Property Report:
Assessment of Cultural Heritage Interest

Travelodge (Talisman) Hotel
1376 Carling Avenue, Ottawa, Ontario

Submitted to: Holloway Lodging Limited Partnership
Prepared by: Lori Anglin, Cultural Heritage Management Specialist

October 2017
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1. INTRODUCTION

1.1 Report Background

This Property Report has been prepared to research and assess the potential cultural heritage values and related resources centred on the commercial property at 1376 Carling Avenue, Ottawa, Ontario (hereafter also referred to as ‘the property’, ‘the Talisman Motor Inn’ and ‘the Travelodge’). Assessments have been undertaken in accordance with ‘Criteria for Determining Cultural Heritage Value or Interest’ forming Ontario Regulation 9/06 defined under the Ontario Heritage Act (R.S.O. 1990, c. O.18, refer to Appendix C). The findings are a result of documentary research, interviews and site inspections. Cultural heritage assessments do not take the physical condition of the place into primary consideration.1

As a part of a proposed mixed-use, phased development concept, the proponents are applying for the demolition of the motel/hotel complex at 1376 Carling Avenue. This project is part of a larger redevelopment plan that is integrated with the neighbouring Travelodge Hotel tower site (which does not form a part of this report).

FOTENN, Ottawa, in conjunction with GeigerHuot Architects, Montreal, have developed the proposed redevelopment designs. Preconsulting for the development project commenced in December 2014. Holloway Lodging submitted their development package to the City of Ottawa and the Urban Design Review Panel (UDRP) in June 2017.

In September 2017, a City of Ottawa heritage planning staff member introduced heritage recommendations into the UDRP process. This Consultant report was thereafter commissioned to research and review the potential cultural heritage interest of the property.

This report has been written to contribute to the planning process in progress with the development proponents and the UDRP. It is not the intent of this report to provide any commentary on the proposed design or its planning context.

Its extensive research also serves as a reference to the property and a summary record of the motel genre of hotel development that characterized a modernizing 20th century Ottawa. Acknowledgement is made to Mr. G. MacDonald of Holloway Lodging to ensure that the history of the property is captured.

1 It is, however, important to acknowledge that there are serious physical problems present in the building complex. This includes the use of hazardous materials in building construction and some finishes, as well as water damage in many areas and over extended periods of time.
1.2 Property Information

Property Address: 1376 (and 1354) Carling Avenue, Ottawa, Ontario

Property Identification (PIN): 04002-0019 and 04002-0020

Legal Property References: Part Block 6 and 7, Registered Plan 221 and part of road allowance between Concession 1 (Ottawa Front) and Concession A (Rideau Front) closed by By-law 231-66, INST 511589, Geographic Township of Nepean, City of Ottawa

Area: 18,861 square metres

City of Ottawa Zoning: Arterial Mainstreet, Subzone 10 (AM10) and Residential Fourth Density, Subzone N (R4N); a part of the Westgate-Carling South Transition Area

Property Contact: Mr. Gavin MacDonald, Vice President of Development Holloway Lodging Limited Partnership 6009 Quinpool Road, Floor 19, Halifax, Nova Scotia B3K 5J7

Coordinates: email gmacdonald@hicorp.ca telephone 514 516 2359

FOTENN Plan of the Redevelopment Aerial view of the property (GeoOttawa)
Property Location in Ottawa (circled red block) (Outlined)
1.3 Summary Property Description

The low-rise, low density ‘Travelodge Hotel’ is located at 1376 Carling Avenue. On the south side of the street, its principal façade is set behind groves of trees facing onto Carling Avenue. The opposite side of Carling is characterized by a grassy knoll that leads up to the elevated Highway 417 (the Queensway).

Encouraged by the introduction of Ottawa’s cross-city Highway 417 and ignited by new regional development successes, the new Talisman Hotels partners looked to capitalize on the continuing post-war economic and social growth in an expanding and accessible area of the city.

Upon its opening in 1963, and known as the ‘Talisman Motor Inn’, the property consisted of two motel style accommodation buildings, a one-storey lobby link and extensive subterrain convention spaces. By 1966, the complex was expanded to include the newly constructed ‘Talisman Tower’ (1354 Carling Avenue, now vacant). The developments, interconnected both on ground and lower levels, were designed to share facilities, including the front service desk and dining and convention areas.

The northward facing motel-style façade is set back from the road with access by a paved circular drive flanked by parking. Other additions have significantly altered the presentation of the 1963 motel-style property. This has included building up the central entrance with a stucco finished porte-chochère, raising and reconfiguring the central roof and its materials, introducing a concrete and glass restaurant annex to the principal elevation, adding a third motel-style wing and building an indoor swimming and wave pool water park.

The low-rise hotel facility remains in operation, but physically, is in fair to poor condition. Approximately 30 of the motel-style rooms have been closed primarily as a result of water damage, mould and / or traces of hazardous materials such as asbestos in finishes. The extent of the latter contamination cannot be verified without invasive disturbance.

Generally, the former restaurant and conference areas are either vacant or used for administrative and storage purposes. The lower floor is no longer in public use.
Travelodge site survey with report property assessment area shown in (red) border
2.0 Associational History

2.1 Astute Business Acumen

The 1963 Talisman Motor Inn was a speculative development response to an expanding capital city. Talisman Hotels Limited was formed for the development project. The project’s primary development leaders had already independently amassed formidable and germane business acumen. Indicative of the developers’ initial success, within only three years of opening the Talisman Motor Inn, another 82 hotel style rooms and suites were added with construction of the adjacent Talisman Tower project in 1966. A few years later, the original owners constructed another motel wing of 75 rooms and additional entertainment facilities.

Based on the established individual competencies of the group, the collaborating roles can be surmised. Two of the three key project leads, H. Shenkman and W. Teron, were already well known in Ottawa for commercial and residential developments in the late 1950s and early 1960s.

In 1963, when interviewed about the Talisman Motor Inn development project, Mr. Teron told the press, "it will be startlingly different" (The Ottawa Journal, 11 July 1963). Communicating with some bravado and finding an innovative edge was sensible as there were already over twenty motel-style accommodation properties in Ottawa (refer Appendix B, and this was also a year in which over twenty-five Ottawa construction companies filed for bankruptcy.

2.2 Commercial Real Estate Development:
J. Harold Shenkman, The Shenkman Corporation

The son of Wolf Shenkman, a successful Canadian (Russian born) residential real estate developer, Harold Shenkman joined his father’s Ottawa based corporation in the 1930s. Shenkman diversified into commercial development, notably building the first Ottawa shopping centre, Westgate, on Carling Avenue in 1955 (in 2017, City of Ottawa approved for demolition and redevelopment).

“Many thought developer Harold Shenkman a fool when he proposed Ottawa’s first large-scale shopping mall. For people used to heading down to Rideau and Bank streets for shopping, the idea of a massive 12-acre mall surrounded by a parking lot at what was then the city's outskirts seemed absurd. But Shenkman went ahead anyway and on May 12, 1955, Westgate Shopping Centre was officially opened.”

Astutely figuring the strategic importance of the Carling Avenue location, within a decade, his entrepreneurial real estate experience included the Talisman Motor Inn project.

By the 1960s, Shenkman, with his then wife, Belle, was already heavily vested in philanthropic causes, including development work for the Ottawa Symphony Orchestra and the Royal Winnipeg Ballet. In 1962, he commissioned ‘The Pilgrimage of Man’ for the Tory Science Building, in memory of his father. A ‘smalti’ form of mosaic installation, the attributed artist is Gerald Trottier with Alex Van Svodoba as the artistic director. In 1963, Svodoba is reported to have painted a mural for the Talisman Motor Inn’s ‘Beachcomber Room’ (refer Section 2.5 and 3.1.3).

In 1969, Shenkman donated $500,000 to build the YMCA at O’Connor and Catherine Streets (now YMCA-YWCA). A key developer in the Gloucester City Centre, (also currently the subject of redevelopment plans), he is notably also the lead donor in the establishment of the Shenkman Arts Centre in nearby Orleans, inclusive of its Harold Shenkman Hall.

By 1989, the Shenkman Corporation wholly purchased the Talisman Hotel and owned it for a decade, until it transferred to a numbered Ontario company.

2.3 Development and Construction:
William (Bill) Teron

Moving from Gardenton, Manitoba to Ottawa in 1949, the teenaged son of Canadian contractor George Teron, William ‘Bill’ Teron worked as a draughtsman in the Architectural Division of the Air Services, Department of Transport for six weeks and then joined an Ottawa house builder, C.A. Johannsen, as a designer. By 1955, he had established his contracting company, William Teron Limited. By 1960, he was a millionaire and in another five years, had started work on his most ambitious project in Kanata.
At 25 years old, he had announced the Lynwood Village neighbourhood project (in Bell’s Corners) and by 1960, he had built more than 3,000 houses in the capital region (Ottawa Citizen, Teron advertisement for Lynwood Village, 23 June 1960, at left)

In 1960, and 28 years old, Teron had three office buildings under construction in Ottawa. The steel framed, Teron Building, at Laurier and O’Connor Streets was completed in 1961. Its construction process was documented by the National Film Board (originally planned as six storey and rapidly expanded to eleven. As a local developer, he was one attempting innovation when there was the opportunity, as he describes in the following news report:

“We are going to use new pre-fabrication methods by which we hope to erect the steel for the building in one to one and a half days … The outside shell will be of pre-fabricated concrete, it will go up in 60-foot lengths … They will go up in huge sections … The building will have no basement but will be seated on piles put down for the purpose. Basements as such are out … construction work usually starts with a big hole and a lot of time wasted putting in foundations. We will pile from the ground up and locate all our services, including heating equipment and elevators, on the top floor.”


Teron’s emphasis on the passé status of basements is interesting given that, three years later, he designed the heart of the Talisman’s conference operations in the basement. The complex never had centralized HVAC.

The original built form of the Talisman Motor Inn as well as the Talisman Tower were designed by his company, Teron, at a time when his firm were shifting into full residential community building in Kanata.

Teron’s vision for Kanata was one of a garden city, with houses following natural contours, tree preservation and green spaces, with strict neighbourhood development controls. The new Beaverbrook suburb project was his focus. In 1967 he sold his interests to Power Corporation, who in turn also invested in his rival, Campeau Corporation, and gave the latter development control. Robert Campeau had established his dominance in Ottawa regional residential construction in the early 1960s. Thereafter, Teron withdrew from Kanata developments. (from: S. E. Woods, The Capital of Canada).
“While there is no stylistic through-line in Teron’s body of work it was often boundary-pushing and he made high caliber architecture into a marketing device that became his corporate trademark” (urbsite.blogspot.ca)

Teron was well known in Ottawa, and seemingly taking a lead in promoting everything he was involved in. Beyond his extensive planned residential suburban developments, notable downtown Ottawa buildings constructed by his firms (Teron Construction Limited, Urbanetics Limited) include:

- 300 The Driveway
- 350 Sparks Street
- 251 Laurier Avenue West
- Inn of the Provinces (apartment hotel, demolished)
- Park Square, 151 Bay Street (condominium concept for downtown Ottawa)
- 150 Laurier Avenue West
- 150 Albert Street (formerly Carleton Towers, now the Sheraton Hotel)

Indicative of his visions, he owned property at Toronto’s waterfront in the early 1970s, and he is reported to have secured a deal to offer the derelict industrial lands to the federal government in return for a commitment to create a public park. It is widely perceived that this action triggered the 1972 announcement that Toronto’s Harbourfront district would be created.

Teron’s contributions to the design and development of new residential communities garnered him many awards, including an Honourary Fellow of the Royal Architectural Institute of Canada (1978, he was not formally trained and thus not registered as an architect), an Honourary member of the Ontario Association of Architects, an Officer of the Order of Canada (1982), recipient of Silver, Gold and Diamond Queen’s Jubilees medals and the Jane Jacobs Lifetime Achievement Award from the Canadian Urban Institute (2013).
With growing recognition of his work, in 1973, Teron accepted a role of Chairman and President of the Canada Mortgage and Housing Corporation (CMHC). Continuing in his role as Chairman of the CMHC, he was appointed as the Deputy Minister of Urban Affairs in 1976. He has been the recipient of many awards and esteemed appointments. Teron and associated companies (Teron International Building Technologies and Teron International), continue to actively build commercial and residential projects.

2.4 Hotel Development and Operations:

Charles Orenstein, 1916-2012, Co-founder, Consolidated Hotel Management Corporation and Seaway Hotels

With his brothers, Canadian Charles ‘Chuck’ Orenstein founded Seaway Hotels, Consolidated Hotel Management and the Orenstein Capital Group. Given the lack of hotel or related hospitality services experience of the other Talisman Motor Inn partners, Orenstein would have been a key link for operations and an inspiration for its functional brief.

The Orenstein Family’s Seaway Hotels company is also associated with the (former) and culturally significant Seaway Hotel built on Toronto’s Lake Shore Boulevard West in 1954. His brother, Bernard (Bernie) was also the early hotel manager on the premises. The Seaway Hotel is attributed as one of the first significant Modernist motor hotels and as such was awarded a 1954 Massey Silver Medal from the Royal Architectural Institute of Canada (RAIC) after its construction.

In 1963, the project architects, A. Elken and R.W. Becksted also designed a tower addition to the motel-style accommodation. Tower expansions to low-rise motels was common in the postwar growth period. The Talisman Motor Inn partners followed this pattern by building their tower in 1966.
2.5 Garden Design: David Engel
Formerly of Engle / GGP Landscape Consultants

David H. Engel, an American landscape architect, is credited with the Japanese-inspired design concept for the Talisman Motor Inn courtyard.

In the late 1950s, Engel studied in Japan under Tansai (Taichiro) Sano, the late master landscape architect of Kyoto. Unlike David Slawson, Hōichi Kurisu or Takeo Uesugi, Engel is not a leading landscape architect in his Japanese inspired design work. He is best known through his publications, which include Japanese Gardens for Today (1967), Creating a Chinese Garden (1968), A Japanese Touch For Your Garden (1980) and A Thousand Mountains, a Million Hills: Creating Rock Work of Japanese Gardens (1994). He has designed several hotel gardens, contemporary and Japanese-inspired.

Engel’s notable Asian themed design project is the restoration of a 19th century Japanese garden, Kykuit, at the Rockefeller Estate in Tarrytown, New York, which is now owned by the National Trust for Historic Preservation.

Photo of D. Engel (with Canadian high school student, N. Fudemoto) at the newly opened Talisman in the Ottawa Citizen on 27 June 1963 in, ‘Man needs to be close to nature says U.S. landscape architect’
2.6 Mural Painting: Alexander Von Svodoba

It was a popular trend in the 1950s and 1960s, to commission wall paintings or mural art works for new commercial developments. The Talisman Motor Inn in its modernist efforts was no exception to this fashion. For the interior of the initial location of the ‘Beachcomber Room’, Alex Van Svodoba reportedly painted a ninety-foot mural in “rich tropical colours depicting a South Seas theme” (source: Ottawa Citizen, 15 June 1963). The ‘Beachcomber Room’ was relocated by 1972, and the mural was not known to decade long Travelodge property staff, so it has likely been destroyed.

Emigrating from Austria to Canada in 1950, Svodoba undertook most works for churches and synagogues. His notable large mosaic murals use glass tile “Smalti” techniques (reverse mosaic adhesion paper to wall application). Specifically, Svodoba’s exterior mosaic at the Gooderham building at the Connaught Medical Research Laboratories (Dufferin Division, University of Toronto) is considered to be his finest work.

At Carleton University’s Tory Science Building, he is attributed with being the artistic director for artist Gerald Trottier’s mosaic work. It is thus likely that Svodoba was already familiar to Mr. and Mrs. Shenkman when he was commissioned to design and oversee the Beachcomber Room mural (refer to Section 2.2).

A view of ‘Guliver’s Travels’ Diner in Hamilton, Ontario: a comparative view of the style of large painted murals that were popular in the 1950-60’s, including adorning the wall of the ‘Beachcomber Room’. The mural and diner have since been demolished.
2.7 Ottawa Communities

The first decade of the Talisman Motor Inn / Hotel operations may be viewed as its best period. The new, modern banquet facilities were well booked for weddings, parties, high school proms, small conferences, etc. Price, location, free parking, room and catering selections evidently suited diverse needs and budgets.

Many Ottawa residents know the 1960-1970s ‘Talisman’ with its ‘Beachcomber Room’ and places for special group parties. The advertisements appearing in local newspapers made the association between the Talisman and the Westgate Mall and promoted the ‘Japanese Gardens’, the ‘Beachcomber Room’, free parking, live music, and dynamic ‘Go-Go Action’ danceuses (‘to make you surge with emotion’).

Various media reports, web blog sites and Ottawa resident interviews recount the history and nostalgia of the former Talisman Motor Inn and its association with a happy, social scene, inclusive of the ‘Greenery Room’ restaurant.

Within two decades, variations in market demand changed, and with it, demand diminished for its subterrain facilities. In response, the (various) company owners changed the business plan, eventually to the point that the original concept for the Talisman as an event venue was abandoned. By 2002, the concept of the water park, common to several motor inn or motel complexes at the time, was adopted as a response to attract new clientele.
In response to the application for the redevelopment of the Travelodge property, there have been no known public concerns raised on the impacts of demolition, nor any publicly documented serious interest in heritage conservation of the whole or part of the Travelodge Hotel complex.

The Carlington Community Association wrote to the City of Ottawa remarking (in bold type): “... we support the redevelopment in principle, we can not [sic] support the current plans for the zoning by-law ...” (letter signed Robert Brinker, Chair, to the City of Ottawa, June 2017). The correspondence continues with a list of issues for which solutions are sought, without consideration of demolition nor conservation issues.
2.8 Motel and Motor Inn Developments

The 1963 Talisman Motor Inn project is associated with the general trend of the development of motel-style accommodation that was easily accessible in a growing, and increasingly mobile city. The motel or motor inn typology is still very present in urban Ottawa, although the physical conditions of the establishments are variable.

A vintage postcard of ‘The Parkway’ Motel, now the Econolodge, on Rideau Street, Ottawa; below a postcard of the former Bruce MacDonald Motor Hotel West, on Carling Avenue

In the immediate area, the Travelodge is next to its contemporary, the former Bruce MacDonald Motor Hotel West (across Meath Street). The latter’s original modernist character has also been compromised and it is now a senior’s residence. Webb’s Motel continues operations west on Carling, and a few blocks further east along Carling, the former Macies Hotel, is now a Best Western.

Refer to Appendix B: Associative Motels, Motor Inns and Motor Hotels in Ottawa, for an indicative listing.
3. Architecture and Design

3.1 Key Marketing Concepts

3.1.1 Medium Scaled Convention Facilities

For the new Shenkman and Teron enterprise, the 1963 Talisman Motor Inn had a fundamental, operative edge by offering ample conference facilities located outside of, yet easily accessible to, the city’s downtown core. A modest scaled convention space as an affordable package had appeal to the business, tourist and resident communities.

The press reported that convention facilities included lobby, checkroom and the hall that “can accommodate 500 for a buffet-style meal or 350 at a sit-down dinner. The hall can be divided into two equal parts by a portable soundproof wall.” (‘New motor inn adds to Ottawa’s convention space’, The Ottawa Citizen, 17 June 1963). The complex has a separate loading dock that would have enabled discrete access for event logistics. This is now disused given the tower’s closure and presence of hazardous materials.

3.1.2 Japanese Inspired Style

The media-savvy Talisman Hotels company partners’ well broadcasted their new development’s Japanese-inspired features, notably its garden. There was a keen 1960s interest in creating Japanese-styled gardens and pavilions, summarized as,

“…a desire for status that appropriated foreign things in a cultural masquerade that could provide an unfamiliar perspective to present innovative apart from mundane.”

“The garden itself forms a peaceful retreat ... Guests will scarcely be able to imagine that they are situated at the crossroads of busy Carling Avenue and the new Queensway...”

(Ottawa Citizen, 27 June 1963)

It is reported that Shenkman and Teron visited Japan together in 1960. Certainly Teron maintained his personal interest in Japanese-styled gardens over the years. His recent home, built in 2002, is centred in a Japanese-style landscaped setting in Kanata.

3.1.3 Beachcomber ‘Tiki’ Trend

With the introduction of the ‘Beachcomber Room’, the Talisman Motor Inn offered yet another feature, although incongruous with the Japanese-style, it was also fashionably familiar to its time.

The introduction of the North American ‘Beachcomber Room’ is firstly associated with the American restaurant and bar fad of the 1930s that peaked in the 1960s. The “Don’s Beachcomber Bar” opened in 1933 in Hollywood, Los Angeles. Named after its owner (originally Ernest Gantt and later, Donn Beach), it had the now renowned kitschy Polynesian styled interiors, and superficially exotic offerings, including the ‘Zombie’ rum cocktail. Its multiple locations, as well as the chain of “Trader Vic’s” grew, and inspired many copycats.

The 1963 Talisman Motor Inn’s ‘Beachcomber Room’ was a part of this trend. Teron’s architectural drawings show a porch, a hut structure with a low thatched roof, flagstone floors and wall planters with palm leaved vegetation. There are no annotations referencing the wall mural of Svodoba (refer Section 2.6). Within a decade, the Beachcomber Room had been relocated, and restructured with a bistro concept, in a new addition. The original ‘Beachcomber Room’ was reconfigured and divided into smaller ‘meeting room’ spaces.

With the exception of the international “Trader Vic’s”, very few well-known, tiki-inspired venues are still in operation. The Talisman’s ‘Beachcomber Room’ is now a storeroom.
Just as the ‘Beachcomber Room’ was a response to a popular interest, still in keeping with the trends, the Talisman’s ‘Greenery Room’ followed.Introduced in 1972, it was a palm and fern filled ‘oasis’ dining experience that was a fashionable venue paralleling similar places in Toronto, Montreal and beyond. Teron had conceived of the annex building as a ‘Japanese Steak House’ (with an open fired kitchen), but this concept changed. The themed restaurant was replaced with a different one.

Lost Ottawa Facebook entry – The Greenery Room in 1979
3.2 1962-1963 Motel Architecture

Drawings show that the original architectural concepts changed as the project progressed from 1962 to 1963. Earliest Teron plans proposed a sixty-two room motel in a single, two-storey building that extended lengthwise along Carling Avenue. It had a distinct modernist flair, with rendering of cubic spaces in red and blue. By May 1962, the design concept had changed to a 116-room complex, generally following the executed building ‘U’ plan.

The 1962 roof style bears the same low pitch character, but there is little Japanese-style reference. The courtyard plan is centred on a rectilinear shaped swimming pool and surrounding squared patio. There is no Japanese garden. In May 1962, the estimated project cost is $150,000. By the time of opening in 1963, it was reported that this was “a new $2,000,000 concept in motor hotels” (Ben Dworkin, Financial Editor, The Ottawa Citizen, 17 June 1963).

The earliest designs use robust and conventional concrete construction throughout. There are poured in place foundations, precast floor beams, reinforced slab floors and concrete block partition walls. The latter are good sound barriers but make even simple interior alterations difficult (e.g.: from picture hanging or rewiring). All walls were plaster finished, motel rooms were carpeted and each had heater and air conditioning unit (these plans could not be reproduced without obtaining advance Teron permission).

Consistent with 1960s era motor inn or motor hotel design, the two-storey wings offered rooms with balconies and terraces that surrounded a kidney shaped swimming pool, patio lounging areas, on site parking and a restaurant and bar. The accommodations offered at the Talisman were generally comparable to other Ottawa motor inns, motels or motor hotels, of course, the key difference was the intentional ‘Japanese’ inspiration for the finishes, décor and landscaping.

Part of a rendered vintage postcard looking northwest over the Talisman’s central courtyard pool. The Japanese-style garden is to the top right, two stepping stones are visible. The low profile cedar shake roof shadows the west guest wing rooms (DelCampe.net)
A 1960 postcard from a Hamilton Motel – it shared iconic, prototypical concepts - kidney shaped pool, two-storey wings with guest rooms opening onto a courtyard, easy access on main street

A detail of the Talisman second floor room plans in the East Wing (BKDI Architects 2002)
3.3 **Japanese-style Architectural Aesthetic**

By 1963, Teron’s architectural plans for the 116-room complex evolved to include Japanese architectural design influences and a Japanese garden is annotated (1962-1963 drawings are in the *City of Ottawa Archived Permit 48888, plans submitted by Teron with E.C. Butts Civil Engineer*). The Japanese theme was superimposed on a structural frame that otherwise, was structurally similar to counterparts in its time.

3.3.1 **Motel-style Guest Room Buildings**

The visible, exterior concrete walls were clad in in vertical wood (spruce with a redwood finish) with accents of stone veneer, cedar shakes and copper fascia were added, and rooms were finished with floor to ceiling sliding doors under generous eaves with wood clad soffits. The drawings show cedar balustrading, but have not the geometric design that was installed in 1963.

Early exterior photographs of the motel wings reveal subtle, oriental characteristics integrated into the elevations, such as a consistency of warm wooden elements, including vertical, slatted wall cladding, balustrading, generous eaves with slatted soffits and cedar shakes. There was also a dominance of glazed surfaces, white drapery, wood and granular pathways, a delicate palette of shrubs and small trees with rattan patio chairs paired to each of the rooms. There were originally variations in the wall planes creating spaces and separations between the guest rooms.
Two views of the same guest room wing – first west building’s east elevation (now centre wing)

1975 photograph by the renowned Tsin Van Studio, a view of guest rooms in a courtyard setting

2017 photograph from inside the water park looking to the same guest rooms as above
Externally, most elements have been modified or completely altered, including the wall cladding, the balustrading and the ground coverings. The first guest room wings maintain their general rooflines, but material changes substantially alter their character. Closed rooms, old fences, plastic chairs and rusting vents add to the dominant impression of mediocrity and gradual decline. The sum of these parts has resulted in a very significant loss of the aesthetic value and original design concept.

A view of the exterior character of guest wings in 1970s (left, likely the newer west wing as the detailing is not as well executed) and at present (right, the altered centre wing)

Left over from earlier years, a part of a lacquered guest room dresser in the maintenance office and few oriental themed prints with a tropical poster are found in the boiler room.

Design drawings schedule customized black lacquered furnishings for the original guest rooms. Any Japanese-inspired designs have long since been replaced with standard motel
furnishings. The interior décor of all guest rooms have been altered, and where easily feasible, they have also been enlarged. For example, all balconies on the 1972 west elevation (at Meath Street) were infilled for additional floor area.

In the public spaces, there are now a few relics of earlier Asian influences, including a lacquered chest cabinet in the former server area. Now disused, but very pleasant, is the outdoor wooden terrace of the former restaurant, overlooking the courtyard garden. Quality interior finishes were specified in the original designs, including oak parquetry flooring in banquet rooms, terrazzo for intensive use floors and stair treads, black slate feature floors and steel framed, glazed doors and windows.

The current physical situation belies any of the aforementioned qualities or style.

3.3.2 Entrance and Principal Façade

A notable stylistic attribute of the earliest Talisman Motor Inn was the massing of its principal façade. Its single storey entrance was framed by the end walls and louvered gables of the symmetrical, two-storey wings. The large overhanging eaves have a functional and good aesthetic effect. Their use is still not common to Canadian architecture. Originally, these wings could be perceived as anchoring pavilions which were also centred on modernist staircases set in transparent, projecting vestibules. Although that composition has been compromised with various additions and alterations, there are remnants.

Concepts for alterations were many and not all were realized. The upper drawing is a 1999 view of the principal north elevation (an entrance canopy was added years before as well as links to additions on each side). The lower drawing shows the same elevation with a 1999 proposed concept, which was later revised.
The significant changes include the reconfiguration of the entrance and its lobby, the front garden and driveway, the recladding of the end walls and gables and large extensions with hallway links, on both extents, east and west (the tower and the former ‘Greenery Restaurant’, respectively). Roofing materials, introduced to evoke an Asian character, have also changed, most notably with the replacement of cedar shakes with asphalt shingles.

3.4 Landscape Architecture

3.4.1 Japanese-inspired Garden

When introduced in 1963, the Japanese-inspired garden at the Talisman Motor Inn was the subject of media coverage as it was different, and as such, interesting for some. Although designed by David Engel (refer Section 2.5), it is not at all a principled Japanese Garden, which would be a meditative place, of aesthetic and philosophical ideas in a highlighted natural landscape. The authentic garden certainly would not share a small space with a recreational swimming pool as required in the Talisman Motor Inn garden plan.

The courtyard garden at the Travelodge is commonly referred to as a ‘Zen Garden’, and that is incorrect. It has none of the traditional symbolic representation nor the dry landscaping - ‘kare san sui’ - associated with a garden in a Zen Buddhist Temple. It is however, accurate to refer to the 1963 garden as Japanese-inspired, as even in its modest form, it possessed some of the fundamental elements of water, stones, movement, lantern, plants and the stepping-stones as a bridge. The guest room terraces were a substitute for a pathway.
The manipulated stones of a waterfall feature remain, as do various trees, concrete pagoda and lantern statuary, and concrete column ‘stepping stones’ (with faded light blue paintworks). The exterior guest rooms walkways are closed to the public. Although there is no longer a functioning restaurant, part of the older and pleasant wooden sheltered, outdoor seating area remains in front of the concrete pool, or pond, setting.

Over the years, the 1963 Japanese garden has changed, including a documented reworking in May 2002 (by designer S. Paquette for the Travelodge). This included the introduction of daylilies, daffodils and annual flowers as well as the removal of junipers and a boxwood tree. There has been limited garden maintenance in the past decade, with the shrubs and plantings overgrown and looking uncharacteristically disheveled given the early Japanese-intent. It would appear that two Manitoba maple trees and a poplar tree have been added to the composition as well (likely freely seeding themselves).

Infilled, the original kidney shaped guest swimming pool is now a picnic area to the rear of the courtyard (shown below, photo right).

With the west motel wing addition in 1972, another styled garden was introduced in the newly formed second courtyard. Similar to its predecessor, this garden shared its courtyard space with a guest swimming pool and patio and possessed some plantings that are characteristic of Japanese landscape. This outdoor courtyard was eliminated with the introduction of the indoor water park and wave pool (designed by BKDI Architects in 2002). A maintenance employee preserved an American maple from the west courtyard and transplanted it to its current prominent position in the east garden.
3.4.2 Property Frontage

The early landscaping plan for the principal building entrance area indicates that several shrubs and trees remain (including the mature, large elm tree that still exists near the ‘The Greenery’ annex and exterior stairs). From Carling Avenue, a central pedestrian pathway weaved towards the entrance through a wide, landscaped area and across the driveway. A one-way circular drive curves up to the main entrance, with parallel parking on both sides. There is no front canopy or shelter shown on early drawings.

The situation has changed several times over the decades. The principal façade is currently set behind groves of trees, with Honey Locust trees dominating the Carling Avenue perimeter. Colorado spruce provide a visual screen and privacy for the paved circular drive and its multiple parking areas. The main entrance is flanked by picturesque American Maples.

The most significant changes to the property’s main or north presentation occurred in 2002 when hard lined sidewalks, stucco structures, a new, central sign tower and the high walls of the water park were introduced.

![2002 Plan by BDKI Architects the proposed waterpark and changes to the main entrance](image)
Front Canopy, 2017 and 2002 drawing for the Travelodge Hotel

A 1966 Plan showing an early configuration of the courtyard, the property entrance, parking areas and the proposed tower building with its link to the 1963 complex (Teron)
3.5 Property Development Chronology

3.5.1 Summary

The Talisman Motor Inn complex has experienced many alterations and additions over time. Over a dozen architects, engineers or other designers have separately prepared renovation and expansion plans over decades.

The following summarizes notable changes to building areas:

1966
- New Tower with 82 hotel rooms
- New 2-level pedestrian links from the original building to Tower
- New banquet hall on a new lower level with a proposal for a rock garden on ground level

C.1972
- New concrete and glass restaurant and bistro building
- New entry for Beachcomber Room and convention facilities
- New motel wing with 75 rooms, original concept for the lower floor of rooms was to be underground parking

C.1973
- Beachcomber Room repurposed as six lower floor meeting rooms
- Proposed Japanese Steak House concept becomes a Greenery Room in the new annex building
- Proposed Bistro becomes a new, expanded Beachcomber Room in the lower floor of the annex building
- Proposed underground parking with ramp becomes lower floor of west motel room wing (3 storey)
- New loading ramp and bays, staff rooms

C.1998-1999
- Designs for lobby and restaurant renovations
- New tower entrance
- Bar and restaurant renovations
- East motel wing modifications

C.2002
- Outdoor, second Japanese garden and swimming pool courtyard redeveloped as an indoor slide and wave pool complex (guest rooms opening into the area are now locked or boarded)
- First courtyard swimming pool filled in and replaced with gravel
- First Japanese Garden significantly altered (e.g.: paving, fencing, trees, rocks and lighting)
- Significant modifications and extensions to the building’s street presentation, landscaping, porte-chochère and signage structures
- Infill of all west, Meath Street wing motel room balconies.
Incremental changes to the complex over the past decade:

- All restaurants and bars closed (Food and Beverage services simplified to continental breakfast counter)
- Contamination, hazardous materials and water damage close the Tower and the ‘Greenery Room’ building annex
- Closure of selected motel guest rooms due to damage and / or contamination
- Alterations to gardens, entrance drive, lighting and signage.

3.5.2 1972 Additions

Teron Construction, and later, William Teron and Associates, were active in the designs for the Talisman Motor Inn from 1962 to 1973. This work accounts for the majority of the complex’s footprint. The first stage of building was the optimum, in terms of materials, details and execution. All additions are plagued with problems, many sourced in water leakage.

By 1972, the three-storey west wing was in progress, along with the annex building which became the ‘Greenery Room’. A new and enlarged ‘Beachcomber Room’ relocated to the annex’s lower level. The decision to undertake substantial new development may indicate continued operational success in the first decade, but the 1972 marks an important threshold: the designs were without merit. If the tower had architectural interest, the final phase of Teron’s work was inferior in all respects: materials, design concept and execution.

In particular, the 1970s decision to construct an exposed concrete annex in the very front of the property initiated the steady decline of aesthetics. The annex is incompatible with the previous subtle and conscientious presentation of the 1963 low-rise complex. Although cedar shakes were used, there was no stylistic or material integration of the new, entwined annex. Instead, a brutalist base treatment with immense, coarse aggregate concrete columns, foundation and beam construction was selected. The ‘topping off’ of this structure with a colossal hipped roof makes this design even more heavy-handed and out of character with its precedent understated setting. The annex detailing has proven problematic beyond simply an aesthetically clumsy connection. There have been continuous roof failures resulting in water damage, mould and material failure. The annex is now condemned and entry is not permitted due to the hazardous materials used in construction.

Conversely, there was an attempt to make the new west motel wing a compatible addition. However, it was not design with the same care to detailing or the subtle rhythm in its balconied elevations.
1972 Elevation/section showing the proposed addition of the ‘Japanese Steak House’, which became ‘The Greenery Room’ (Teron)

Poor construction detailing and the use of hazardous materials has plagued the annex with problems
The annex building from Carling Avenue, 2017, currently inaccessible due to contamination.

A perspective of the west guest room wing along Meath Street, 2017. All balconies were infilled as part of Travelodge’s modifications.
3.5.3 Post-1973

After 1973 and until 2002, the major changes to the complex were interior alterations. These have not been of a standard of, or consistent with, the earliest building phase. The integrity of the original design concept of the Talisman Motor Inn / Hotel has been significantly diminished since the 1970s.

The Royal Host Hotels Group introduced an indoor water park in 2002, which was the last major change. The water park would have been part of a strategic plan to position the Travelodge as a destination.

The introduction of the water park is reported to continue to attract clientele during its weekend operations. From an operational perspective, its introduction has also directly reduced the number and quality of guest rooms available. Full corridors of rooms that line the pools have permanently locked balcony doors. There is an odd blue interior hue reflected from the pool environment in those rooms. Rooms in the lower level of the west wing have been permanently closed due to flooding and related damage from wave pool and water slide functions.

*Water park courtyard infill design showing raised roof height between two guest wings (2002 section by BDKI Architects)*
4. Context

4.1 Physical Development History

Aerial photographs showing property context over time *(GeoOttawa maps)*

1928  
1958

1965  
1976
From 1903 to 1962, various individuals owned the Talisman Motor Inn site. In 1956, Ottawa Fire Insurance Plans show an automotive station at the property’s northwest corner, with the rest of the property undeveloped. Supertest Petroleum Corporation and/or Imperial Petroleum Corporation leased it from 1956 to 1963. Talisman Hotels Limited purchased the (amalgamated) property in stages from 1962.

Once the Talisman Tower project was constructed in 1966, the complex was thereafter also referred to as the Talisman Hotel. The complex was rebranded as the Travelodge Hotel in 2002 with the management group, Royal Host Hotels of Calgary. After amalgamation with Royal Host Hotels, Holloway Lodging is the current property owner, facility management company and the site redevelopment proponent.
In 1960 at the time of the first phase of the Talisman construction, the immediate property area was generally underdeveloped, with some residential tracts having been introduced into the otherwise, rural character. The major exception to this setting was the 1955 opening of Ottawa’s first shopping centre, Westgate. The announcement of the new Queensway (Highway 417, formerly a railway line) stimulated this, and later new land uses, such as the Talisman Motor Inn.

4.2 Current Conditions

Carling Avenue splits in two directions at the Travelodge site and is a Transit Priority Corridor with new rapid transit stations proposed for Carling/Merivale and Carling/Kirkwood. Buildings along this arterial range from three to twenty story heights. Dependent on orientation, the current property context varies as summarized:

- North: landscaped entry, sidewalk, road arterials and highway interchanges
- South: fenced surface parking, low rise residential single and multi-family buildings
- East: surface parking, 8 and 10 storey buildings, road
- West: surface parking, 5-storey building, road and sidewalk.
Views of the principal façade of the original Talisman Motor Inn complex are obscured because of its setback from Carling Avenue and the cover of mature trees along the property’s northern boundary. From the elevated Queensway, the additions of the west wing and the roof of the former ‘Greenery’ restaurant pavilion are visible from the western approach. As with the Carling Avenue views, the trees and the setbacks obscure the low-rise complex from view, even on the elevated Queensway.

The third and last motel wing addition dominates the west elevation. The elevation has been altered with the infilling of all balconies and follows the line of Meath Street, facing the side and rear elevations of the Embassy West Senior Living (formerly the Bruce MacDonald Motor Hotel).

The rear elevation is a mix of building periods and various alterations. Surface parking surrounds the southern and eastern property limits. Residential properties of typically two to three storey heights are separated from this parking area by perimeter fencing.
There are currently no designated heritage buildings in the immediate catchment area of the Travelodge.

The property’s zoning and new Westgate-Carling South Transition Area enables considerably higher land use density and this will continue to change the urban character of properties, particularly along the main arterial road.

A view of the Meath Street guest wing, looking north
5. Summary of Findings

5.1 Associational and Historic Value

The 1963 Talisman Motor Inn project is associated with the general trend of the development of motel-style accommodation in a growing, and increasingly mobile, city. The motel or motor inn typology is still very presented in urban Ottawa, and the physical conditions of the properties greatly vary.

The original Talisman Motor Inn is directly associated with prominent property development entrepreneurs in Ottawa’s modern era. The collaboration of J. Harold Shenkman and William (Bill) Teron for this project is interesting, as is the continuation of Shenkman Corporation ownership for over a decade until 1998. From an associational values perspective, the collaborative or individual undertaking is neither representative nor exemplar of the considerable influences that these regional leaders have had on the capital city’s built form and land uses.

The association of the Talisman Motor Inn with business acumen and leading strategic responses is a part of the aforementioned partners’ legacy. Introducing popular, yet unrelated, trends into the development, e.g. a Beachcomber Room, the convention facilities and the Japanese-styled presentation, placemarks the earlier character of the place in local, social memory for specific Ottawa residents. That associational value is of interest.

Mapping the history of the site, and the localized 20C land disturbance, there may be potential to yield archaeological resources from the relatively undisturbed surface parking and the original motel wings that were constructed without basements.

5.2 Architectural, Technical and Aesthetic Value

The original hotel design is notable for its reinforced concrete subterrain conference and catering facilities that, for 1960s Ottawa, offered a new, modest-scale and affordable, destination for banquet events and business conventions peripheral to the city’s downtown locations. However, the design and its execution were not innovative for the time. Advances in functional designs have rendered these facilities obsolete.

Fundamentally, the Japanese-style was a simple aesthetic overlay, or a veneer, applied onto a traditional structure. The Japanese-inspired finishes were novel ‘pastes’ that, for a time, were perceived as fashionable and exotic.

As with many of Ottawa’s motel and motor inns or hotels of the modernist period, significant alterations and additions to the original 1963 Talisman Motor Inn design have
subjected the complex to substantial losses to its form. In particular, substantial later additions to the original complex each compromised the early design concept and its physical presentation.

The low-rise Travelodge complex demonstrates low architectural or aesthetic value. From a cultural heritage perspective, the complex is not worthy of conservation or a reconstruction and recovery effort.

5.3 Contextual Value

The Travelodge complex is neither a physical landmark, nor does it make a significant contribution to the overall character of its setting. The Talisman Motor Inn was strategically located here to benefit from 1960s improvements in mobility, namely the major intersection of road networks. The latter have dominated the character of the area over the years, and this trend continues at present.

When constructed in the 1960s, the Talisman Motor Inn shared the property with a gas station, and both were out of character with the residential community to the south of Carling Avenue. This residential community has changed very little over the decades. The surrounding Travelodge surface parking areas make no positive contribution to the setting and can be viewed as a vacant, underutilized resource in a growth area that is increasingly well suited to higher density development.

The modest Travelodge has not altered its roadside landscape for many years. Arising from this, the site has several mature trees and shrubs that positively contribute to the otherwise mediocre, banal urban arterial environment.

5.4 Representativeness

The Travelodge Hotel is a part of a group of motels and motor inns that are still in operation in Ottawa (refer Appendix A). The design typology is a North American one. Guests are offered reliable accommodation with convenient vehicular access. Since the time of the 1963 Talisman Motor Inn’s construction, very little has changed in the functional planning of the motel as an architectural form. For example, the comparatively new Comfort Inn in Kanata has a remarkably similar concept, inclusive of the low hip roof profiles.

A part of a well-known typology, the Travelodge Hotel is representative, and not a rare example in the region.
5.5 Authenticity and Integrity

The 1963 Talisman Motor Inn had a pleasant aesthetic in its form, use of quality materials and thoughtful design detailing. Since the 1970s, this condition has been eroded. The incremental additions, modifications and some neglect have substantially diminished its character or original stylistic intent. The loss of the original design integrity was always an intrinsic risk, as the aesthetic was derived from the applied finishes, not the structural form.

The Japanese-inspired garden was never designed with the integrity of a principled Japanese landscape. Its hybrid form has been altered and marginalized, but it continues to contribute to a peaceful courtyard enclosure. It is not relevant to use the common cultural heritage test of ‘authenticity’ in the case of the Talisman Motor Inn. The early complex was an interesting design ‘folly’ that has been sequentially degraded and now lost.

5.6 Conclusions

Using the collective criteria of historic associations, design and context (‘Criteria for Determining Cultural Heritage Value or Interest’ forming Ontario Regulation 9/06), the Travelodge complex is assessed to be of low value. Arising from this, and on the basis of the considerable research and assessments undertaken for this report, there is no recommendation made herewith to conserve or preserve it in part, or in its entirety, based on values of cultural significance or rarity, integrity and age.

From an archaeological perspective, there may be some value in a watching brief if excavations are proposed for areas that are known to have had no prior, substantial disturbance.

From a natural and landscape feature perspective, there are notable mature trees that will form a part of the City of Ottawa’s tree preservation policies.

It is understood that current development proposals explore methods of emulating the deep eaves and wooden finishes evocative of those used in the original Talisman Motor Inn project. This, and the concept of providing peaceful garden settings, could well contribute to a new and positive pedestrian environment with pleasant stylistic references to the site’s historic continuum.

In assessing cultural significance, the physical condition of a place is not a principal issue. The deteriorated current condition of specific areas of the Travelodge Hotel has thus not been an important consideration of this report. It is however, noteworthy that there would be very costly implications for any proposals to conserve the complex given the significant environmental contamination remediation, repairs and related costs. It is also acknowledged that with the robust concrete construction, there is considerable embodied energy and associated environmental costs in demolition and new construction.
Appendix A: Research Resources

Printed References

- FOTENN. ‘1354+1376 Carling Avenue‘: UDRP Formal Review Submission. 1 June 2017
- FOTENN. ‘1354+1376 Carling Avenue‘: Existing Landscape. March 2017
- Ontario Heritage Act, 2005 and Ontario Regulation 9/06
- Parks Canada. Standards & Guidelines for the Conservation of Historic Places in Canada. 2nd ed. 2010
- Paterson Group. ‘Phase I Environmental Site Assessment: 1354 and 1376 Carling Avenue‘. 7 November 2016
- King, Andrew. “Heritage Hideouts: Anticipating Ottawa’s historical buildings of the future”, in Ottawa Magazine. 7 June 2017

Websites

City of Ottawa website, heritage references

Newspapers:
- The Ottawa Citizen
- The Ottawa Journal
- The Independent
- The Huffington Post

Other interest:
- Historynerd.ca
- Teron.ca
Correspondence

- The Carlington Community Association (signed Robert Brinker, Chair), letter to the City of Ottawa (to Sean Moore, Development Review, South), File D07-12-17-0030/0041, dated 22 June 2017
- City of Ottawa (signed Sean Moore, Planner III, Planning and Growth Management Department), letter to FOTENN (Paul Black), File No.s D07-12-17-0041, D020-02-17-0030, 4 July 2017
- Urban Design Review Panel Recommendations for 1354 and 1376 Carling Avenue, 6 July 2017

Property Surveys, Drawings and Photographs

- City of Ottawa Archival Microfiche Records, Permits 48888, 59584, 59837, 60002, 72443, 73236, 74109
- Google Earth
- Google Maps
- Teranet Entreprises and the City of Ottawa, GeoOttawa Digitized Maps and Aerial

Interviews and Site Visits

- Mr. J.P. Benjamin, General Manager, Travelodge West Ottawa
- Mr. Michael Kirkwood, Maintenance Manager, Travelodge West Ottawa
- Mr. Pierre Lacasse, Maintenance Technician, Travelodge West Ottawa
Appendix B

Associative Motels,
Motor Inns and Motor Hotels in Ottawa
An indicative list

1. (former) The Butler Motor Hotel
   Ottawa Plaza Inn (Travelodge Manager’s comparative example)
   112 Montreal Road Ottawa, Ontario Canada K1L 6E6
   http://ottawaplazainn.com

2. Rideau Heights Inn
   72 Rideau Heights Drive, Nepean, ON K2E 7A6, Canada
   http://www.rideauheightsinn.com/#home

3. Webb’s Motel
   1705 Carling Avenue, Ottawa, Ontario, K2A 1C8
   http://webbsmotel.com

4. Adam’s Airport Inn
   2721 Bank Street, Ottawa
   http://www.adamsairportinn.com

5. Stardust Motel
   2965 Carling Avenue Ottawa, ON, Canada K2B 7J9
   http://www.stardustottawa.com/reservations.php

6. (former) Macies Hotel
   Best Western Plus Ottawa City Centre
   1274 Carling Avenue, Ottawa, Ontario K1Z 7K8
   http://www.ottawabestwestern.com

7. (former) Monterey Motor Inn
   Ramada Ottawa On The Rideau
   2259 Prince of Wales Drive, Nepean, ON K2E 6Z8
8. Pari’s Motel
665 Montreal Rd, Ottawa, ON K1K 0T1
https://www.facebook.com/pages/Paris-Motel/348192421925676

9. (former) Motel de Ville
Concorde Motel
333 Montreal Rd, Ottawa, ON K1L
http://www.concordemotel.ca/features.htm

10. former New Highway Inn / King Slumber Motel
closed? 2279 Prince of Wales Drive, Ottawa South

11. The Beacon Hill Motel
1668 Montreal Road, Ottawa
http://beaconhillmotel.com

12. Motel Ritz
137 Gréber Boulevard, Gatineau
http://www.motelritz.com/rooms.htm

13. Travellers Haven Motel
2747 Prince of Wales Drive Nepean, ON K2C 3H1
http://travellershaven.ca

14. Ottawa Inn
215 Montreal Rd., Ottawa, ON K1L 6C8
http://ottawainnhotel.com

14. Value Inn
2098 Montreal Road, Gloucester, ON K1J 6M8
http://valueinnottawa.com

16.
Travelodge Ottawa East
1486 Innes Road Ottawa, Ontario K1B 3V5
https://www.wyndhamhotels.com/travelodge/ottawa-ontario/travelodge-ottawa-east/overview

17. (former) The Parkway Econolodge
475 Rideau St., Ottawa, ON, Canada, K1N 5Z3

18. Comfort Inn Ottawa West
222 Hearst Way, Kanata, ON K2L 3A2
http://www.comfortinnkanata.com

19. (former) Bruce Macdonald Motor Inn
(former) Embassy West Hotel and Conference Centre
The Embassy West Senior Living
1400 Carling Avenue, Ottawa

20. demolished – NCC lands on Robertson Road
The Cedarview Motel

21. demolished – NCC lands on Robertson Road
Charlie’s Motel
Appendix C:

Ontario Heritage Act Regulation 9/06
CRITERIA FOR DETERMINING CULTURAL HERITAGE VALUE OR INTEREST

Criteria

(1) of the Act. O. Reg. 9/06, s. 1 (1).

(2) A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

1. The property has design value or physical value because it,
   i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
   ii. displays a high degree of craftsmanship or artistic merit, or
   iii. demonstrates a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it,
   i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
   ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
   iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

3. The property has contextual value because it,
   i. is important in defining, maintaining or supporting the character of an area,
   ii. is physically, functionally, visually or historically linked to its surroundings, or
   iii. is a landmark. O. Reg. 9/06, s. 1 (2).
Appendix D: Consultant Profile

About the Author

Lori Anglin

Lori Anglin is a cultural resource management planner and architectural conservator. With hands-on project experience in diverse global regions, she works internationally with all levels of government, bilateral and multilateral agencies, NGOs and community based organizations. Her interdisciplinary skills have enabled her to take on varied responsibilities and roles, and to develop competencies in cross-sectoral disciplines, including cultural heritage site management, urban revitalization initiatives, tourism destination strategies for cultural sites and capacity development through training and education initiatives.

Lori has university degrees from Canada and Australia: the University of Waterloo (Canada), Bachelor of Environmental Studies, (Urban and Regional Planning) in 1981, and the University of Sydney (Australia) / University of York (England), Master of Science, in Architecture and Conservation in 1987. She has lectured at universities internationally and is an associate faculty member of Willowbank School of Restoration Arts in Queenston, Ontario.

Over three decades, she has worked in over thirty countries focused on cultural heritage resource management and related architectural projects and programs.

Relevant to the preparation of this assessment report, Lori has been the author of hundreds of ‘Conservation Plans’ for historic sites and has been the principal consultant for urban conservation and heritage district studies, including supporting guidelines and legal frameworks. She recently led the development of the ‘National Conservation Standards and Guidelines’ publication for Cultural Heritage Sites in the Hashemite Kingdom of Jordan.

Whilst living in Australia, Lori was the cultural heritage specialist advisor to the New South Wales State Government and the urban heritage specialist advisor to the City of Sydney, Australia. In Canada, she was the Executive Director to the Victoria Civic Heritage Trust in Victoria, British Columbia, and whilst based in the United States, she was a senior member of the Getty Conservation Institute of the J. Paul Getty Trust in Los Angeles. Lori was Conservation Director for the ARCH Foundation in Austria, directing conservation projects in historic urban centres of Marrakech, Morocco and Dubrovnik, Croatia.

Lori is a member of the Canadian Association of Heritage Professionals (CAHP), the International Council on Monuments and Sites, (ICOMOS) Canada and an ICOMOS advisor for ‘State of Conservation’ Reporting at diverse World Heritage Sites.

lorianglin.com