

CHAMPLAIN OIL COMPANY SERVICE STATION

A CULTURAL HERITAGE IMPACT STATEMENT 70 RICHMOND ROAD OTTAWA, ONTARIO



SUBMITTED TO: TRINITY DEVELOPMENT GROUP INC.

PREPARED BY: JOHN STEWART COMMONWEALTH HISTORIC RESOURCE MANAGEMENT

January 2022 REVISION V3

Commonwealth Historic Resource Management offers a professional service related to conservation, planning, research, design, and interpretation for historical and cultural resources. A key focus of the practice is assessing the impact of development on heritage resources. The firm was incorporated in 1984.

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Stewart is a founding member of the Canadian Association of Heritage Professionals. He has served as the Canadian representative of the Historic Landscapes and Gardens Committee of ICOMOS and the International Federation of Landscape Architects. Stewart is a panel member with the Ottawa Urban Design Review Panel and a board member of Algonquin College Heritage Carpentry Program.



John J. Stewart
Principal



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1.0 INTRODUCTION

This Cultural Heritage Impact Statement (CHIS) is a requirement of the City of Ottawa. It is a part of the planning submission in support of all three required applications (Zoning Bylaw Amendment, Official Plan Amendment and Heritage Permit). The purchase of the adjoining property at 376 Island Park Drive responded to the City’s concerns that the development was over-built and triggered a revised design. This CHIS replaces the August 2021 and October 2020 submission and assesses the revised design.

The purpose of the CHIS is to identify the cultural heritage resources and values associated with the designated Champlain Oil Company Service Station at 70 Richmond Road that will be impacted by the construction of the mixed-use midrise development.

The properties making up the development site are located at the intersection of Island Park Drive and Richmond Road within Richmond Road/Westboro neighbourhood in the Kitchissippi ward. The properties include a single storey, cottage form Service Station constructed in 1934 and a single-family residence. The house at 376 Island Park Drive will be demolished and the Service Station, designated under Part IV of the Ontario Heritage Act, will be moved from its original location at the rear of the property and placed parallel to Richmond Road in front of the proposed midrise apartment building.

The Service Station will be linked and integrated into the ground floor facade of the proposed mid-rise and will become part of the ground floor retail space. The concept will involve shifting the Service Station to the edge of the property and storing it there during construction and then, moving it to the front of the property where it will undergo rehabilitation. Issues with the structural stability of the building, were addressed by Cleland Jardine engineers to determine the practicality of moving the building as a single structure¹. Their recommendation is to retain the station in its entirety, move it as a single structure and set it on a new foundation where necessary restoration will be undertaken. With the purchase of the additional property to the south and a lease agreement with the neighbouring property it was determined that there would be room in the laneway to shift and store the entire building during construction. A detailed step by step plan for moving the station is outlined in Addendum A of this report.

As part of the conservation work, the following reviews will be undertaken: the building will be documented with as-found recording and supporting photo record, a substance assessment, structural evaluation, risks identified, code compliance, a layout for integrating it into the ground floor of the new development, component conservation plan and a cost estimate.

¹ A structural review by John Cooke had indicated that the building could be moved as a unit but suggested that it would be easier to move the building in sections.

The CHIS evaluates the impact of the development proposal in a manner that is consistent with the City of Ottawa Official Plan Section 4.6.1. Policy 9. The conservation plan is also assessed using the Standards and Guidelines for the Conservation of Historic Places in Canada.

This CHIS follows the content outline recommended by the City of Ottawa for Cultural Heritage Impact Statements and documents the extensive dialogue between the City and the client team over the course of four years.

The following documents were consulted and are referenced in the preparation of this report:

- Parts IV and V of the Ontario Heritage Act;
- Guidelines for the Preparation of Cultural Heritage Impact Statements, City of Ottawa;
- Standards and Guidelines for the Conservation of Historic Places in Canada;
- BHSC Designation Report, 70 Richmond Rd., August 13, 2015, File Number: ACS2015-PAI-PGM-0050;
- Proposed new development plans, images, renderings Hobin Architecture, 2022;
- Pre-consultation minutes, Leslie Collins Heritage Planner
- Additional Comments, Anne Fitzpatrick June 17, 2020;
- Letter dated September 8, 2020, John G. Cooke, Consulting Engineers to Aaron Cameron.
- Design review of the October 2020 CHIS submission Section 2 Heritage January 20, 2021.
- Heritage Planning Comments 70 Richmond Road (Champlain Oil Service Station) Prepared by: Luis Juarez, Heritage Planner, September 29, 2021.
- Review and Recommendations by Ottawa Urban Design Panel 2020.
- 70 Richmond Road - Heritage Building Relocation Feasibility Study Cleland Jardine Engineering Ltd. January 2022.
- Designated Substance Survey 70 Richmond Road Ottawa, Ontario Paterson Group Engineers December 7, 2021.
- Historical Building - Champlain Oil Company Service Station Complete building including garage bay, Scope of Work and Pricing quote CDS Building Movers revised January 18, 2022.

Address:

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Current Owner and Contact:

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1.1 Site Location, Current Conditions, and Introduction to Development Site

The property is located within the West Wellington neighbourhood at the south-west corner of Richmond Road and Island Park Drive. The approximately 7.6m by 16m Service Station, currently located in the south-west corner of the site, will be relocated to the corner as a prominent feature of the proposed development. The planned development is for a 9-storey mid-rise mixed-use building. It includes commercial on the ground floor, residential units above and two below grade parking garage levels accessed from the laneway on the western edge of the site.

The site is in an area where Service Stations and car lots are prevalent, including 70, 72 and 77 Richmond Road and 369 Richmond Road. The property is in the Richmond Road/Westboro Community Design Plan and Secondary Plan Area and designated as a Traditional Mainstreet in the Official Plan. The areas to the south and north of the development site on Island Park Drive contain single detached low-rise residences fronting onto the National Capital Commission driveway. The master plan for the driveway was completed in 1922 and included a covenant outlining restrictions. The covenants were enforceable for a 99-year period and are now expired. Rather than using heritage policy, the City incorporated the 7.6m. setback as an exception in the zoning bylaw for Island Park Drive.



Figure 1: Context Map of the development site illustrating surrounding context (site highlighted.) The laneway to the west will provide access from Richmond Road to the proposed below-grade parking structure. The adjoining property immediately south on Island Park Drive has been acquired and incorporated into the development plan.



Figure 2: Aerial view of the site and surrounding context on Richmond Road and Island Park Drive. The site is delineated with solid white line and the adjacent property with a dashed line. Basset Lane on the western edge of the development is a treed service lane for properties fronting onto Island Park Drive. Source: Geoterra.

1.2 Cultural Heritage Context and Street Characteristics

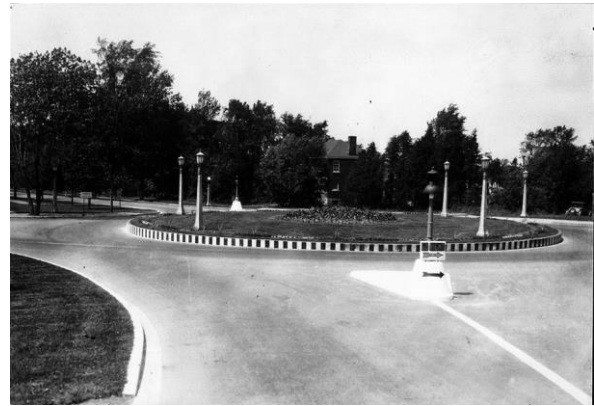
The site contains a 1-storey Service Station constructed in 1934 shortly after the completion in 1923, of Island Park Drive. The property immediately south is included in the development proposal where the existing house will be removed to allow for construction of the residential mid-rise. All four corners of the intersection were developed with automobile Service Stations. The site fronts onto Island Park Drive, which has been identified as a designed cultural landscape developed in the early 1920s by the Ottawa District Improvement Commission. The National Capital Commission continues to manage the driveway. None of the adjacent properties have been identified by the City as being significant from a cultural heritage perspective.

The characteristics of the streets surrounding the site vary. Richmond Road is a busy commercial arterial road with a four-lane right-of-way. Basset Lane on the western edge of the development is a treed service lane for properties fronting onto Island Park Drive. Island Park Drive is a planned two-lane scenic drive with mature street trees, grassed shoulders, and decorative pre-cast concrete light standards. Stoplights control the intersection that originally was laid out as a round-about explaining the configuration of streets coming into the intersection.



Figure 3: 1933 aerial view predates the construction of Service Stations on the corners. The view documents the original road configuration with the traffic circle at the intersection. A sidewalk defined with a double row of newly planted street trees forming the median, along side of Island Park Drive prior to residences being built. The scenic drive was one of the planned residential streets laid out by Fredrick Todd as part of a beautification plan for Ottawa.

Figure 4: 1929 view of the round-about at Island Park and Richmond Road Source: (CA-19227 - City of Ottawa Archives)



1.3 Digital Images of Cultural Heritage Attributes



Figure 5: Context view of the site looking south-west from the intersection. Source: Google Earth.

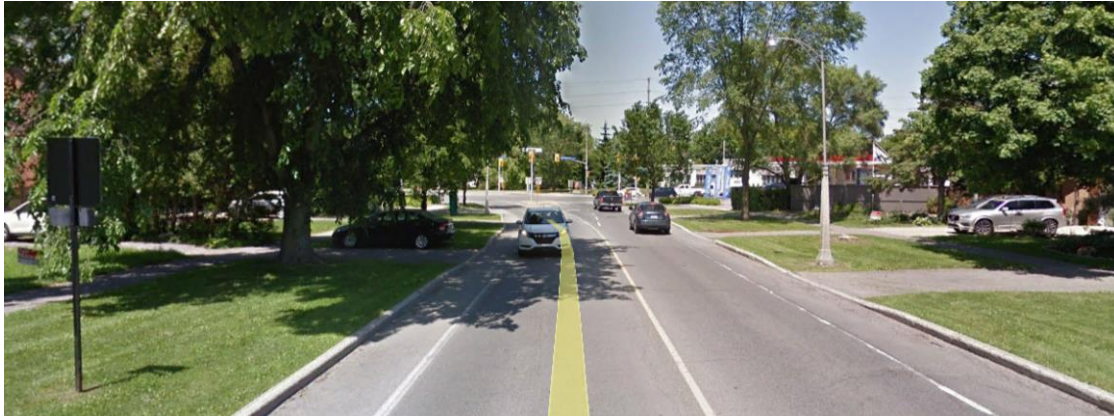


Figure 6: Context view looking north on Island Park Drive. Source: Google Earth.

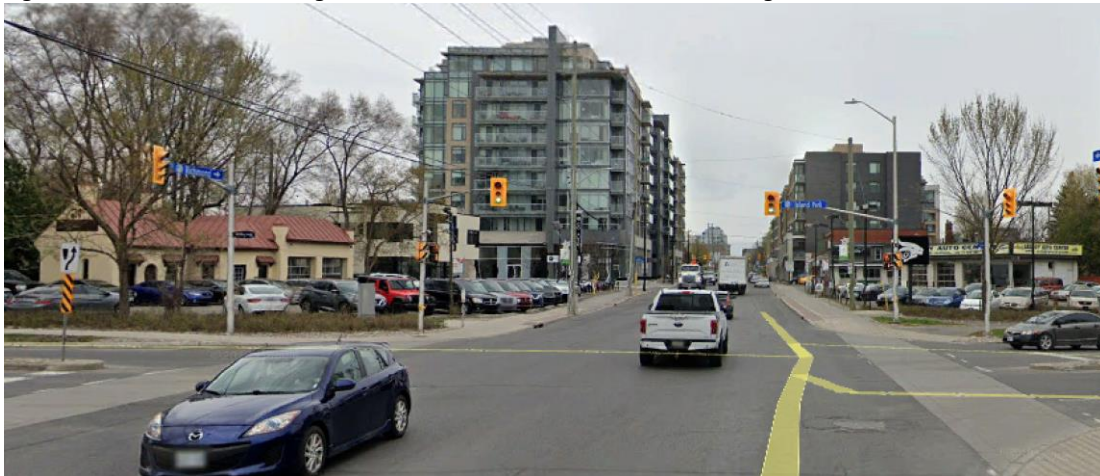


Figure 7: Context view looking west on Richmond Road. Note the new development to the west and the car lot across the street from the development site. Source: Google Earth.



Figure 8: Context view of 70 Richmond Road backing onto 376 Island Park Drive (left). The property has been purchased by Trinity. Source: Google Earth

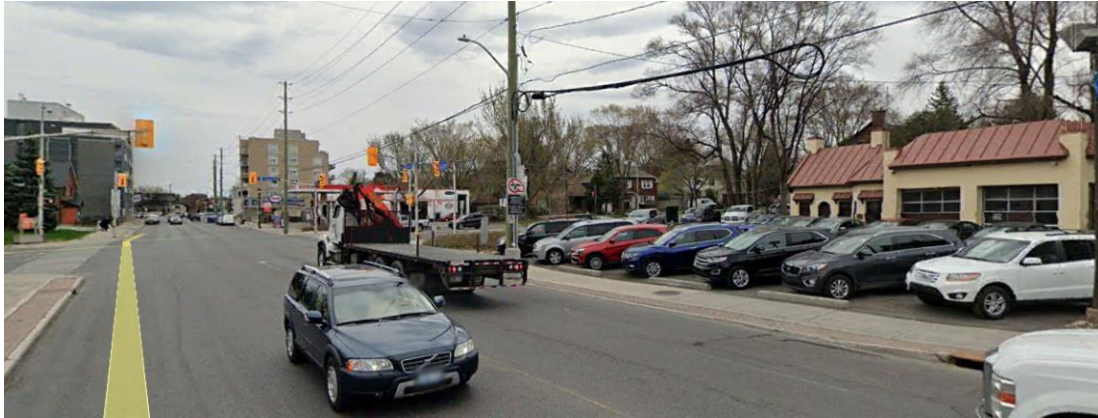


Figure 9: Contest view looking east on Richmond Road. Source: Google Earth



Figure 10: Contemporary view of the Service Station from the north-east. Source: City of Ottawa Designation File



Figure 11: Contemporary view of the Service Station from the east. Source: City of Ottawa Designation File.

2.0 HERITAGE RESOURCE DESCRIPTION AND HISTORY

2.1 Background

The following is taken from Ontario Regulation 09/06 Champlain Oil Company Service Station Report submitted as part of an overall document to the Built Heritage Subcommittee, the Planning Committee and Council recommending the designation of the Champlain Oil Company Service Station. It summarizes the description and history. For the complete submission see the report to council for the designation under Part IV of the *Ontario Heritage Act*. Appendix A.

O Reg. 09 06 is used to establish the criteria. It states that:

A property may be designated under Section 29 of the *Ontario Heritage Act* if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest. These criteria are organized into three groups; design or physical value, historical or associative value and contextual value.

Design or Physical Value

The Champlain Oil Company Service Station is a good, vintage example of a 1930s aesthetic, many of which were designed to evoke other building types such as castles or houses. This building resembles an English cottage with its steeply pitched gable roof, its round arched doors and windows, and twin chimneys.

Historical Value

The building, constructed in 1934, is associated with the trend of private automobile ownership in the early 20th century. In the early years of the private automobile, gas was purchased by the can, often from the blacksmith's shop or a hardware store but, by the 1920s, the rapid increase in car ownership prompted the construction of Service Stations devoted solely to selling gasoline and servicing automobiles. The first full-service gas station was constructed in the United States in 1913.

Contextual Value

The Champlain Oil Company Service Station is located on Richmond Road, which played an integral role in the development of the small rural villages west of the city. As the main highway into Ottawa, many service stations were located along Richmond Road and this building serves as a reminder of the historical importance of Richmond Road to the development of Ottawa.

Conclusion

The former Champlain Oil Company Service Station, 70 Richmond Road, meets all three of the criteria of Ontario Regulation 09/06. It has design value as a rare example of a 1930s Service Station, historical value for its association with the growth in private car ownership in the early 20th century, and it has contextual value for its location on Richmond Road. For these reasons, the Department recommends the issuance of a Notice of Intention to Designate under Part IV of the *Ontario Heritage Act*.

Archival Images



Figure 12: 1933 Aerial view of the intersection of Richmond Road and Island Park Drive one year prior to the construction of the Service Station on the development site (arrowed). All four corners of the intersection would eventually have a Service Station. Source: Kitchissippi Museum

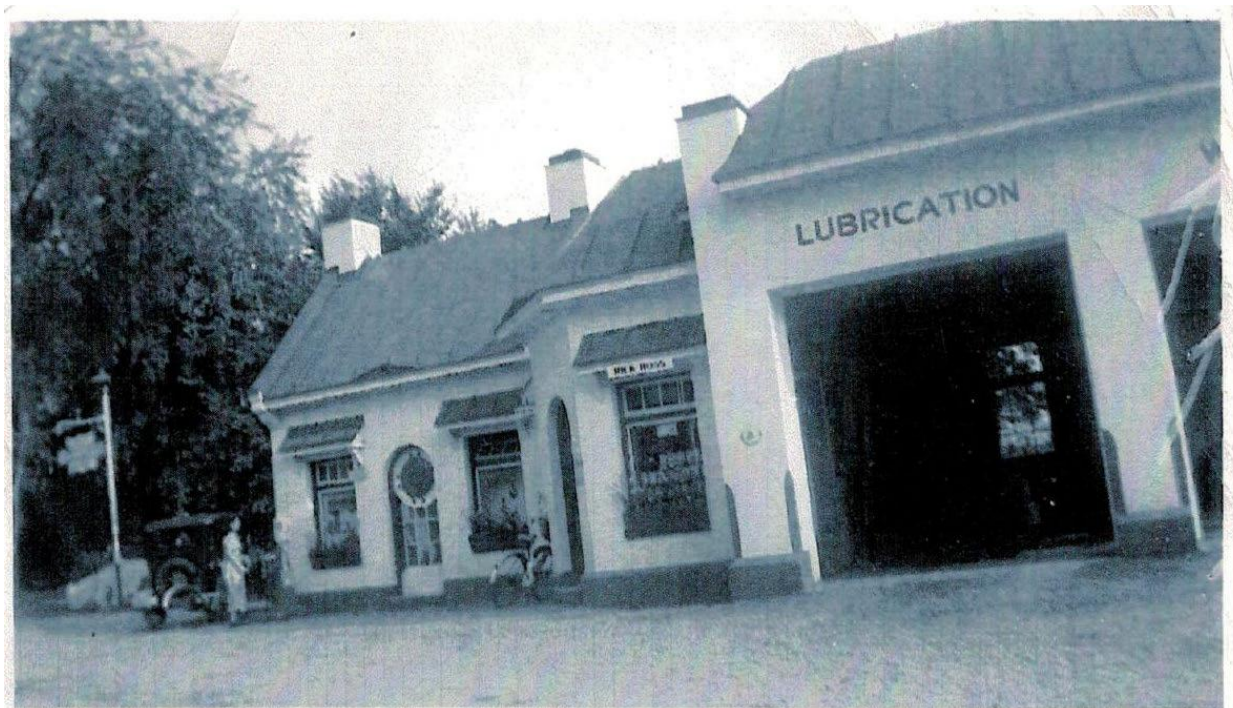


Figure 13: Circa 1949 – 50. View of the Service Station. Source: Ottawa Archives, John Newcomb Collection.



Figure 14: Built in 1935 in Champlain Quebec; the Champlain Oil Company Service Station with its distinct cottage form located at 975 Rue Notre Dame, is a designated historic site. The garage door on the left has been closed in.



Figure 15: The British American Dealer (BA) at Bank Street and Glebe Avenue.



Figure 16: View of the Imperial Oil Service Station that was located on the south-east corner of the intersection of Richmond Road and Island Park Drive (369) No Date. Source: Glenbow Archives



Figure 17: A proposal to develop the Service Station as a drive through coffee shop. The plan included a 1-storey flat roofed addition. Main and Main Development 2015. Source Ottawa Citizen

3.0 STATEMENT OF CULTURAL HERITAGE VALUE

3.1 Statement of Heritage Character Bylaw 2019 – 298

The following Statement of Cultural Heritage Value identifies the primary heritage values and attributes of the Champlain Oil Company Service Station. The Statement Bylaw 2019 – 298 was prepared by the City of Ottawa and is included here in its entirety.

Description of Property

Constructed in 1934, the former Champlain Oil Company Service Station, 70 Richmond Road, is a small, irregularly shaped, stucco-clad building. It is located on the southwest corner of Richmond Road and Island Park Drive at the edge of Westboro, in the City of Ottawa.

Statement of Cultural Heritage Value or Interest

The Champlain Oil Company Service Station has cultural heritage value as one of Ottawa’s few remaining pre-Second World War Service Stations built when car ownership was becoming more popular. Its location on Richmond Road when it was the main highway to the west also contributes to its historical and contextual value.

The building is an interesting example of a 1930s Service Station, many of which were designed to evoke other building forms such as castles or houses. The former service centre is domestic in scale, designed to resemble an English cottage. Features of the building that illustrate this include the rounded-arch doorway and round-headed windows, the rectangular windows, each with an overhanging shed roof with brackets, the twin chimneys, and the steeply pitched gable roof.

The Champlain Oil Company Service Station is historically valuable for its association with the growth of private automobile ownership in Ottawa. In the early years of the car, gasoline was usually purchased by the can from the local blacksmith or from pumps in front of a general store. The first full-service gas station was constructed in Pittsburgh, PA in 1913. By the late 1920s, the rapid increase in private ownership of automobiles prompted the construction of Service Stations devoted solely to selling gasoline and servicing automobiles.

Contextual value is found in the building’s location on Richmond Road, which played an integral role in the development of the small, rural villages west of Bytown, and later Ottawa as the main highway into the city.

Heritage Attributes

Key attributes that embody the cultural heritage value of 70 Richmond Road as an example of a cottage-style, pre-Second World War service station include:

- irregular plan, comprised of three parts; the house-form commercial section, the adjoining office area, and the two-bay service section;
- rounded-arch doorway(s) with wooden round arched door(s) with round window;
- rectangular windows with transoms and overhanging shed roofs with brackets;

- slender round arched windows on the east façade;
- twin chimneys;
- variety of roof types, including a gable roof, curved roof, and a truncated hipped roof with standing seam metal roofing;
- decorative eaves;
- engaged columns in west section of the building; and
- its location on Richmond Road.

4.0 DESCRIPTION OF PROPOSED DEVELOPMENT

4.1 Design Intent

The Trinity Development Group is proposing to retain and relocate the existing Champlain Oil Service Station on-site as part of the proposed redevelopment with a 9-storey mixed-use midrise, containing 85 residential apartment units with retail at grade and underground parking. The Service Station will be integrated into the ground floor and will become a feature of the retail space. An adjacent property to the south with frontage on Island Park Drive will be part of the development site.

The design concept calls for the demolition of the house at 376 Island Park Drive and relocation of the heritage Service Station, which will sit forward of the new mid-rise, where it will define the north-east corner of the property. The Service Station will be part of the at-grade retail with a total area of 366 square metres. The ground floor of the planned apartment features a 6-metre floor-to-ceiling height to accommodate the height of the heritage building. The exterior will be conserved as a period presentation. Because interior finishes and features of the station had been stripped out the interior will be treated as a contemporary retail space.

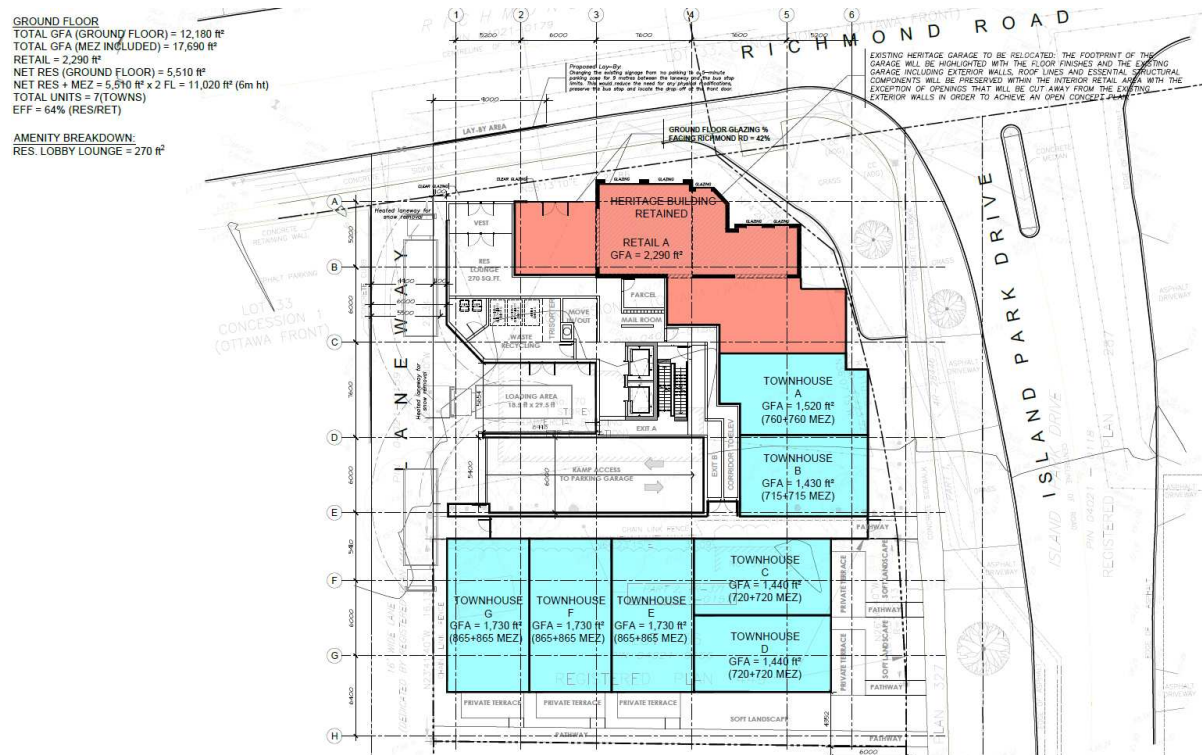


Figure 18: Ground Floor layout showing the extent of retail in pink and purple. The townhouse units (turquoise). Source: Hobin Architecture 2022.

The upper floors of the proposed building step back from the intersection at the north-east corner of the site, giving the heritage building space and accentuating its new location on the corner. The service bays

are set just slightly over 2 metres proud of the mid-rise with the main portion of the garage incorporated in the retail space. Above the ground floor, the mid-rise steps back and transitions from the masonry material to a dark grid framing significant glazing.

Several building stepbacks have been incorporated along all facades to integrate into the surroundings and help integrate with the scale of the Service Station. Along Richmond Road, the building steps back 2.45 metres at the fifth level and then another 2.48 metres after the eighth level with an additional step back at the roof level. Similarly, along the south elevation, the building steps back 3.32 metres above the second storey, and another 3.25metre at the fifth level. A 4.8 metre step-back is provided at level 8 along both the south and east facades. On the roof a 2-metre setback is provided to limit overlook from the roof terrace.

Vehicular access for the development is provided from the laneway on the west side of the subject property with access to Richmond Road. The west facade of the building incorporates a loading bay for garbage and move-in with the parking garage access ramp located on the south edge of the property. Both service accesses are screened from the public sidewalk. Two underground parking levels provide vehicular parking spaces, including 65 residential spaces and 8 visitor parking spaces. Bicycle parking is provided at-grade and within the parking garage, 85 bicycle parking spaces are provided. The building features 870 square feet of indoor amenity space, plus rooftop amenity. The balance of the amenity area is with private balconies and terraces.

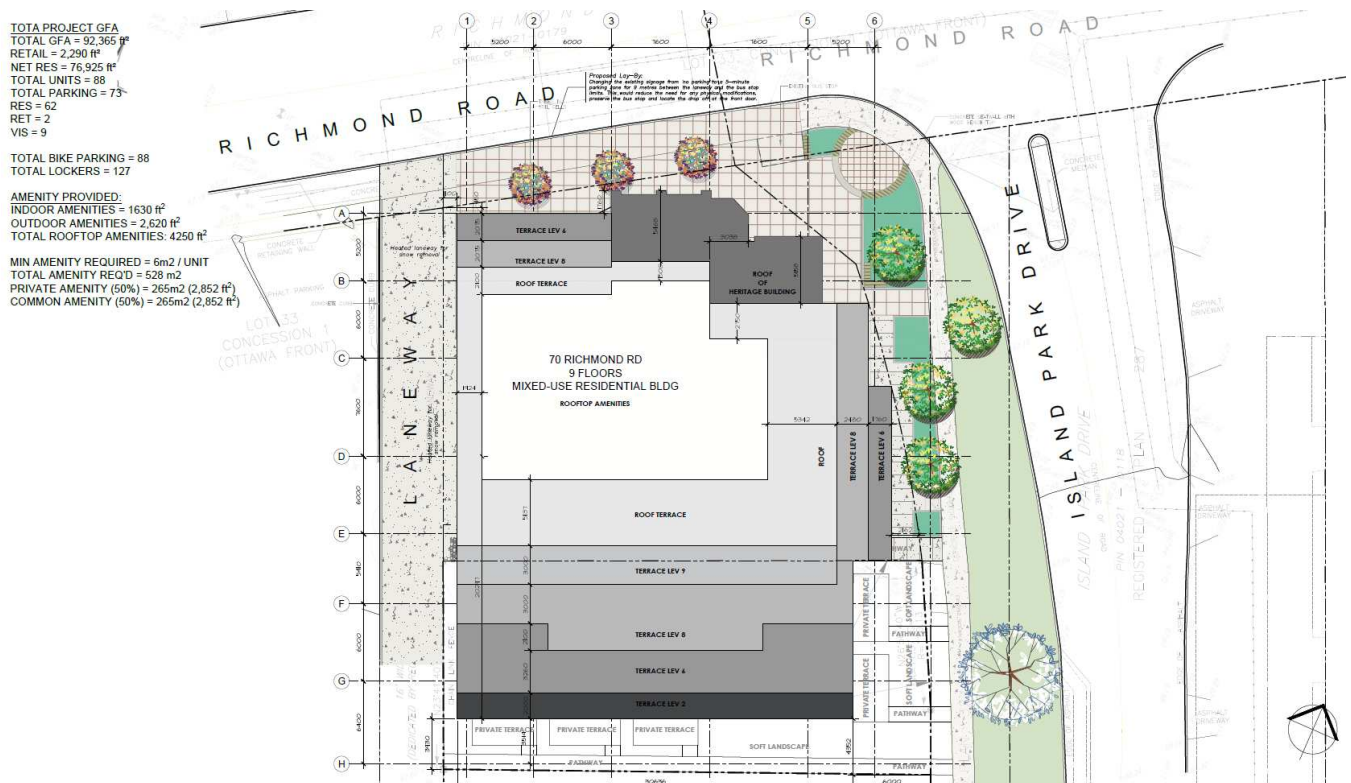


Figure 19: The Site Plan of the proposed development illustrates the stepbacks. The dark grey along Richmond Road indicates the portion of the Station that will sit proud of the midrise building. Source: Hobin Architecture 2022.



Figure 20: A bird's eye view of the South elevation from Island Park Drive. Hobin Architecture 2022



Figure 21: Bird's eye view looking north. Hobin Architecture 2022

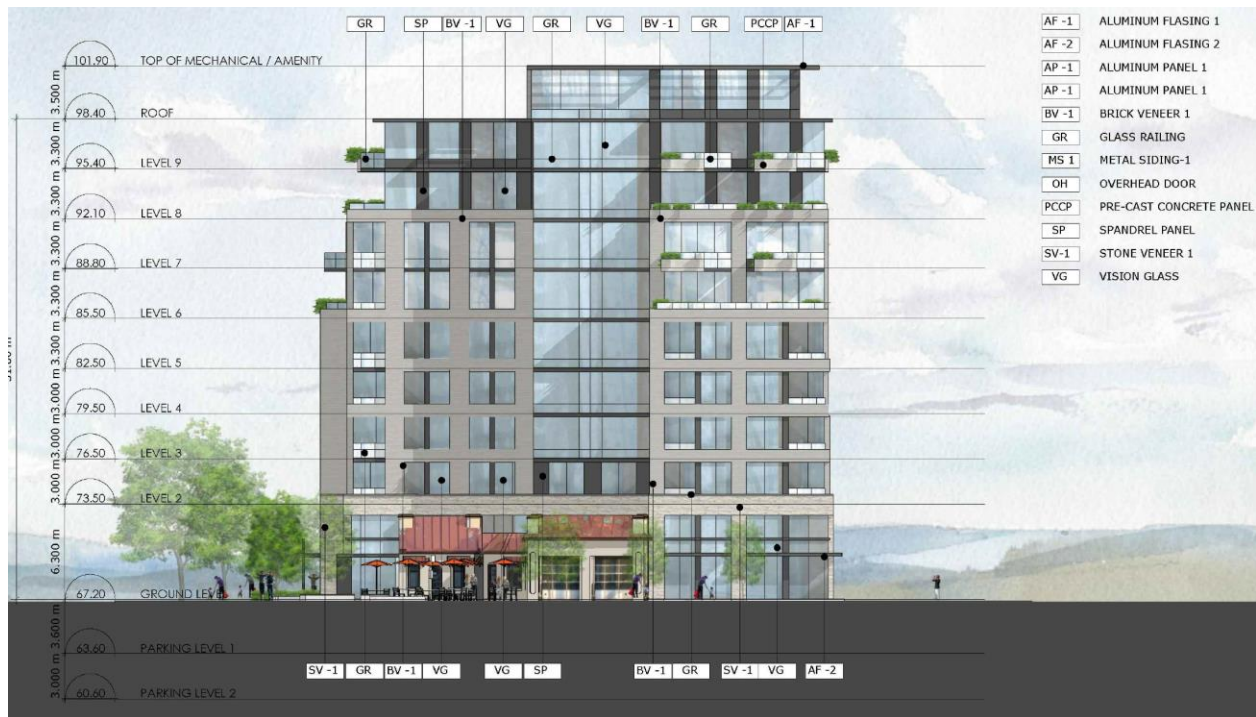


Figure 22: The north elevation with the Service Station in the foreground along Richmond Road with finishes identified. At street level the massing is broken up and the sense of a monolithic structure mitigated. The masonry treatment of the podium establishes a datum line and is reinforced with the transom and canopy. The spandrel panel over the garage portion helps establish a rhythm and distinguish the sections of the Service Station from the masonry treatment of the main entrance. The stepping of the garage forward from the main entrance and the recessed tower along the west to accommodate the entire office portion is sympathetic.

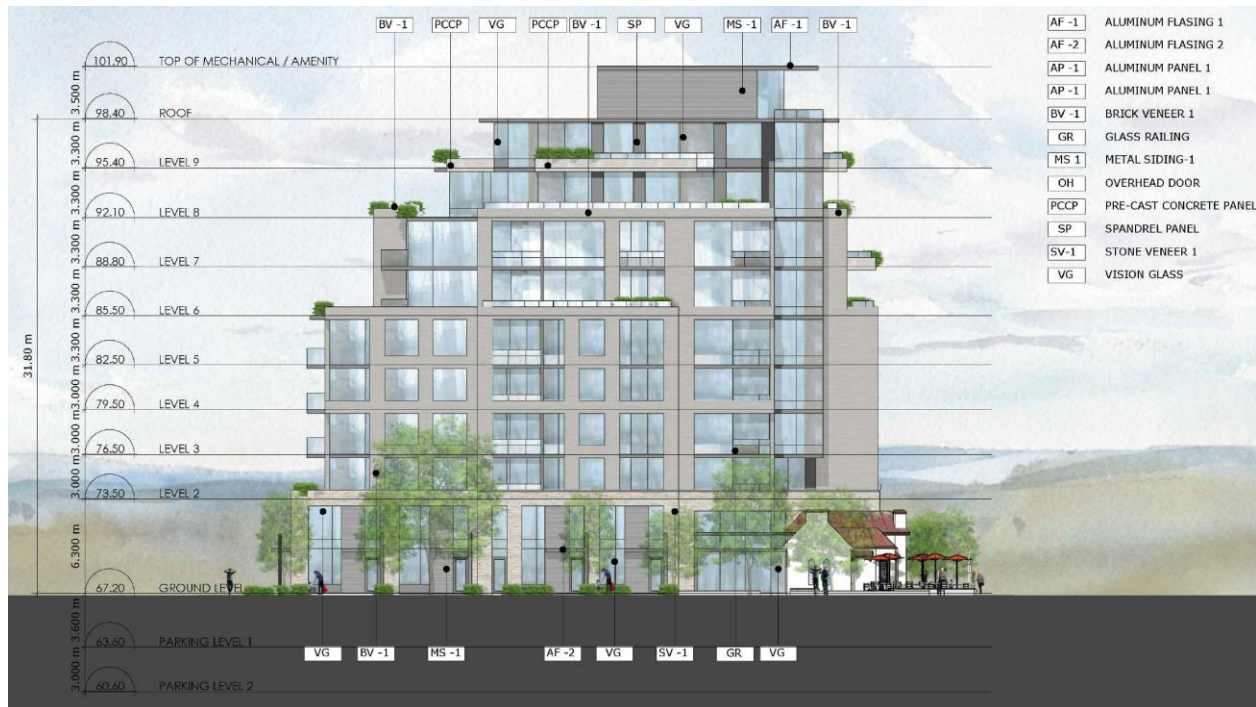


Figure 23: West Elevation illustrating the stepping down of the building towards the residences on Island Park.



Figure 24: View looking west with the station prominently forward of the development. Hobin Architecture 2022



Figure 25: three views of the public realm at the corner of Island Park Drive and Richmond Road. The views are helpful in illustrating the relationship between the Service Station with the cottage portion free standing and the garage section set proud of the entrance section on the west. Source: Hobin Architecture 2022.



Figure 26: A view of the public realm along Richmond Road illustrating the transition between the main entrance and the Service Bays, which sits proud by 2.25 m. Source: Hobin Architecture 2022



Figure 27: View looking east along Island Park Drive. Source: Hobin Architecture 2022

5.0 IMPACT OF PROPOSED DEVELOPMENT

5.1 Scope

This section specifically addresses the impacts of the development proposal on the cultural heritage values of the Champlain Oil Company Service Centre. Applicable guidelines are contained in Section 4.6.1 of the Official Plan, and *The Standards and Guidelines for the Conservation of Historic Places in Canada*. The adjacent house, at 376 Island Park Drive has no heritage status; it will be demolished, and the property incorporated into the overall development.

5.2 A list of Heritage Attributes Schedule B

The Statement of Heritage Character Bylaw 2019 includes a list of heritage attributes.

Heritage Attributes

Key attributes that embody the cultural heritage value of 70 Richmond Road as an example of a cottage-style, pre-Second World War Service Station include:

1. *irregular plan, comprised of three parts; the house-form commercial section, the adjoining office area, and the two-bay service section;*
2. *rounded-arch doorway with wooden round arched door with round window;*

3. *rectangular windows with transoms and overhanging shed roofs with brackets;*
4. *slender round arched windows on the east façade;*
5. *twin chimneys;*
6. *variety of roof types, including a gable roof, curved roof, and a truncated hipped roof with standing seam metal roofing;*
7. *decorative eaves;*
8. *engaged columns in west section of the building; and*
9. *its location on Richmond Road.*

Discussion: The treatment of each of the Character Defining features (CDF) is outlined in the Conservation Plan.

5.3 City of Ottawa Heritage Planning

The City has acknowledged that the relocation of the building within the development site is appropriate to facilitate the redevelopment of the property². Leslie Collins, the City’s Heritage Planner set out the following caveats as part of the Heritage Comments³.

**July 25, 2019, meeting minutes. 70 Richmond Road,
Heritage Comments (Lesley Collins for Anne Fitzpatrick)**

“Heritage Status and Application Requirements

The Champlain Oil Company Service Station at 70 Richmond Road is designated under Part IV of the Ontario Heritage Act (OHA). This means that any proposal to move, alter or demolish a portion of the building will require a heritage permit under the OHA. This proposal will require full City Council approval under the OHA after consultation with the BHSC and Planning Committee.

Discussion: The outline of conditions was submitted to the proponent 29-7-19. They are based on the applicants list of plans and studies dated July 25, 2019; and serve as the basis for preparing the initial CHIS, assessing the impact, and preparing a Conservation Plan. Since that submission the plans have been updated and the property consolidated with the purchase of the adjacent property to the south on Island Park Drive. The additional land has allowed the design to evolve and respond to most of the city’s concerns.

Proposal Comments

Staff do not object to the proposal to move the building on the site. The building should be moved in its entirety and not in pieces and not dismantled and reconstructed.

Discussion: The conservation plan addresses the moving of the building and how it will be accomplished. Cleland Jardine Structural Engineers Ltd. were engaged to assess the building’s condition and to determine if the building could be moved as one piece and what steps were required. Their report attached as Addendum provides detailed structural investigations demonstrate it is feasible and a

² *Pre-application Consultation Meeting Minutes 70 Richmond Road Formal Pre-consultation File No.: PC2019-0179 Date: Thursday July 25, 2019, 9:30am – 10:30am*

³ *City of Ottawa Pre-consult follow up email - 70 Richmond Road 29-7-2019
City of Ottawa comments by Anne Fitzpatrick Wednesday, June 17, 2020. See Appendix 3*

step-by-step process for moving the building as a unit. CDS Building Movers laid out the best approach to secure and move the entire Service Station and provide storage for it pending the repositioning of it along Richmond Road.

Staff have significant concerns with the proposal to demolish one of the two service bays of this building. The two service bays are a heritage attribute of the building. The building is small and should be incorporated into the proposed development in its entirety.

Discussion: It is the client's intent to move the entire building.

As the proposal is further refined, please give consideration to the integration of the heritage building with the new building at the rear. There needs to be an appropriate transition between the two. The details of the connection will be an important part of the heritage application. Please give consideration to the possibility of incorporating the entire building into the new development and not removing the rear wall. A good example of this can be seen at the Grant House, 150 Elgin Street.

Discussion: The cottage portion and the transition section are independent and set away from the proposed apartment. The integration of the two-bay service section into the retail space has not been refined. The height of the ground floor is over 6m floor to ceiling, which will allow the garage to sit independent with the roof and rear wall located inside the retail space. The lower levels of the projecting glass bay has been raised and the mansard roof of the garage portion is free standing.

The current massing model does not provide enough detail regarding the transition and integration between the new building and the historic building. The proposal will be assessed using the "[Standards and Guidelines for the Conservation of Historic Places in Canada](#)". Standard 11 states that additions to historic buildings must be physically and visually compatible with, subordinate to and distinguishable from the historic building. The current proposal does not achieve this, and further consideration of compatibility and transition are required.

Discussion: Over the course of the design process, the client considered several options that addressed visual compatibility, which were reviewed by the city. These various iterations demonstrate the analysis that has gone into finding a compatible approach to meet Standard 11.

A Cultural Heritage Impact Statement (CHIS) and Conservation Plan are required for this project. The CHIS/Conservation Plan must be prepared by a qualified professional who is a member of the Canadian Association of Heritage Professionals. It must assess the impacts of the proposed development (ZBLA and OPA) on the heritage value and attributes of the Champlain Oil Service Centre and should propose mitigation measures to ensure the cultural heritage value of the designated property is maintained. The Conservation Plan must address the condition and conservation of the building, the relocation procedures, timelines, and restoration/rehabilitation of the building. The council approved guidelines for Cultural Heritage Impact Statements can be found here.

Discussion: We acknowledge these requirements.

The Conservation Plan must address the condition and conservation of the building, the relocation procedures, timelines, and restoration/rehabilitation of the building. A Letter of Credit related to the relocation of the building may be required through the Site Plan or Heritage Permit process.

Discussion: A conservation plan is included as part of this document. See Chapter 7.0. The document is a work in progress and will require further details and refinement as the project moves through the design development stages.

The building at 376 Island Park Drive does not have any heritage status.

Discussion: We acknowledge that 376 Island Park Drive does not have any heritage status. This property has been purchased, and the house will be demolished. The south elevation has been revised to provide a more comfortable transition between the midrise and neighbouring single-family homes. Its front façade has been set back 2.25 metres to allow the garage portion to stand proud and be interpreted as more than a façade.

5.4 Cleland Jardine Engineering Ltd.

Cleland Jardine Engineering Ltd. (CJE) was retained to review the condition of the existing heritage building at 70 Richmond Road and assess the feasibility of relocating the building into the new proposed development. Specifically, the review included:

- Review of available documentation.
- On site review of building to assess existing construction and conditions.
- Review of adjoining property for suitability of temporary storage of building.
- Review of proposed development concept for permanent relocation of building.
- Coordination of requirements with project team.

It is their recommendation that the building can be moved in its entirety and relocated to the front of the site. In conjunction with CDS Building Movers they have laid out a 12-step methodology for moving the building. It is their expert opinion that the risk to heritage fabric is consider minimal.

Discussion: Based on the above recommendation the client has indicated that they are prepared to move the entire building as a unit even though it is not heir preferred option (i.e., *the house-form commercial section, the adjoining office area and the service bays will be retained, stabilized, and moved.*)



Figure 28: View of building referencing the house-form commercial section, the adjoining office area, and the two-bay service section.

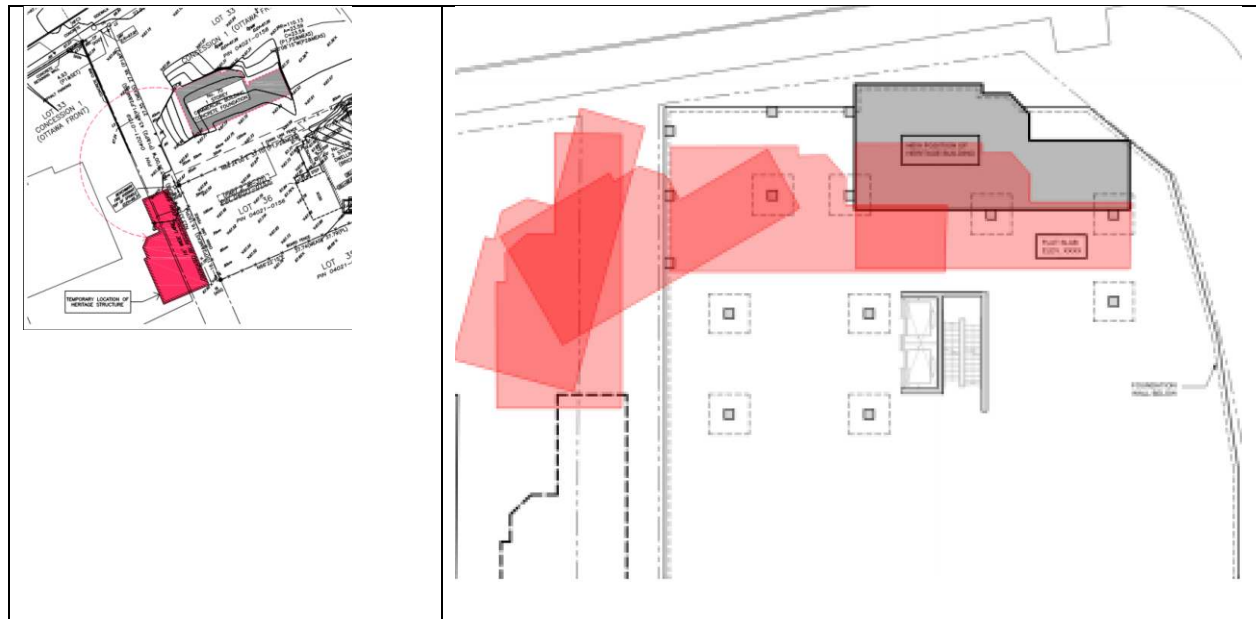


Figure 29: Plans illustrating the original location of the Champlain Oil Company Service Station, it is located just off the site during construction and its proposed location as shown on the site plan at the intersection. The approach is to move the entire structure (house-form commercial section, the adjoining office area, and the two-bay service garage.) Source: Hobin Architecture 2021.

5.5 Standards and Guidelines of the Conservation of Historic Properties in Canada

The standards and guidelines identify three primary conservation treatments, two of which are applicable:

Preservation involves protecting, maintaining, and stabilizing the existing form, material and integrity of a historic place or individual component, while protecting its heritage value. Consider Preservation as the primary treatment when: (a) Materials, features and spaces of the historic place are essentially intact and convey the historic significance, without extensive repair or replacement; (c) Continuation or new use does not require extensive alterations or additions.

Rehabilitation involves the sensitive adaptation of a historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value. Consider Rehabilitation as the primary treatment when: (a) Repair or replacement of deteriorated features is necessary; (b) Alterations or additions to the historic place are planned for a new or continued use.

The primary conservation treatment for the Service Station is rehabilitation where alterations and additions are planned for a new use of the house-form commercial section, the adjoining office area, and the two-bay section.

The following applicable guidelines appear in *italic* with a discussion of how the proposed development compares with the guidelines:

General Standards for Preservation, Rehabilitation and Restoration

1. Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable character defining elements. Do not move a part of a historic place if its current location is a character-defining element.

Discussion: The location of the building at the south-west corner of the lot is a character-defining feature of its original use as a Service Station with parking and access lanes taking up most of the lot that fronts onto the two access roads. The building is being relocated to the north-east corner of the lot to be a prominent feature of the proposed development. Policies in the Official Plan Section 4.6.1 Heritage Buildings and Areas, specifically 4.6.1.4 (a) states “*Where relocation of a structure designated under the Ontario Heritage Act is proposed, the City will require that the cultural heritage impact statement demonstrates that relocation is the only way to conserve the resource. The City may consider the option provided that: [Amendment #76, August 04, 2010] [Amendment #96, February 22, 2012]*

(a) The building is retained on site, but moved to another part of the property for integration into the new development”

Discussion: The proposal being put forward involves moving the building.

2. Conserve changes to a historic place that, over time, have become character-defining elements in their own right.

Discussion: The exterior of the building retains its original form, detailing, and materials from its construction date in 1934 with major alterations to the service bays and the interior of the entire building. At some point the interior was totally gutted with all interior finishes removed and the wall between the house-form commercial section and the adjoining office area demolished.

3. Conserve heritage value by adopting an approach calling for minimal intervention.

Discussion: The proposed relocation of the building within the lot is a major intervention; however, given the limitations of the site, the most practical means by which to conserve the building is to relocate it to the north-east corner of the site in a prominent location. The Service Station will be aligned in the same east-west configuration.

4. Recognize each historic place as a physical record of its time, place, and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.

Discussion: The proposed relocation of the building to the north-east corner of the site does create a false sense of the development of the property; however, the retention of the three functional components – the house-form commercial section, the adjoining office area, and the two-bay section, identifies its original use as a Service Station while introducing a new distinguishable use.

5. Find a use for a historic place that requires minimal or no change to its character-defining elements.

Discussion: Although the building will be relocated, the character-defining features, as identified by the Statement of Cultural Heritage Value will be conserved. The functional layout of the building – office, service, and service garage – and the scale of the building makes it suited to function as retail space and as a secondary entry to the proposed mid-rise.

7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.

Discussion: The Conservation Plan addresses the condition of the character defining elements, and any elements that are too deteriorated to repair will be noted. The Plan addresses the management of the building throughout the move, its condition and conservation. The entire building will be recorded and a detailed condition report, along with a stabilization and preparation for moving report will be prepared including risk analysis and costs.

Additional Standards Relating to Rehabilitation

10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.

Discussion: Interventions required that are physically and visually compatible to preserve character-defining elements. Include these as examples. The full list will be prepared as part of the conservation plan:

- the windows will be repaired – single lower sash with a transom in wood and thermal glazing replacing the glass.

- The distinctive awnings over the windows and doors and the entrance door to the office will be retained and preserved.
- The round-headed door will be repaired as necessary and used as a model for the reconstruction of the second door.
- The two large garage doors will be replaced with reproduction units with glazing panels for the proposed retail use, and
- The distinctive standing seam metal roofs will be retained or replaced with a similar material.
- The two round headed windows on the east elevation of the office will be retained.
- Sections of the south (rear wall) and the west wall along with windows will be selectively retained. The final layout will be developed in conjunction with the potential retail use.

11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

Discussion: The development proposal is to construct a 9-storey midrise on the lot and set the Champlain Oil Company Service Station at a prominent location at the north-east corner of the site set proud of the new building. To achieve any degree of subordination it is important that the Service Station holds a defining location and can be interpreted as a distinct feature separate from the overall tower. The plan positions the station on the north-east property line, which provides the prominence. To give a subordinate role to the new building the Service Station will be placed in such a manner to offer a three-dimensional view of the eastern portion by setting it proud of the Richmond Road elevation of the new building. The same strategy will be used for the two-bay section, setting the new building wall back from the face of the garage by 2.25 metres and having it visually appear to be a separate building.



Figure 30: Views looking west and east. In the bird's eye view looking east, the side façade is set back exposing the first window. The view looking west gives the Service Station a prominent expression and distinct transition from the mid-rise. Source: Hobin Architecture 2022.



Figure 31: View showing the side elevation of the Service Station with three windows. The proposed midrise building has been set back and allows one of the side windows to be interpreted. Source: City of Ottawa.

The challenge is to make the new 9-storey development physically and visually compatible with the 1-storey Service Station. Because of the differences in scale, it is considered key to its visual compatibility that the materiality, and colour of the base of the midrise act as a backdrop to the Service Station without overwhelming it. The City questioned the approach being taken⁴ and stated that the current proposal does not meet the direction set out in guideline 11. The email is included in Appendix B. The revised proposal allows the Service Station to project 2.25 metres in front of the midrise.

Over the course of the design process, the client considered several options that addressed visual compatibility and connecting the heritage building to the new building through clear and related datum lines, which were reviewed by the city. These various iterations demonstrate the analysis that has gone into finding a compatible approach to Parks Canada Guideline 11. The purchase of the adjoining property has provided additional flexibility with the placement of buildings on the site. Some of the revisions include the removal of the large vertical stone column with a more neutral finish as shown on the revised plans; reducing the projection of the glazed bay over the service garage and removing it from the first three floors, setting the service bays proud of the midrise; establishing the height of the entrance canopy to reference the garage; and stepping the south elevation to offer a more compatible relationship with the residential neighbourhood along Island Park.

Guidelines for Buildings

4.3.1 Exterior Form

General Guidelines for Rehabilitation

Additions or Alterations to the Exterior Form

12. *Selecting a new use that suits the existing building form.*

Discussion: The proposed retail use suits the existing Service Station building form. The change in grade between the service area and the garage will have to be modified to address accessibility requirements. The opportunity to have the garage doors operable will be positive for potential tenants.

13. Selecting the location for a new addition that ensures that the heritage value of the place is maintained.

Discussion: The most effective way to conserve the heritage value of the building is to move it to a prominent location at the front of the proposed development. Such a move assures that its visibility is maintained and placing it forward on the site suggests that the new build is subservient.

5.6 Official Plan 4.6.1 – Heritage Buildings and Areas, Policy 9

The City has suggested that since this CHIS has been submitted in support of the ZBA and OPA, the proposed development should be reviewed against the City’s Official Plan -Section 4.6.1, Policy 9 with respect to compatibility.

Policy 9. When reviewing applications for zoning amendments, site plan control approval, demolition control, minor variance, or the provision of utilities affecting lands/properties adjacent to or across the street from a designated heritage resource, adjacent to or across the street from the boundary of a heritage conservation district, or within heritage conservation district, the City will ensure that the proposal is compatible by: [Amendment 14, September 8, 2004] [Amendment #76, OMB File #PL100206, August 18, 2011]



1. Respecting the massing, profile, and character adjacent to or across the street from heritage buildings; [Amendment #76, August 04, 2010]

Comment: At street level the massing is broken up and the sense of a monolithic structure mitigated. The masonry treatment of the podium establishes a datum line and is reinforced with the dark treatment of the glazed transom and the dark canopy. The spandrel panel over the garage portion helps establish a rhythm and distinguishes the sections of the Service Station from the masonry treatment of the main entrance. The main entrance treatment is distinct from the Station. The stepping of the garage forward from the main entrance and the recessed tower along the east creates a niche that accommodates the office and transition portions.

2. *Approximating the width of nearby heritage buildings when constructing new buildings facing the street;*

Comment: see above

3. *Approximating the established setback pattern on the street;*

Comment: The heritage building has been shifted from its original location at the rear of the property and is now positioned along the property line.

4. *Being physically oriented to the street in a similar fashion to existing heritage buildings;*

Comment: The intersection of Island Park Drive and Richmond Road is a unique situation with extended right-of-way and a generous public realm. The proposed development provides a strong street frontage with a landscape area that wraps around the corner of Richmond Road and along Island Park Drive.

5. *Minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;*



Comment: The bird's eye view illustrates that the Service Station will be in full sun in the mornings and afternoons. With the tower blocking the sun for part of the day. The heritage building's original location was in the same east-west orientation with a grove of trees to the south that blocked the sun and creating a similar environment.

6. *Having minimal impact on the heritage qualities of the street as a public place in heritage areas;*

Comment: Island Park Drive is an important Street with setbacks and mature street planting, specialty lighting, and grass verges separating the sidewalk from the roadway. The landscape plan has been respectful of these features and where possible has incorporated them into the site design.

7. *Minimizing the loss of landscaped open space;*

Comment: The landscape of the entire property will be greatly enhanced.

8. *Ensuring that parking facilities (surface lots, residential garages, stand-alone parking, and parking components as part of larger developments) are compatibly integrated into heritage areas;*

Comment: On the west side of the site includes a mid-block laneway, which will be used to service a garage and access to underground parking. There will be no surface parking.

9. *Requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.*

Comment: There is an existing pole mounted transformer next to the site that will not be moved. A bus stop will be integrated into the landscape design of the public realm along Richmond Road. It is recommended that the landscape design incorporate elements of the NCC's treatment along Island Park Drive and carry those distinct features into the site.

5.7 Development Impacts

Positive impacts of the proposed development on the cultural heritage values of the former Champlain Service Station include:

- The decision to move the entire building was predicated on confirmation that the move does not involve risk that the building will collapse. The Cleland Jardine engineering report indicates that the building could be moved and outlines a strategy for safe moving.
- The Champlain Oil Company Service Station has been a landmark at the corner of Island Park Drive and Richmond Road since 1934. Its reuse as part of this development and its interpretation are positive community benefits.
- An interesting and rare designated building will be given a prominent new location and integrated into the Trinity development scheme.
- The new location maintains the east – west orientation while shifting the building closer to the intersection.
- The purchase of the adjoining property and revisions to the design mitigates the impact of a 9-storey residence overlooking the properties along Island Park Drive.
- Adaptive re-use of a cultural heritage resource to ensure its ongoing viability, with the opportunity for public access and retail activity.
- Access to new sources of funds to allow for the ongoing protection and restoration of the cultural heritage resource.

Adverse impacts of the proposed development include:

- Moving of a heritage building potentially involves the damaging and or loss of heritage attributes or features. Mitigation includes documenting and recording all character defining features, undertaking a conservation plan, and completing the necessary structural investigations prior to the move.
- The proposed relocation of a historic building from its original site and moving it within the lot is an intervention and is generally discouraged. The mitigating factors are that it is a practical means by which to conserve the building, and its new position is in a prominent location with the same east-west orientation and on the original Service Station lot.

- The scale of the midrise development compared to the size of the Service Station challenges the design team in addressing the Parks Canada Standards and Guidelines # 11 ‘*Make the new work physically and visually compatible while, subordinate to and distinguishable from the historic place.*’ The placement of the heritage building separate from the new midrise helps retain the distinct features. At the street level the garage is a defined form as is the entrance section.
- The design process has explored alternative design solutions, including materials and other approaches to the podium portion of the new building to ensure the legibility of the Service Station.
- The floor levels throughout the Service Station are not consistent. The floor level of the house-form commercial section, and the adjoining office area are set higher than the Service Bays. Mitigation and accessibility standards will require adjustments.
- Shadows created that obscure heritage attributes or change the viability of the associated cultural heritage landscape.
- The Service Station will be subject to higher snow loads from being at the base of the new midrise and may require reinforcing the roof structure.
- The potential loss of mature trees on the NCC median next to the development.

6.0 ALTERNATIVES AND MITIGATION STRATEGIES

6.1 Alternatives

Alternatives include:

- An alternative allowing the Service Station to encroach onto City property would give the entire station more presence. Because of the former round-about this is a wider than normal City right-of-way that would allow breathing room and an opportunity for the west façade to be separate from the façade of the new building. Allowing the building to shift slightly east and slightly north by 1 metre would make a difference in how pedestrians would perceive the buildings.
- Setting the proposed building further back from the Service Station has provided a more independent relationship and intact presentation of the Service Station than the earlier proposal.

6.2 Mitigation Measures

In order to address outstanding issues such as the interior layout a more detailed conservation plan will be part of the site development phase.

As a property designated under Part IV of the Ontario Heritage Act the design has been guided using the Parks Canada Standards and Guidelines, specifically: “conserve the heritage value and character-defining

elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.”

The building is distinguishable in terms of its height and more contemporary design. For the development to meet Standard 11 “being visually and physically compatible and be seen as subordination to the Service Station” the following mitigation strategies have been explored:

- On the east side, the historic building reads in its entirety with a subtle glass connection linking it to the midrise building.
- The purchase of the adjacent property significantly reduces the impact of the proposed development overlooking the 2-storey residences along Island Park Drive. It also provides an opportunity to shift the building back from Richmond Road.
- A dramatic vertical masonry column extending up the height of the building has been replaced using a neutral, less textured finish. The less textured material mitigates the conflicted datum lines and reduces the impression the tower is piecing the historic building.
- The glazed treatment over the service bays is far less prominent. It has been scaled back and the first three floors eliminated mitigating the overshadowing of a 9-storey building, and the impression that the tower is set on top and overlapping the Service Station.
- The connection on the west side was less well articulated appearing as an applique façade butting into the new masonry pillar. The heavy masonry frame defining and focusing on the main entrance butts up against the historic building. This has been mitigated by setting the new development back and allowing enough room for the side window and the mansard roof to stand proud.
- Protection and retention of the mature street trees along the NCC lands will be an important consideration during construction and staging. The treatment of the landscape at this intersection recognizes the elegant history of community amenities with street lighting, and grassed medians that are a feature of Island Park Drive. This could be further advanced by reintroducing some of these features as part of the landscape design.
- Moving a building introduces an increase in the potential for loss or damage. A conservation plan is part of the mitigation detailing the stabilizing, storage, moving and the Service Station's rehabilitation.
- The story of the Champlain Oil Company Service Station offers several themes that could be explored as part of an interpretive plan, including:
 - Early gas stations and the growth of private automobile in Ottawa,
 - The introduction of the scenic driveway system, the round-about, and
 - The association of the founder of Champlain Oil Company, Charles-Emile Trudeau, father of former Prime Minister Pierre Trudeau and grandfather to the current Prime Minister.

6.3 Conclusions

The retention and integration of the Champlain Oil Company Service Station on its original site, at the intersection of Island Park and Richmond Road are positive contributions to the Westboro neighbourhood and supports both the City of Ottawa and the National Capital Commission's policies towards heritage conservation. The gas station is a twentieth-century building type historically and

functionally related to its location along Richmond Road and as part of the NCC (formerly Ottawa Improvement Commission's) strategy for the development of scenic drives that included generous setbacks, grassed medians, benches, lighting, and creative gas station architecture where the driveway intersected with arterial roads. Trinity's new mixed-use midrise with frontage on Richmond Road and Island Park Drive supports policies for the intensification of this part of Westboro. The conservation of a historic feature within the community has also been a priority, and the preservation of Island Park Drive as a significant cultural heritage streetscape is being taken into account. Given that the site for the midrise is located along a Traditional Mainstreet that is rapidly developing, the overall design fits within its context and surroundings.

In order that the new development meet Standard 11 Guideline - be distinguishable, visually compatible and achieve subordination to the Service Station - a number of mitigation strategies were explored and are discussed throughout the report. The purchase of the adjacent property significantly reduces the impact of the 9-storey development overlooking the 2-storey residences along Island Park Drive and provides an opportunity to shift the building back from Richmond Road to better reveal the Service Station and the potential for visual compatibility.

The cottage style of architecture with its irregular footprint, metal mansard roof, round headed doors and chimney features is a very whimsical expression and could have appeared as a cartoon tacked onto the midrise tower. Some of the techniques used to achieve subordination to the Service Station include;

- The podium designed to frame the Service Station establishes a rhythm that breaks up the Richmond Road frontage into distinct units as does setting the two-bay section forward provide an opportunity for it to stand out as a separate unit.
- Setting back part of the midrise at the corner, establishes the cottage portion as a free-standing foreground feature with the new development in the background.
- Limiting the use of textured masonry to the podium and breaking it up with spandrel panels and glazing provides scale, and breaks down the building along the street, and
- Using the clean lines of the canopies over the entrances and highlighting the transom divides to establish datum lines that reference the eave line of the Station, and the height of the garage doors helps achieve subordination and visual continuity.

In conclusion, the conservation of the Service Station and its rehabilitation are a respectful approach that makes the new development physically and visually compatible with and distinguishable from the historic place.

