible community benefits; frequency and format of reports to Planning Committee; community consultation on proposed changes to existing section 37 agreements; when and how section 37 is applied (minimum threshold, uplift values, draw-down factors).

Planning Committee approved the report recommendation as presented.

## PLANNING SERVICES

4. HOUSEKEEPING ZONING BY-LAW AND OFFICIAL PLAN AMENDMENTS  
FOR THE IMPLEMENTATION OF COACH HOUSES

ACS2017-PIE-PS-0058

CITY WIDE

---

### REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve the housekeeping amendments to the Official Plan dealing with Coach Houses as detailed in Document 1;
2. That Planning Committee recommend Council approve the housekeeping amendments to the Zoning By-law dealing with Coach Houses as detailed in Document 2;
3. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 24 May 2017," subject to submissions received between the publication of this report and the time of Council's decision.

The following staff responded to questions on this matter: Ms. Emily Davies, Planner, Mr. Alain Miguez, Program Manager, Community Planning, Mr. Stephen Willis, General Manager, Planning, Infrastructure and Economic Development Department, and Mr. Tim Marc, Senior Legal Counsel, Planning, Development and Real Estate, Office of the City Clerk and Solicitor.

Councillor Tierney introduced a motion he proposed to move regarding an amendment to Document 1 with respect to garages on two-storey coach houses.

The committee heard two delegations of this matter:

- Ms. Phyllis Odenbach Sutton, President, Old Ottawa East Community Association (OOECA)\* raised concerns relating to garages for two-storey coach houses and maximum wall height for all roof construction types.
- Mr. Paul Goodkey echoed the concerns raised by the OOECA and the Champlain Park Community Association (written submission referenced below)

*[\* Individuals / groups marked with an asterisk above provided written comments; all submissions are held on file with the City Clerk.]*

In addition to that marked with an asterisk, above, the committee received the following correspondence between 2 May 2017 (the date the report was published in the committee agenda) and the time the report was considered by Planning Committee on 9 May 2017, a copy of which is held on file:

- Email dated May 8, 2017 from Heather Pearl, Co-chair, Champlain Park Community Association, in support of the submission from the Old Ottawa East Community Association and suggesting changes around the provisions for garages, roof types and driveways to prevent unintended consequences in the urban area.

Hearing that the proposed motion would not address the outstanding concerns raised at this meeting, and noting that there was no urgency for Committee to consider the report at this meeting, Vice-chair Tierney felt it prudent to withdraw his motion and defer consideration of the matter to the June 13<sup>th</sup> Planning Committee meeting to allow time for further examination of the issues.

#### **Motion N<sup>o</sup>. PLC 44/2**

Moved by Councillor T. Tierney

**WHEREAS Report ACS2017-PIE-PS-0058 recommends an Official Plan change to allow habitable space on the ground level of a coach house in the urban area where a two-storey coach house is permitted by way of a Committee of Adjustment minor variance application; and**

**WHEREAS.** based on filed correspondence with the Planning Committee, it has been brought to Planning Staff's attention that there exists an error in the proposed Official Plan policy wording which removes a garage as a required component of any permitted two-storey coach house in the urban area;

**THEREFORE BE IT RESOLVED** that Planning Committee recommend Council approve:

1. the following changes be made to the staff report:
  - a) Amend Document 1 – Official Plan Amendment, by adding and deleting the following text in Section 3.1 (1) (i):

*“An application to allow a height of up to two storeys through a minor variance may be considered ~~where, in addition in accordance with to the considerations noted in h. above, only where the coach house contains a garage within its footprint~~ the coach house is proposed to contain all of its habitable space above a garage.”*; and
2. there be no further notice pursuant to Subsection 34 (17) of the *Planning Act*.

WITHDRAWN

**Motion N°. PLC 44/3**

Moved by Councillor T. Tierney

**That the item be deferred to the Planning Committee meeting of June 13, 2017.**

CARRIED

5. ZONING BY-LAW AMENDMENT – PART OF 401 CORKSTOWN ROAD

ASC2017-PIE-PS-0068

BAY (7)

---

**REPORT RECOMMENDATIONS**

1. **That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for part of 401 Corkstown Road to temporarily permit the use of a Park, Recreation and Athletic Facility, and Theatre, as detailed in Document 2.**
2. **That Planning Committee direct that this report be submitted to the Council meeting of 10 May 2017.**
3. **That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 10 May 2017, subject to submissions received between the publication of this report and the time of Council's decision.**

Mr. Greg Winters, Novatech (on behalf of Wesley Clover Parks), was present in support of staff recommendation but opted not to speak when the Chair indicated the Committee was prepared to carry the item on consent.

Planning Committee CARRIED the report recommendation as presented.

6. ZONING BY-LAW AMENDMENT – PART OF 4174 WALTER BRADLEY ROAD  
ACS2017-PIE-PS-0078 WEST CARLETON-MARCH (5)
- 

#### **REPORT RECOMMENDATIONS**

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for part of 4174 Walter Bradley Road to prohibit residential uses, as detailed in Document 2.
2. That Planning Committee direct that this report be submitted to the Council meeting of 10 May 2017.
3. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 10 May 2017," subject to submissions received between the publication of this report and the time of Council's decision.

CARRIED

## **COUNCILLORS' ITEMS**

### **COUNCILLOR M. FLEURY**

7. WAIVER TO PERMANENT SIGNS ON PRIVATE PROPERTY BY-LAW -  
MURAL AT 261 MONTRÉAL ROAD
- ACS2017-CCS-PLC-0004 RIDEAU-VANIER (12)
- 

## **REPORT RECOMMENDATIONS**

**That Planning Committee recommend that Council:**

- 1. approve a waiver to Section 142.(2), of the Permanent Signs on Private Property By-law 2016-326, as amended, to allow a mural on the entire four storey west wall elevation at 261 Montréal Road, instead of the maximum three storey limit;**
- 2. allow this approval beyond the general application process for minor variances found in the delegation of authority provisions in Part 5 of By-law 2016-326; and**
- 3. waive the notice required under Subsections 29. (3) and 34. (1) of the Procedural By-law to consider this report at its meeting on 10 May 2017.**

CARRIED



## INFORMATION PREVIOUSLY DISTRIBUTED

The following item was distributed for information prior to the meeting:

A. CASH-IN-LIEU OF PARKLAND

ACS2017-CSD-FIN-0009

CITY WIDE

---

## OTHER BUSINESS

Vice-chair Tierney chaired the meeting while Chair Harder introduced the following item.

**Motion N<sup>o</sup>. PLC 44/4**

Moved by Councillor J. Harder

**That the Planning Committee approve the addition of the following item for consideration by the committee at today's meeting, pursuant to section 89. (3) of Procedure By-law 2016-377, in order to allow for timely discussion.**

CARRIED

**Motion N<sup>o</sup>. PLC 44/5**

Moved by Councillor J. Harder

**WHEREAS the City views the new Ottawa Hospital Civic campus as essential community service and a very important city-building project; and**

**WHEREAS the National Capital Commission (NCC) recently amended the federal land use planning framework to permit a hospital on federal lands on the south side of Carling Avenue at the north east corner of the Central Experimental Farm after an extensive process of public engagement and a federal decision to offer the site; and**

**WHEREAS the City provided input through the federal process with respect to the Ottawa Hospital's new site, providing information on the applicable plans and**

**policies, municipal sewer and water servicing information, transportation capacity and environmental and heritage information; and**

**WHEREAS there is a need for the City to bring its Official Plan and Zoning By-law into alignment with the federal land use decision; and**

**WHEREAS there are 5 different zones that apply to the site: one that already permits a hospital and two further zones permitting development, but not a hospital, (all three together comprising 67% of the lands designated for a hospital by the federal government);**

**THEREFORE BE IT RESOLVED that Committee direct staff to bring forward a City-initiated Official Plan Amendment and Zoning By-law Amendment to bring the City's planning documents into alignment with the federal land use decision.**

CARRIED

ADJOURNMENT

The meeting was adjourned at 1:08 p.m.

---

Committee Coordinator

---

Chair