

East Urban Community Community Design Plans for the Phase 1 and Phase 2 Areas



Planning and Growth Management Department
Policy Development and Urban Design Branch
Fall 2013

PLANNING COMMITTEE REPORT 57A

14. [COMMUNITY DESIGN PLAN, ENVIRONMENTAL MANAGEMENT PLAN, INFRASTRUCTURE SERVICING STUDY UPDATE AND OFFICIAL PLAN AMENDMENT FOR THE PHASE 2 AREA OF THE EAST URBAN COMMUNITY](#)

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

- 1. The Community Design Plan for the Phase 2 Area of the East Urban Community (Document 2); as amended by the following:**
 - a) that the following changes be made to the text of the Community Design Plan: 1. Section 4.1.4, paragraph 2 Replace: “In addition to meeting all of the requirements of the CDP, Subdivision, Site Plan Control and Zoning applications must be accompanied by the following:” With: “In addition to meeting all of the requirements of the CDP, the following must be provided prior to Subdivision registration, or must accompany Zoning applications:”**
- 2. The East Urban Community Phase 2 Environmental Management Plan (Document 3);**
- 3. The Gloucester East Urban Community - Phase 2 Infrastructure Servicing Study Update (REVISED Document 4);**
- 4. Amendment XX to the Official Plan, as detailed in Document 5, and**
- 5. Amendments to the Demonstration Plan of the Community Development Plan for the Phase 1 Area of the East Urban Community to permit the**

**addition of a high school site and a med-high density housing block
(Document 6).**

**That pursuant to the *Planning Act*, subsection 34(17) no further notice be
given.**

CARRIED

1. INTRODUCTION	3
1.1 Policy Background and Relationship to Phase 1 CDP	4
1.2 Consultation	5
2. EXISTING CONDITIONS PHASE 2 AREA	6
2.1 Existing Land Uses in the Phase 2 Area	6
2.2 Land Uses Surrounding the Phase 2 Area	7
2.2.1 Notre-Dame-Des-Champs	7
2.2.2 Mer Bleue Community Design Plan Area	7
2.2.3 Mer Bleue Expansion Area	7
2.2.4 Phase 1 Area	8
2.3 Natural Heritage System.....	8
2.4 Cultural Heritage Resources	9
2.5 Changes to the Vehicular Transportation Network.....	9
2.6 Geotechnical Conditions.....	10
2.7 VIA Rail Line	10
3. GUIDING PRINCIPLES AND DEVELOPMENT REQUIREMENTS	11
3.1 Land Use Mix	11
3.1.1 Residential Land	11
3.1.1.1 Medium and high density housing on private streets	12
3.1.1.2 Lands south of Navan Road	13
3.1.1.3 Development along Mer Blue Road	13
3.1.1.4 Existing residential lands in Phase 2 Area with the potential for redevelopment	14
3.1.1.5 Residential homes in Phase 1 Area built prior to Phase 1 CDP	14
3.1.1.6 Residential Affordability	14
3.1.2 Mixed Use Lands	15
3.1.2.1 Mixed Use parcel immediately south of the future District Park	15
3.1.3 Schools	15
3.1.4 Institutional Land	16
3.2 Public Parks.....	16
3.2.1 District Park.....	16
3.2.2 Neighbourhood Parks	16
3.3 Open Space and Natural Features	17
3.4 Tree Planting and Marine Clay Soils	18
3.5 Stormwater Management	20
3.5.1 Overland Flow Corridors	20
3.6 Water Infrastructure.....	21
3.7 Sanitary Sewer Infrastructure.....	21
3.9 Transportation Network	22
3.9.1 Road Network	22
3.9.2 Sustainable Transportation	23
3.9.2.1 Pedestrian Network.....	23
3.9.2.2 Cycling network	24
3.9.2.3 Transit network	24
4. IMPLEMENTATION	28
4.1 Development Review Considerations.....	28
4.1.1 Parks.....	28
4.1.1.1 Soils & vegetation	28
4.1.1.2 Parks - Phasing.....	28
4.1.1.3 Parks - Parkland Dedication & Tracking.....	28
4.1.2 Environmental Management Plan	29

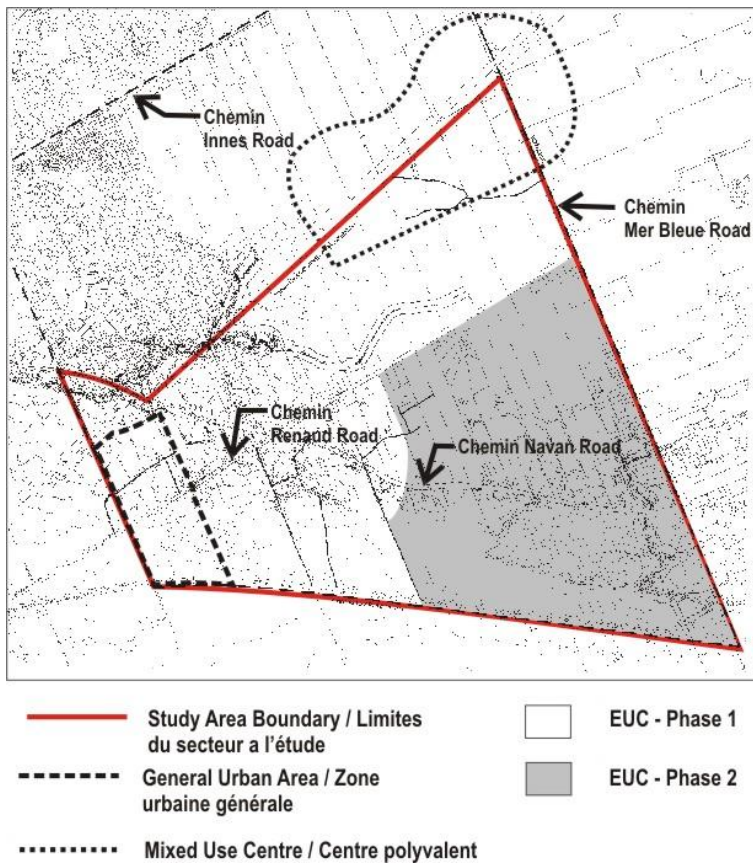
- 4.1.2.1 Environmental Impact Statements29
- 4.1.2.2 Geotechnical Setback Limits29
- 4.1.3 Pedestrian and Cycling Networks29
- 4.1.4 Residential Uses in Mixed Use Lands29
- 4.2 Interpretation and Changes to the CDP and Schedules30
 - 4.2.1 Minor Changes to the Land Use Component30
 - 4.2.2 Substantive Changes to the Land Use Component30
 - 4.2.3 Required Updates to Studies Supporting the CDP31
 - 4.2.4 Initiating a Review and Approval of Proposed Changes31
 - 4.2.5 Stormwater Management Solution32
- 4.3 Official Plan Amendments32
- 4.4 Requirement for Warning Clauses on Title and Record of Site Condition.....32
 - 4.4.1 Development in Proximity to the Waste Disposal Facility32
 - 4.4.2 Development in Proximity to the VIA Rail Corridor32

1. INTRODUCTION

This document forms the Community Design Plan (CDP) for Phase 2 lands in the East Urban Community (EUC). The EUC is the southeast portion of the Orléans Community bounded by Mer Bleue Road to the east, a former Canadian Pacific Railway line bordering Mer Bleue Bog to the south, the National Capital Commission (NCC) Greenbelt to the west and a hydro corridor to the north.

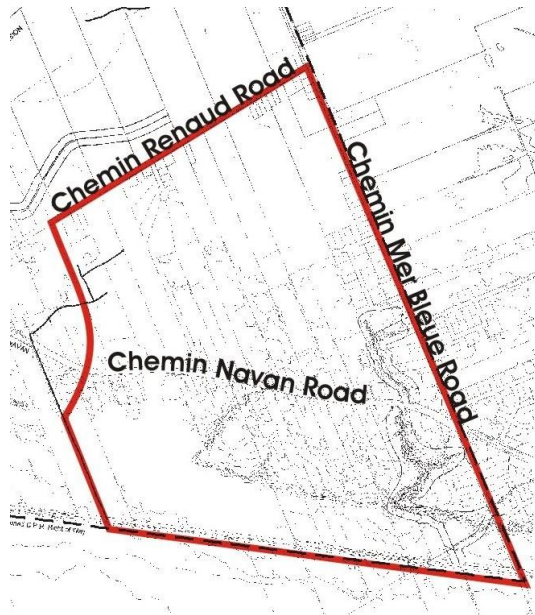
The EUC's designation as a Developing Community in the City of Ottawa Official Plan sets the requirement for the completion of a CDP for the lands. To fulfill this requirement, the land was divided into three study phases; Phase 1, Phase 2, and the Mixed Use Centre, with boundaries as illustrated in Figure 1¹.

Figure 1: East Urban Community study area boundary and phases



The boundaries of the Phase 2 Area are the former Canadian Pacific Railway line bordering Mer Bleue Bog to the south, Mer Bleue Road to the east, Renaud Road to the north and the Phase 1 boundary to the west (see Figure 2).

Figure 2: The red line marks the Phase 2 study area boundary



1.1 Policy Background and Relationship to Phase 1 CDP

The planning process for the Phase 1 lands was completed when City Council approved the Phase 1 CDP document in July 2005.

Much of the information and direction in the Phase 1 document is relevant to the entire EUC; therefore, certain sections in this CDP refer the reader to the Phase 1 document instead of repeating the informationⁱⁱ.

At the same time, new conditions have arisen since 2005 and certain directions in the Phase 1 CDP need to reflect this.

Therefore, this document identifies where the Phase 2 CDP direction supersedes the requirements set out in the Phase 1 CDP. In such instances, the direction of the Phase 2 CDP applies both to the Phase 1 and 2 Areas.

The two CDP documents form the co-ordinated vision for development in the EUC and are to be read together.

Background documents prepared for the Phase 1 CDP that also relevant to Phase 2 Area include:

- *Gloucester EUC Infrastructure Study Update (2004)*,
- *Geotechnical Considerations: East Urban Community (2004)*

Documents prepared after the completion of the Phase 1 CDP and applicable to the Phase 2 CDP include:

- *Mer Bleue Road Environmental Assessment Study* (2006)
- *Landfill Site Buffer Zone Study, Proposed Subdivision, Navan Road, Mer Bleue Road and Renaud Road Area, Ottawa – Updated* (March 2008)
- *East Urban Community Phase 2 - Environmental Management Plan* (2013)
- *Gloucester East Urban Community - Phase 2 Infrastructure Servicing Study Update* (2013)
- *Gloucester East Urban Community Phase II Community Transportation Study* (2013)

The documents listed above contain important information; proponents must refer to these documents in the development application process.

The following sections of the Provincial Policy Statement have guided the CDP:

- *1.1 Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns*
- *1.4 Housing*
- *1.5 Public Spaces, Parks and Open Space*
- *1.6 Infrastructure and Public Service Facilities*
- *2.1 Natural Heritage*

The CDP incorporates the direction of the City's Official Plan, in particular from Sections:

- *2.2 Managing Growth*
- *2.4 Maintaining Environmental Integrity*
- *2.5 Building Liveable Communities*
- *3.6.4 Developing Community*
- *3.8 Solid Waste Disposal Facilities*

The CDP also takes direction from the Ottawa Pedestrian and Cycling Plans, the *Urban Design Guidelines for Greenfield Neighbourhoods* and the *City of Ottawa Road Corridor Planning and Design Guidelines*.

1.2 Consultation

The CDP for the Phase 2 Area was a multi-year process due to changing conditions and requirement for studies. The City held public open houses related to the CDP, the Environmental Management Plan and Infrastructure Servicing Study Update, in the community in 2009 and 2012. The feedback from these open houses and from meetings with various stakeholders groups has contributed to the final CDP document. This final document revises and updates any previous policies and plans for the Phase 2 Area.

2. EXISTING CONDITIONS PHASE 2 AREA

Section 3 of the Phase 1 CDP document discusses existing conditions for the Phases 1 and 2 Areas. Where the existing conditions have not changed, this document does not repeat the information in the Phase 1 document. Instead, this section updates changes to the area since 2005 and highlights conditions specific to the Phase 2 Area.

2.1 Existing Land Uses in the Phase 2 Area

The Phase 2 Area comprises approximately 240 hectares of the larger East Urban Community.

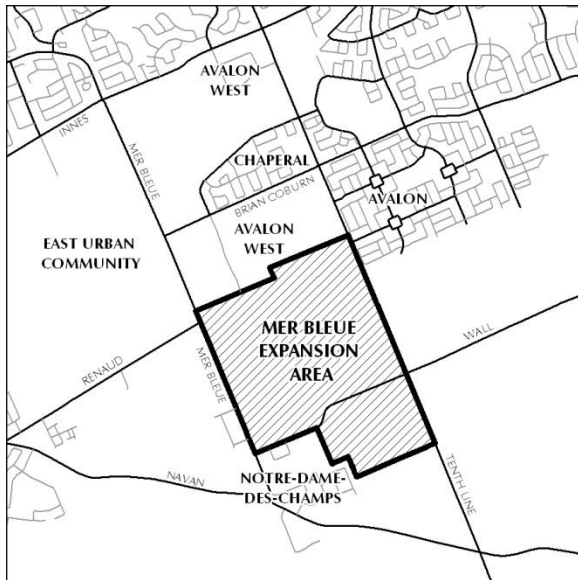
The largest land use in the Phase 2 Area is BFI Canada Inc. (BFI)ⁱⁱⁱ, which covers approximately 70 hectares of land^{iv}. Although the BFI lands form part of the Phase 2 Area, this CDP does not propose a future use for the site as the landfill is expected to be operational for many years. The long-term use of the land should be determined if, and when, the site is at a stage where redevelopment is possible.

The CDP plans for development of the Phase 2 lands around BFI; the majority of which are covered with open pasture or wooded areas. Existing structures are predominantly residential dwellings and are concentrated along Renaud, Navan and Mer Bleue Roads, as well as on side streets off both Renaud and Mer Bleue Roads.

The Phase 2 Area also includes a number of small commercial uses along Navan Road, a golf course and driving range, a seniors' recreation club and undeveloped institutional land.

Public facilities and lands include the Notre-Dame-des-Champs Community Centre, the adjacent public park and the City owned woodlot. This CDP retains these existing elements of the community; the woodlot is not to be redeveloped to expand park uses and facilities.

Figure 4: The Mer Bleue Expansion Area CDP study area



2.2.4 Phase 1 Area

Development is underway in the EUC Phase 1 Area. Subdivisions in this area include single detached, semi detached, townhouse and stacked town house units.

Figure 5 illustrates the general pattern of development in this area. In portions of the Phase 1 Area where The City has not received development applications, the figure illustrates the pattern as approved in the Phase 1 CDP.

2.3 Natural Heritage System

The *East Urban Community Phase 2 - Environmental Management Plan (EMP)* identifies the Notre-Dame-des-Champs woodland and the Sabourin Creek valley as part of the natural heritage system within the Phase 2 Area. There may also be habitat for endangered or threatened species, or significant wildlife habitat present in the area. The EMP provides detailed information about these natural features and about the adjacent Mer Bleue Wetland.

The Notre-Dame-des-Champs woodland was included in the City's Urban Natural Areas Environmental Evaluation Study (2005) as Urban Natural Area 96 and was assessed as having moderate significance. The Urban Natural Features Strategy (2007) subsequently identified the southern portion of the woodland as a priority area for protection. The City owns much of this priority area as part of the Notre-Dame-des-Champs Park, but two parcels located along the western and northern edges are in private ownership. The wet areas within the woodland may be significant wildlife habitat.

Sabourin Creek provides year-round habitat for small fish and other aquatic wildlife. This creek originates near the southeastern corner of the Notre-Dame-des-Champs woodland and flows southwards through a steep valley into the lowlands at the southern end of the Phase 2 Area. The City has identified Sabourin Creek valley as an ecological linkage between the Notre-Dame-des-Champs woodland and the natural areas to the south of the study area. The City has also identified the portion of the valley located south of Navan Road as a significant valleyland, and the lowlands as potential significant wildlife habitat.

2.4 Cultural Heritage Resources

The Mer Bleue Road Environmental Assessment (EA) identified cultural heritage resources in the Phase 2 Area. The EA identified six Built Heritage Features (BHF) and two cultural landscape units (CLU).

Of the six BHF's, the City of Ottawa's heritage inventory^v lists five. These features are 2419 Mer Bleue Road (barn) and 3471, 3509, 3578 and 3583 Navan Road (farmhouses). The CLU's are Mer Bleue Road (surveyed ca. 1810- 1820) and Navan Road (surveyed ca. 1850 – 1860).

Section 4.6 of the Official Plan identifies where studies and assessments of cultural heritage resources may be required as part of a development application. Prior to any pre-consultation, the City will determine if Section 4.6 affects the subject properties.

As given in the EA, "the City of Ottawa Planning Department (Heritage) will be consulted prior to detail [road] design to determine appropriate mitigation. Archaeological/ Heritage monitoring requirements will be identified and should be carried out accordingly. If a discovery is made during the construction phase, appropriate agencies will be notified and work will be stopped to document and retrieve artefacts".^{vi}

2.5 Changes to the Vehicular Transportation Network^{vii}

The Mer Bleue Road Environmental Assessment (EA) (2006) recommended a realignment of Mer Bleue Road^{viii}. Moving south from Renaud Road, the new Mer Bleue Road will travel west of the Notre-Dame-des-Champs community and intersect with Navan Road at a new intersection.

Moving the alignment outside of Notre-Dame-des-Champs limits any negative social impacts, to the existing community, of a major road widening. The current Mer Bleue Road will remain in place and serve Notre-Dame-des-Champs as a collector road.

Figure 5 and Schedules A – F, of this document, show the new alignment of Mer Bleue Road and the collector road pattern for the Phase 2 Area.

2.6 Geotechnical Conditions

Subsoil conditions in the Phase 2 Area are characterised by “a topsoil/organic layer followed by silty sand, and/or weathered brown silty clay crust overlying a sensitive silty clay deposit...The silty clay deposit varies between 20 to 35 metres below existing ground surface”^{ix}.

There is the potential for differential soil settlement to occur in this area due to the cumulative impacts of silty clay deposits, loads from proposed footings, groundwater lowering, and the weight of grade raise fill. Differential settlement can result in foundation cracking.

To limit the potential for settlement, development in the Phase 2 Area is subject to strict grade raise restrictions. Proponents may chose to use lightweight fill and/ or to pre-load development sites, if they wish to achieve higher grade-raises in certain portions of the area.

However, the City will not consider the use of lightweight fill in public rights-of-way.

2.7 VIA Rail Line

VIA Rail owns the existing rail corridor along the southern boundary of the EUC. While no rail tracks exist on this corridor, the corridor is planned to support future high-speed passenger rail and is therefore considered an active rail corridor. To mitigate the impact of railway noise and vibration and to minimize the possibility of a railway derailment, collision or spillage affecting nearby residents, no structures will be permitted within 70m of the northern boundary of the corridor.

3. GUIDING PRINCIPLES AND DEVELOPMENT REQUIREMENTS

The City's Official Plan and Urban Design Guidelines, as well as the area-specific studies and influences within and around the study area, guided the creation of the conceptual Land Use plan for the Phase 2 Area. Section 3 describes the Land Use plan, which the listed Schedules illustrate.

- Schedule A - Land Use
- Schedule B - Greenspace and Gateways
- Schedule C - Road Hierarchy
- Schedule D - Pedestrian Network
- Schedule E - Cycling Network
- Schedule F – Storm Sewer, Sanitary Sewer and Stormwater Management

Although there is some flexibility to deviate from Schedule A, fixed elements include:

- The locations of Navan Road, the future Mer Bleue Road, Belcourt Blvd. and the north-south collectors to the east of Belcourt Blvd.
- The location and size of the Major District Park

Other deviations from Schedule A are possible if proposed plans of subdivision achieve all the principles illustrated in the Schedules and outlined in Sections 3 and 4.

Unless superseded by text in this document or by policies that came into effect after the adoption of the Phase 1 CDP, Section 5 of the Phase 1 CDP document applies to development in both the Phase 1 and 2 Areas.

3.1 Land Use Mix

3.1.1 Residential Land

For CDP lands outside of the Greenbelt, Section 3.6.4 of the Official Plan requires the following housing mix and densities:

- No more than 55% single detached, at least 10 per cent apartment dwellings and the remainder multiple attached dwellings, other than apartments.
- Overall residential development will meet a minimum average density target of 34 units per net hectare^x.

While, due to poor soil conditions, the Phase 1 CDP identified limited potential for residential densities greater than 25 units/net ha, the report *Geotechnical Investigation: Proposed Residential Development, Eastboro – Phase 2, Navan Road* was undertaken to determine if higher densities were possible^{xi}. The report does not identify specific density caps but indicates that proponents could build “townhouses and multi-block style units” with design modifications such as grade raise restrictions and reinforced foundations.

As a result, this CDP suggests that average residential densities in the Phase 2 Area could range from 28 units/net hectare to upwards of 63 units/net hectare for stacked townhomes. Based on these numbers, the CDP estimates the residential unit count to be between 1360 and 1700 units.

The actual unit count will depend on the proponent’s ability to achieve all the principles and policies of the Official Plan as well as the direction outlined in Sections 3 and 4 of this document.

3.1.1.1 Medium and high density housing on private streets

Schedule A illustrates areas of medium/high density housing. These are typically areas of ground-oriented housing such as stacked townhouses and back-to-back stacked townhouses. This type of housing is often built around a private road system and served by surface parking. While these forms of development contribute to achieving Official Plan density targets, they must also create liveable communities.

Table 1 - Development requirements for all medium and high density housing areas. The requirements apply to both the Phase 1 and 2 areas and supersede anything written to the contrary in Phase 1 CDP.

Site Feature	Development Requirements
Circulation network	<ul style="list-style-type: none"> ▪ The circulation network is to provide the same level of vehicular, bicycle and pedestrian connectivity as a public network. ▪ Sidewalks will connect from the public network into and through private blocks, in order to facilitate pedestrian travel across the EUC. ▪ Key lots and roadway allowances, that permit future connections to areas of adjacent development, may be preserved through the development application process.
On-site facilities	<ul style="list-style-type: none"> ▪ Communal garbage and recycling facilities will be provided within the private block. These enclosed facilities are to be centrally located and screened with vegetation. ▪ Adequate space will be provided for communal mail boxes as per Canada Post requirements. ▪ Enclosed communal bike storage will be provided on site and will be visible and centrally located.
Planting requirements	<ul style="list-style-type: none"> ▪ Refer to Section 3.3.3 ▪ Planting is required between rear facing walls in order to increase privacy. Where there is insufficient room for tree planting, tall shrubs or privacy walls can be used to create the necessary screening.
Location of parking	<ul style="list-style-type: none"> ▪ Underground parking is encouraged. ▪ Surface parking is to be located internal to the development and not

Site Feature	Development Requirements
	adjacent to public rights-of-way. <ul style="list-style-type: none"> ▪ Visitor parking will be accommodated on site.
At-grade communal amenity areas	<ul style="list-style-type: none"> ▪ At grade, communal amenity space is required. This requirement is in addition to parkland dedication and private amenity space requirements. ▪ Communal amenity areas will be contiguous spaces large enough to support play equipment, seating areas and tree planting. ▪ Where a block of medium/ high density housing is located adjacent to a public park or natural area, the City may remove the requirement for shared amenity areas.
Orientation of units	<ul style="list-style-type: none"> ▪ Units are to face and front public streets

3.1.1.2 *Lands south of Navan Road*

The land south of Navan Road and east of both the future storm water management pond and Sabourin Creek ravine is currently a mix of residential and commercial development, accessed via Navan and Mer Bleue Roads. Future development of these lands is possible but is also constrained.

Schedule A shows the parcels fronting Navan Road as Mixed Use as these parcels have the greatest potential for redevelopment.

Schedule A shows the lands further to the south as a combination of low density residential and recreational/leisure uses. These lands are constrained by dropping topography and other environmental issues (see Section 3.3.2) which make access to the future stormwater management pond difficult. To redevelop, these lands may need to provide their own storm water management solution. A pump station may also be required to elevate and move waste-water from this lower area to the waste water system on Navan Road.

The City will not consider zoning applications for the „low density residential and recreational/leisure use” lands without a viable site servicing solution.

3.1.1.3 *Development along Mer Blue Road*

The future Mer Bleue Road will be a high speed, high volume arterial roadway. Vehicular access to development parcels and individual properties that front this roadway is to occur via lower class adjacent roadways. Direct driveway access to Mer Bleue Road is not permitted and parking is to occur at the rear. Rear lotting is not permitted along this future arterial; development is to front Mer Bleue Road.

Where residential development fronts or sides onto the future Mer Bleue Road, 6.5m (min) front and side yard setbacks are required to increase the separation between the arterial roadway and living environment.

Where future development backs onto the City-owned wooded area, the City will require proponents to install fencing to separate development from the protected wooded area. At the time of development approval, the City may consider a single, controlled access point into the wooded area.

3.1.1.4 Existing residential lands in Phase 2 Area with the potential for redevelopment

Within the Phase 2 Area, there are large residential lots that could be intensified. Should these lots redevelop, they are to redevelop as residential uses on urban services. Proposed development must meet the principles and requirements of this document as well as the design guidelines in the Phase 1 CDP.

3.1.1.5 Residential homes in Phase 1 Area built prior to Phase 1 CDP

Figure 14 – Demonstration Plan in the Phase 1 CDP shows „Existing Residential“ along Navan, Renaud and Pagé Roads. Redevelopment of these lots is limited to low or medium density residential development, on urban services, that meets the requirements of this document as well as the design guidelines in the Phase 1 CDP.

3.1.1.6 Residential Affordability

Affordable housing will be required in accordance with applicable City policy in all new residential development and redevelopment in the EUC. Section 2.5.2 of the Official Plan defines affordable housing as rental or ownership housing, for which a low or moderate income household pays no more than 30% of its gross annual income. The Official Plan directs that 25% of all new housing development and redevelopment is to be affordable to households at the 30th income percentile for rental and at the 40th income percentile for ownership.

Investments in affordable, supportive, and accessible housing developments for households below the City's 30th income percentiles will ensure housing for vulnerable members of the community. To support the development of affordable housing, the City may consider, subject to Council approval and funding, the following municipal incentives and direct supports, including but not limited to:

- Capital grants
- Deferral or exemption from payment of development fees and charges
- Density incentives or transfer, flexible zoning, alternative development standards
- Other incentives to be negotiated depending on the depth of affordability achieved

Where municipal incentives are provided to support the development of affordable housing, the City will enter into agreements under the **Municipal Housing Facilities By-law** with proponents to preserve affordability and the City's investment.

3.1.2 Mixed Use Lands

Mixed Use lands shown on Schedule A can develop with a combination of commercial and institutional uses. These uses are appropriate for lands on a future urban arterial and in proximity to a major landfill site. Non-residential uses along Navan Road are to provide local services that complement the surrounding residential development.

Future development in the Mixed Use lands is required to conform to the direction in the *Urban Design Guidelines for Development along Arterial Mainstreets*.

Residential uses are not encouraged in this designation (refer to Section 4.1.4.).

3.1.2.1 *Mixed Use parcel immediately south of the future District Park*

The City requires the preparation of an overall Master Concept Plan and Design Framework, submitted with or before the Site Plan Control application, for the entire Mixed Use parcel south of the future District Park. The Concept Plan and Design Framework will detail:

- The distribution and location of all buildings
- Building setbacks and massing
- The arrangement of parking and service areas
- The linkages through the site to the surrounding areas
- Architectural details such as the palette of materials and window glazing
- Landscape and streetscape details along public frontages, within the site, and along the perimeter of the area

The City will also review proposals for this area against applicable City Urban Design Guidelines and relevant design guidelines outlined in the Phase 1 document.

Prior to City approval of applications in this area, the proponent must prepare the Master Concept Plan to the satisfaction of the General Manager, Planning and Growth Management. Where there is a disagreement between parties affected by the Concept Plan, approval by Planning Committee may be sought.

Navan Road will eventually be an urban arterial road with a limited number of full movement intersections; vehicular access to certain parcels along Navan Road may be restricted to right-in-right out movements.

3.1.3 Schools

This CDP reserves three sites for elementary schools as follows:

- A 2.8 hectare sites for the Ottawa Catholic School Board

- A 2.8 hectare sites for the Ottawa-Carleton District School Board
- A 2.4 hectare site for the Conseil des écoles publiques de l'Est de l'Ontario

All of the school sites are located on corner lots along collector roads and have a minimum of two functional frontages.

If a school board determines that it does not require its reserved site, and other school boards also do not subsequently require the site, the subject site will be designated for residential use.

3.1.4 Institutional Land

Schedule A shows a 0.8 hectare institutional block along Navan Road. The CDP reserves this site for a potential fire station. If Ottawa Fire Services determines that it does not need a fire hall in the EUC, the site will retain its institutional designation.

Schedule A also shows an existing, undeveloped institutional site along Mer Bleue Road. This parcel will remain institutional.

3.2 Public Parks

The CDP for the Phase 1 Area based parkland requirements on a 5% dedication rate for residential lands. However, as most development is occurring at higher than expected densities, the City will calculate parkland for new development in Phases 1 and 2 at the rate of 1 hectare per 300 dwelling units in accordance with the City's Parkland Dedication By-law^{xii} or the 5% dedication rate, whichever calculation yields the greatest amount of parkland.

The City will not permit stormwater management infrastructure such as ponds, major system storage, or overland flow corridors in any public parks. However, such infrastructure may be located adjacent to parks.

3.2.1 District Park

The Phase 2 Area will include an eight hectare Major District Park^{xiii} with uses that serve City-wide needs such as competitive sports fields and a full-service skateboard park. Due to the level of expected activity, the park will generate noise and light spillage to the surrounding community; houses backing onto this park will be particularly affected by noise, light and car parking. To ensure maximum public visibility and accessibility, and to reduce the impacts of noise and light on surrounding homes, the District Park is located along collector roads and is to have 75% public street frontage.

3.2.2 Neighbourhood Parks

The Phase 2 Area will include two 1.2ha Neighbourhood Parks, located to the east and west of the Major District Park. The City will not consider parks smaller than 1.2

hectares. The Neighbourhood Parks must have a minimum of two public street frontages that equate to at least 50% of the park perimeter.

Where the parkland dedication rate allows, additional parkland may be provided in new applications within the Phase 1 CDP area. For parks additional to those shown in the Phase 1 CDP, the City may consider sizes smaller than 1.2 ha if recreational needs have already been satisfied in an area within the larger parks.

All parks will have sidewalks along their entire public frontage.

3.3 Open Space and Natural Features

The City owned portion of the Council-approved priority area of the Notre-Dame-des-Champs woodland will be designated as an Urban Natural Feature (UNF). This designation restricts land uses to conservation and passive recreation. There are two privately-owned parcels within the identified priority area. If the City succeeds in securing these lands, they will also be designated Urban Natural Feature.

Schedule A shows the preferred land use plan where the entire priority area is secured. Schedule A (Option 2) illustrates where only the City's portion is retained for protection and designated as an UNF.

Any proposed development of the privately-owned woodland parcels will be subject to the requirement for an Environmental Impact Statement (EIS) to demonstrate how the proposal will not negatively impact the UNF.

The City will require an EIS for applications for development within 30 m of:

- the edge of the designated UNF
- Sabourin Creek linkage corridor and significant valleyland
- the area of potential significant wildlife habitat identified by the EMP (located along and below the ridge south of Navan Road).

The EIS for any development affecting this latter area will also need to address potential impacts on the Mer Bleue Wetland. The City may also require an EIS where there is potential for species at risk or significant wildlife habitat. The City will identify the need for an EIS during the pre-application consultation process.

The EIS must establish the buffer zone required to protect the feature based on the nature of the adjacent development. The EIS must also identify mitigation measures that may be required (e.g. fencing of rear lots).

Development applications for properties in the study area are required to include a Tree Conservation Report and a Landscape Plan. As part of the EMP, the City has developed a preliminary tree conservation plan for the development lands north of Navan Road. Proponents are to consult this plan as they prepare Tree Conservation Reports.

The City will require site-specific geotechnical investigations to support development applications on properties affected by the geotechnical setback limits identified in the EMP; these setbacks are associated with unstable slopes. Sabourin Creek and its tributaries, and the unnamed watercourse along the eastern edge of the BFI lands, are also subject to aquatic habitat setbacks identified in the EMP. Contrary to the information presented in the Phase 1 CDP, no other watercourses within the study area have had setbacks identified, and none of the intermittent watercourses in the new development lands north of Navan Road are expected to be retained.

3.4 Tree Planting and Marine Clay Soils

Geotechnical studies have identified the soils in the majority of the EUC as sensitive marine clay. Given this, the City’s planting policies, restricting species selection and distance from foundation, for marine clay soils are applicable to the Phase 1 and 2 Areas.

Regardless of the presence of sensitive marine clay and the City’s planting policies on such soils, development must meet the following minimum planting requirements:

Table 2 – Minimum Planting Requirements for Residential Areas within EUC Phase 1 and Phase 2 Areas

Minimum Planting Requirements
<ul style="list-style-type: none"> ▪ 1 tree for each single detached or semi-detached unit
<ul style="list-style-type: none"> ▪ 1 tree for every two townhouse units
<ul style="list-style-type: none"> ▪ 1 tree for every four stacked townhouse or apartment units
<ul style="list-style-type: none"> ▪ These planting requirements are in addition to general subdivision and boulevard tree planting requirements. General subdivision and boulevard trees are required on both sides of the frontage of all public streets.
<ul style="list-style-type: none"> ▪ Where soils conditions allow, medium and large deciduous street trees are to be planted
<p>These planting requirements are applicable to development on private streets and in areas of medium/high density housing.</p>
<p>To achieve these planting requirements, the pre-consultation for Plans of Subdivision must establish rights-of-way, front yard setbacks and lot depths that ensure that trees can be planted.</p>
<p>These requirements supersede any direction in the Phase 1 CDP that would permit lesser setbacks or reduced rights-of-way.</p>
<p>Given the soils conditions, minimum rights-of-way of 18 metres and minimum residential lot depths of 30m are likely the minimum necessary to ensure tree planting in front yards.</p>

Providing shallower lots with reduced rear yard setbacks is not an appropriate method of achieving the front yard tree planting requirements.

Table 3 - Tree planting requirements where there are special conditions

Condition	Tree Planting Requirements
Exceptional circumstances	<ul style="list-style-type: none"> ▪ Where changes to the right-of-way, front yard setback and/or lot depth are not sufficient to allow the required planting, any trees owed are to be planted on immediately adjacent public land.
In medium and high density areas	<ul style="list-style-type: none"> ▪ Tree planting can occur in the front or rear of units and in communal amenity space. The planting must conform to the City's planting policies for marine clay soils.
Development adjacent to a park block	<ul style="list-style-type: none"> ▪ A minimum 7.5 metre setback (applicable to front, side and rear setbacks) is required from building foundation to park property line. This is to ensure that large trees can be planted to line the park block, on park property.
Streets with above ground hydro lines	<ul style="list-style-type: none"> ▪ Lot depths and setbacks must be sized to ensure that trees can be planted, that conform to the City's planting policies and to Hydro Ottawa's separation distance from overhead wires.

Applications for Plans of Subdivision and Site Plan Control Approval must include a Landscape Plan that shows:

- The street right-of-way
- The setback from property line to unit foundation
- The location of sidewalks
- The location of all proposed trees, and
- The location of all parking spaces (for development on private streets)

3.5 Stormwater Management

The Environmental Management Plan's recommended stormwater management solution modifies the previously proposed location and catchment area of Pond 2. The EMP identifies the preferred stormwater management solution for the Phase 2 Area as a single large stormwater management pond located south of Navan Road, between the BFI landfill and the Sabourin Creek valley, on the tablelands above the ridge (see Schedules A and F). The pond will outlet to Sabourin Creek in the lowlands below the ridge.

This pond will be able to service all of the new development lands between Renaud Road and Navan Road, including some Phase 1 and Phase 2 lands previously intended to drain westwards to the existing Pond 3, via a network of storm sewers and overland flow corridors. Proponents are responsible for building and delivering the pond using a phased approach over several years, such that the pond grows with the community.

If the proponent is unable to acquire the necessary lands to build the pond in the location identified in the EMP, the proponent will need to secure an alternate site. Any alternative stormwater management solution must meet the objectives and criteria established in the EMP.

Lands to the east of the Sabourin Creek valley will likely not be able to drain to the stormwater management pond and may continue to drain via the existing system of surface ditches and small pipes.

For any proposed (re)development of lands to the east of Sabourin Creek, through the development review process the proponent will be required to demonstrate how they will address stormwater management.

All stormwater management ponds are to be designed as attractive community features with publicly accessible walking trails.

3.5.1 Overland Flow Corridors

The *Infrastructure Servicing Study Update 2013* identifies the need for overland flow corridor blocks in the Phase 2 Area as part of the stormwater management infrastructure. To ensure the proper functioning of the corridors and to make certain that community features are not compromised, the overland flow corridors:

- Will be approximately 15m in width
- Must be open and clear of encumbrances
- Will not contribute towards parkland dedication
- Will not form part of, or reduce the size of the Major District Park
- Will not form part of, or reduce the size of any school blocks
- Must be located on the west side of Mer Bleue Road to protect the integrity of the woodlot on the east side of the road

- May be planted with trees, at the tops of bank, if there is space and the function of the corridor unaffected
- Will be maintained by the City

In situations where residential units back onto the overland flow corridor, the City will require the proponent to install rear yard fencing.

During the development review process, if a proponent wishes to change the location, size or configuration of the overland flow corridors, the proponent must prove the technical soundness of all proposed changes, to the satisfaction of the City. The proponent must demonstrate the feasibility of any changes within the context of the complete study area. If the City requires a peer review of the proposed solution, the proponent will bear the cost of the review.

3.6 Water Infrastructure

The study area is part of the City's urban service area. As development occurs, watermains will be extended and looped in the standard fashion. There are no currently identified restrictions to servicing the EUC Phase 2 from a watermain capacity point of view. Hydraulic watermain analyses will be required for each subdivision as they proceed in order to identify site-specific requirements and complement the overall hydraulic model for the EUC. For further details, refer to the Gloucester EUC Phase 2 Infrastructure Servicing Study Update (Stantec 2013).

3.7 Sanitary Sewer Infrastructure

Sanitary sewage within the study area will be directed to an existing trunk sanitary sewer on Pagé Road by way of a pump station and forcemain, known as the Forest Valley Pump Station (FVPS). The FVPS is situated in the south western section of the EUC north of Renaud Rd (formerly 4th Line Road) and will pump sewage via a forcemain to the gravity trunk sanitary sewer on Pagé Road at the HEPC corridor. There will also be a series of typical local and trunk sanitary sewers throughout the EUC Phase 2 Area. For further details, refer to the Gloucester EUC Phase 2 Infrastructure Servicing Study Update (Stantec 2013).

3.9 Transportation Network

3.9.1 Road Network

Schedules A - F illustrate the proposed road network for the Phase 2 Area. Table 4 identifies the basic roadway characteristics.

Table 4 - Road Characteristics in the Phase 2 Area

Road Classification	Road Name	Right-of-way (min.)	Cycling & pedestrian facilities, street parking	Notes
Urban Divided Arterial	Navan Rd. Mer Bleue Rd.	37.5m	Sidewalks and on-road bike lanes both sides No street parking	Full turning movements only at controlled intersections ^{xiv} Driveways, to individual dwelling units fronting onto arterial roads not permitted ^{xv} The method of bike lane segregation must be compatible with transit operations, particularly with the operation at bus stops The ROW design must include sufficient space for transit facilities such as shelters
Collector	Belcourt Blvd., Renaud Rd. (from Mer Bleue Rd. to Belcourt Blvd.)	30.5m	Sidewalks and on-road shared lanes both sides Street parking	Driveways to individual dwelling units fronting onto Belcourt Blvd. not permitted ^{xvi} Existing paved shoulders on Renaud Rd. converted to bike lanes when Renaud Rd. is urbanised Hydro lines located on west side of Belcourt Blvd.

Collector	See Schedule C	24.0m	As per City's approved 24m ROW cross-section, sidewalks and on-road shared lanes both sides Street parking	The ROW design must include sufficient space for transit facilities such as shelters Hydro lines to be buried as per City's approved cross-section
Collector	Markinch Rd.	Up to 26.0m	Sidewalk one side, off-road multi-use pathway other side Street parking	ROW design must satisfy the need for pedestrian facilities on both sides of a road with transit service. The method of bike lane segregation must also be compatible with transit operations, particularly with the operations at bus stops. Hydro lines to be buried
Local Road	See Schedule C	18.0 - 20m	Sidewalk on at least one side Street parking	The ROW of the public road south of the District Park must accommodate sidewalks, tree planting and on-street parking on both sides of the street Hydro lines to be buried as per City's approved cross-section

Where a Plan of Subdivision proposes a right-of-way of less than 18m, the proponent must provide the City with dimensioned road plans and cross sections that identify the location of tree planting, underground utilities and building foundations.

The plans must show the location of trees on both sides of the right-of-way and indicate how the tree planting policies of this document are met.

3.9.2 Sustainable Transportation

The EUC sustainable transportation network encourages convenient and safe travel, within the neighbourhood and to adjacent neighbourhoods, on foot, by bike and via transit.

To facilitate travel, all developments are to include clear pedestrian and bicycle connections to arterial and collector roadways, as these streets types are all potential bus routes.

3.9.2.1 Pedestrian Network

Schedule D illustrates the proposed pedestrian network of sidewalks, walkway blocks and nature trails. Sidewalks in the public ROW are the primary pedestrian facilities.

Mid-block walkway connections, public paths and trails are the secondary pedestrian facilities.

Table 5 - Pedestrian Facilities

Pedestrian Facility	Notes
Mid-block walkways	<ul style="list-style-type: none"> ▪ location and number of connections to be refined through the Plan of Subdivision and Site Plan Control processes ▪ design and planting to maintain good visibility of the pedestrian route
Sidewalks and walkway on private lands	<ul style="list-style-type: none"> ▪ to be planned and designed in a collaborative effort between the City and proponents during the development review process
Paths and trails	<ul style="list-style-type: none"> ▪ design and delivery of stormwater management pond to include a publicly accessible pathway as shown on Schedule D ▪ creation of Nature Trail along Sabourin Creek ravine, connecting the storm pond trail to the pathway along VIA Rail corridor, to be delivered and funded by development proponents at the same time as design and delivery of storm pond. Creation of the trail may be limited due to steep slopes and sensitivity of natural area. Should rail service be reinstated on the VIA Rail line, access from the trail to the former rail-trail would be removed. ▪ existing trail through Notre-Dame-des-Champs woods may need to be realigned to ensure that it only traverses public property. The trail may also need to be realigned to provide a connection from community centre to future park to the north.

3.9.2.2 *Cycling network*

Schedule E illustrates the proposed cycling network. Cycling facilities will be provided via a combination of on-street shared-use lanes, multi-use pathways and nature trails. Where there are multi-use pathways, the right-of-way design must avoid or minimize any potential conflict zones between bus stop waiting areas and the pathway. As well, on roads with on-street shared lanes, pavement markings will need to be added in the vicinity of a bus stop to provide warning to all street users that this is a bicycle-bus-car shared space.

3.9.2.3 *Transit network*

The design of all arterials, major and minor collector roadways will accommodate buses to provide OC Transpo with maximum flexibility with regard to bus routing and connections to Rapid Transit stations.

If necessary to accommodate transit needs, the road right-of-way widths shown in this plan will be adjusted through the Plan of Subdivision process.

To ensure transit service during the initial phases of development, area proponents will be required to enter into discussions with OC Transpo to develop an appropriate transit service strategy for the community. Such a strategy shall determine the method and means by which the community can be efficiently and effectively serviced by transit. Furthermore, the strategy may include the provision of funding by area proponents until such time that ridership is at a level that meets the minimum financial performance standards set by OC Transpo.

Table 6 - Land Use Areas

Land Use identified on Schedule A	Net Area Schedule A	Net Area Schedule A (Option 2)
Future Residential (low/medium density)	26.0 ha	26.0 ha
Future Residential (medium/high density)	10.1 ha	15.5 ha
Existing Residential	21.0 ha	21.0 ha
Schools and other Institutions	10.9 ha	10.9 ha
Mixed-Use	17.9 ha	17.9 ha
Stormwater Management Pond Area and Overland Flow Corridor	8.3 ha	8.3 ha
Parks – New and Existing	12.5 ha	12.5 ha
Wooded Areas and Slope Stability Setback areas	18.1 ha	15.9 ha
Private Leisure/ Recreational Uses	5.2 ha	5.2 ha
Future development potential to low density residential (red/brown area on Schedule A)	3.8 ha	3.8 ha

Table 7 - Estimate of New Residential Development Potential in the Phase 2 Area (based on Schedule A)

Land Area	Density	Units	Estimated Persons/ Unit	Population
Future Residential (low/medium density)	estimated avg. 28 units/ net ha	728	3	2134
Future Residential (medium/high density)	estimated avg. 63 units/ net ha	630	2	1260
Total	n/a	1358	n/a	3394

Table 8 - Estimate of New Jobs in the Phase 2 Area

Source of Employment	Jobs
Mixed-Use Sites	1880
Schools (3 elementary @ 40 jobs each)	120
Other Institutional Sites	28
Home Occupations	190
Total Estimated Jobs	2218

Note: Employment estimates are based on the eventual full build out of the East Urban Community; achieving these employment levels will go beyond the planning time-frame of this Community Design Plan.

4. IMPLEMENTATION

4.1 Development Review Considerations

The City will review development applications for their compliance with this CDP and all applicable sections of the Phase 1 CDP. Proposed zoning must reflect the requirements, principles and guidelines established in the CDPs; the City will apply the design guidelines through the implementing zoning and through the subdivision and site plan review processes.

All new applications and applications in process must conform to the direction of this CDP.

Where a development plan impacts multiple landowners, it is their responsibility to collaborate and to agree on how parks, stormwater ponds and any other facilities will be costs shared. The City will require a landowners' agreement addressing these matters prior to the review of development applications.

Proponents will prepare a Financial Implementation Plan and commit to providing:

- The on-site and off-site servicing systems through development charges or at the expense of the proponent
- The natural heritage system as non-developable lands to be transferred to the City for \$1
- The Off-Road Multi-use Pathway as identified in the CDP through development charges or at the expense of the proponent

4.1.1 Parks

4.1.1.1 Soils & vegetation

While undertaking adjacent site works, proponents must ensure that existing trees, vegetation and topsoil is preserved and protected on site.

4.1.1.2 Parks - Phasing

Parkland must be provided in a timely manner to keep pace with development. The proponent is to provide the first Neighbourhood Park in the Phase 2 Area, including services, access and basic grading, no later than once 120 building permits have been issued. The second small park is to be similarly phased concurrently with development. The District Park is to be provided in the earliest possible stage of development.

4.1.1.3 Parks - Parkland Dedication & Tracking

Both proponents and the City Development Approvals staff will track parkland dedication, within the Phase 2 lands and Phase 1 lands where applicable. Any under-dedication in each Phase is to be attributed to the District Park. The final calculation of

parkland owed is to occur at the time of the last phase of development within the Phase 1 & 2 lands.

4.1.2 Environmental Management Plan

The *East Urban Community Phase 2 - Environmental Management Plan* identifies a series of implementation measures that will be undertaken as the area develops. The implementation measures are listed in Appendix A of this document. The City and proponents are to refer to and address the implementation measures in the development review process.

4.1.2.1 Environmental Impact Statements

An Environmental Impact Statement (EIS) will be required:

- For any proposed development of the two privately-owned woodland parcels adjacent to the designated Urban Natural Feature (UNF) (Notre-Dame-des-Champs woodland)
- To support applications for development within 30 m of the edge of the designated UNF
- To support applications for development within 30 m of the edge of the Sabourin Creek significant valleyland
- To support applications for development within 30 m of the area of potential significant wildlife habitat identified by the EMP, located along and below the ridge south of Navan Road; in such cases, the EIS will also need to address potential impacts on the Mer Bleue Wetland to the south (refer to Section 3.3 of this document).

An EIS may be required elsewhere within the study area due to the potential for species at risk or significant wildlife habitat to be present.

4.1.2.2 Geotechnical Setback Limits

Proponents will be required to provide the City with site-specific geotechnical investigations to support development applications on properties affected by the geotechnical setback limits identified in the EMP.

4.1.3 Pedestrian and Cycling Networks

Development applications must show the location of pedestrian and cycle routes. Proponents are to build the pedestrian and cycling facilities in conjunction with development and not at a later date.

4.1.4 Residential Uses in Mixed Use Lands

The City does not encourage residential development in the lands identified as Mixed Use. If a proponent proposes to develop residential uses in Mixed Use areas, adjacent to Navan Road only residential units on top of at-grade commercial and institutional

uses will be considered. The City will not consider ground-level residential units or stand-alone residential buildings adjacent to Navan Road.

In addition to meeting all of the requirements of the CDP, the following must be provided prior to Subdivision registration, or must accompany Zoning applications:

- An update to any Land Fill Buffer Studies. The update must specifically address nuisance issues such as noise, dust, odour and air pollutants and their impact on residential units^{xvii}.
- A complete Site Plan showing the proposed development on the entire Mixed Use parcel.
- Documentation of connections from the site to the existing and proposed circulation systems (pedestrian, cycling, transit, and automobile) and to the existing and proposed parks, open spaces and urban natural features.
- A written and graphic explanation of the details of the proposal including: building design and orientation, landscaping, parking, service areas (garbage, loading), streetscaping, pedestrian and vehicular site circulation.
- An analysis of the compatibility of the proposed residential development with the existing adjacent developments.

4.2 Interpretation and Changes to the CDP and Schedules

The CDP will guide Zoning, Subdivision and Site Plan control processes in the EUC. While the end product may differ in detail from the various Schedules contained within this CDP, it is intended that development will have a framework consistent with the policies and guidelines that are described in this document.

4.2.1 Minor Changes to the Land Use Component

Minor changes to the CDP's Schedules proposed prior to Subdivision or Site Plan approval, such as minor reconfiguration of local streets, adjustments to the location of medium and high density residential and minor changes to development block size/shape may be made at the discretion of the General Manager of Planning and Growth Management. Subdivision and / or Site Plan approval, by the City, reflecting these changes constitutes approval of the change to the CDP.

4.2.2 Substantive Changes to the Land Use Component

Where substantive changes are proposed prior to Subdivision or Site Plan approval, these changes will be reviewed by the City to determine their overall impact and desirability and will also be subject to approval by Planning Committee and external agencies as required. All landowners and affected parties (e.g. City departments, end users) will be notified of the proposed changes. The following changes are considered substantive:

- the location and/or width of collector and arterial roads^{xviii}
- the location and/or width of protected infrastructure corridors

- the location, size, or design of the storm water management facilities
- the location, size, orientation and/or number of open frontages of school, park and institutional blocks

Through the development review process, the City will evaluate other proposed changes to determine if they are substantive or not.

The principles and objectives of the Official Plan and of the CDP must be met in any proposed change to Schedules A - F. Any proposed changes that require an amendment to the Official Plan will also require a corresponding formal amendment to the CDP. City approval reflecting changes constitutes approval of a change to the CDP.

4.2.3 Required Updates to Studies Supporting the CDP

Updates to the studies supporting the CDP, such as the Infrastructure Servicing Study Update and the Environmental Management Plan, may also be required in support of a substantive change and would include reconfirming necessary City approvals, external agency approvals, Class EA addenda, etc., as required. The cost of updating and reviewing studies as a result of a proponent's proposed changes will be borne by the proponent.

4.2.4 Initiating a Review and Approval of Proposed Changes

To initiate the review and approval of proposed substantive changes, the proponent will prepare and submit, to the City, a composite plan showing all of the proposed changes, including changes to subdivision and site plans, within approved or about to be approved neighbourhoods. Where the proposed change affects land that is not subject to an approved or about to be approved plan, the composite plan is to include the layout of surrounding neighbourhoods shown on the Schedule A.

The City will circulate copies of the composite plan, as may be required, to owners of development and redevelopment land directly affected by the proposed change(s). Any disagreements between parties will result in referral of the subdivision and/or site plan(s) to Planning Committee for approval. Where a proposed change affects the broader community, the City may require a public open house.

Each successive change to Schedule A must reflect prior revisions as approved through the composite plan/subdivision approval process.

City initiated changes to Schedule A and to the text of the CDP may be made at the discretion and approval of the General Manager of Planning and Growth Management and shall involve notice to owners of affected development and redevelopment parcels, as may be required. Where changes are substantive or there is disagreement between the City and parties affected by the proposed changes, approval by Planning Committee may be sought.

4.2.5 Stormwater Management Solution

Proponents who wish to propose changes to the storm water management solution shown in this CDP, and in the supporting Environmental Management Plan (EMP) and Infrastructure Servicing Study (ISS) update, will be required to undertake an amendment to both the EMP and ISS update. The amendment will follow a Terms of Reference accepted by the City, and the proponent will complete all studies and work at their cost.

The City will not support interim stormwater management ponds, unless they are located on the lands designated for the final stormwater solution.

4.3 Official Plan Amendments

The following Official Plan Amendments support the CDP for the Phase 2 Area:

- The lifting of the Developing Community Overlay in Schedule B,
- The addition of a Major Open Space designation in Schedule B, and
- The designation of the City-owned portion of the wooded area, as an Urban Natural Feature.

The Official Plan Amendment amends Schedules B and L.

4.4 Requirement for Warning Clauses on Title and Record of Site Condition

4.4.1 Development in Proximity to the Waste Disposal Facility

Based on the peer review of *Landfill Site Buffer Zone Study, Proposed Subdivision, Navan Road, Mer Bleue Road and Renaud Road Area, Ottawa – Updated* (March 2008), the BFI waste disposal site is likely to generate dust and odour issues.

As per the recommendations of the peer review, where there are residential units inside the buffer specified by the Ministry of the Environment (MOE) Guideline D6, there must be warning clauses put on title of all of units. The MOE requirements are explained in their publications: *Guideline D-6: Compatibility between Industrial Facilities and Sensitive Uses, Procedure D-6-1 –Appendix A: Industrial Categorization Criteria*, and *Appendix C: Separation Distances*.

A Record of Site Condition may be required for all development applications within the Phase 2 Area.

4.4.2 Development in Proximity to the VIA Rail Corridor

The following clause is to be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300 meters of the railway right-of-way:

“Warning: VIA Rail Canada Inc. or its assigns and successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansion of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). VIA will not be responsible for any complaints or claims arising from the use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

ⁱ Figure 1 reflects the Mixed Use Centre boundary as refined through the Phase 1 CDP process and thus differs from Figure 4 in the Phase 1 document.

ⁱⁱ The 2005 Phase 1 document is attached, as an appendix, to this document.

ⁱⁱⁱ In 2005 BFI was owned and operated by Waste Services Inc. (WSI). The Phase 1 CDP document refers to the site under the WSI name and includes information related to site operations in Sections 3.1, 4.4 and 6.1.

^{iv} This number is higher than indicated in the Phase 1 document as BFI’s land holdings have increased since 2005.

^v The information on cultural heritage resources comes from a Built Heritage and Cultural Landscape Assessment that was carried out by Archaeological Services Inc. (ASI) in 2006 and which included background research and a field review. Refer to Section 4.2.2 and Appendix H of the Environmental Assessment Study for Mer Bleue Road.

^{vi} See Section 4.2.2 and Appendix H of the Environmental Assessment Study for Mer Bleue Road.

^{vii} The following discussion updates the information in Section 3.6 of the Phase 1 document.

^{viii} The environmental assessment was undertaken as Class C Municipal EA.

^{ix} Section 4.2 from *Geotechnical Investigation: Proposed Residential Development, Eastboro – Phase 2, Navan Road, Ottawa* (August 2013). This investigation was prepared for Ashcroft Homes by the Paterson Group.

^x Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses.

^{xi} The Phase 1 CDP indicated that the majority of the Phase 2 Area has soil conditions that constrain the possible density of development. The Phase 1 document noted that the majority of the Phase 2 land can develop at 25 units / net ha, and a small portion can develop at 35 units / net ha.

^{xii} Refer to By-Law No. 2009 – 95 as amended 2009-385

^{xiii} The Phase 1 CDP makes reference to a 13 hectare Major District Park. In 2009 the size of this park was reduce to 8 hectares.

^{xiv} Development parcels on Navan and Mer Bleue Roads may be limited to right-in-right out movements. Whenever possible, development sites on arterial roads should provide internal systems to encourage access to lower classification side streets to service the left out movement. To limit the number of access and egress points onto Navan Road, with redevelopment existing individual access driveways should be consolidated. The intent is to maintain the level of service for through traffic as long as possible.

^{xv} Individual driveways to residential units are not permitted due to the anticipated volumes of traffic on arterial and major collector roads. Units are to face and front the streets; sideyards may also face the street. Rear loting and sound fencing are not supported.

^{xvi} Individual driveways to residential units are not permitted due to the anticipated volumes of traffic on arterial and major collector roads.

^{xvii} If through the pre-application consultation with City staff, an existing study that the City deems to be current and to thoroughly address all of the issues identified in Section 4.1.4, is provided to the City by the proponent, the need for an updated study may be waived at the discretion of City staff.

^{xviii} Note that the location of Belcourt Blvd., Markinch Road, Mer Bleue Road, and the north-south collector between Belcourt and Mer Bleue roads are fixed.

FIGURE 5


East Urban Community

COMMUNITY DESIGN PLAN

Communauté urbaine de l'Est

PLAN DE CONCEPTION COMMUNAUTAIRE



-  Proposed School / Ecole proposé
-  Future Institutional Site / Futur emplacement institutionnel
-  15m Overland Flow Corridor / Couloir d'écoulement de surface 15m
-  Existing and Proposed Parks / Parc existant et proposé
-  Wooded Area / Zone boisée
-  BFI Waste Disposal Site / Décharge de BFI
-  Storm Water Management Pond / Bassin de rétention des eaux pluviales
-  Slope Stability Setback / Marge de reculement de la stabilité des pentes
-  Aquatic Habitat Setbacks from top of Bank / Marge de reculement des habitats aquatiques à partir du haut de la rive
-  Buffer to Mer Bleue Bog / Zone tampon de la tourbière de la Mer Bleue
-  Proposed Street / Rue proposé
-  Future Mixed Use Area /
-  Phase 2 Area /

Scale 1 : 15,000



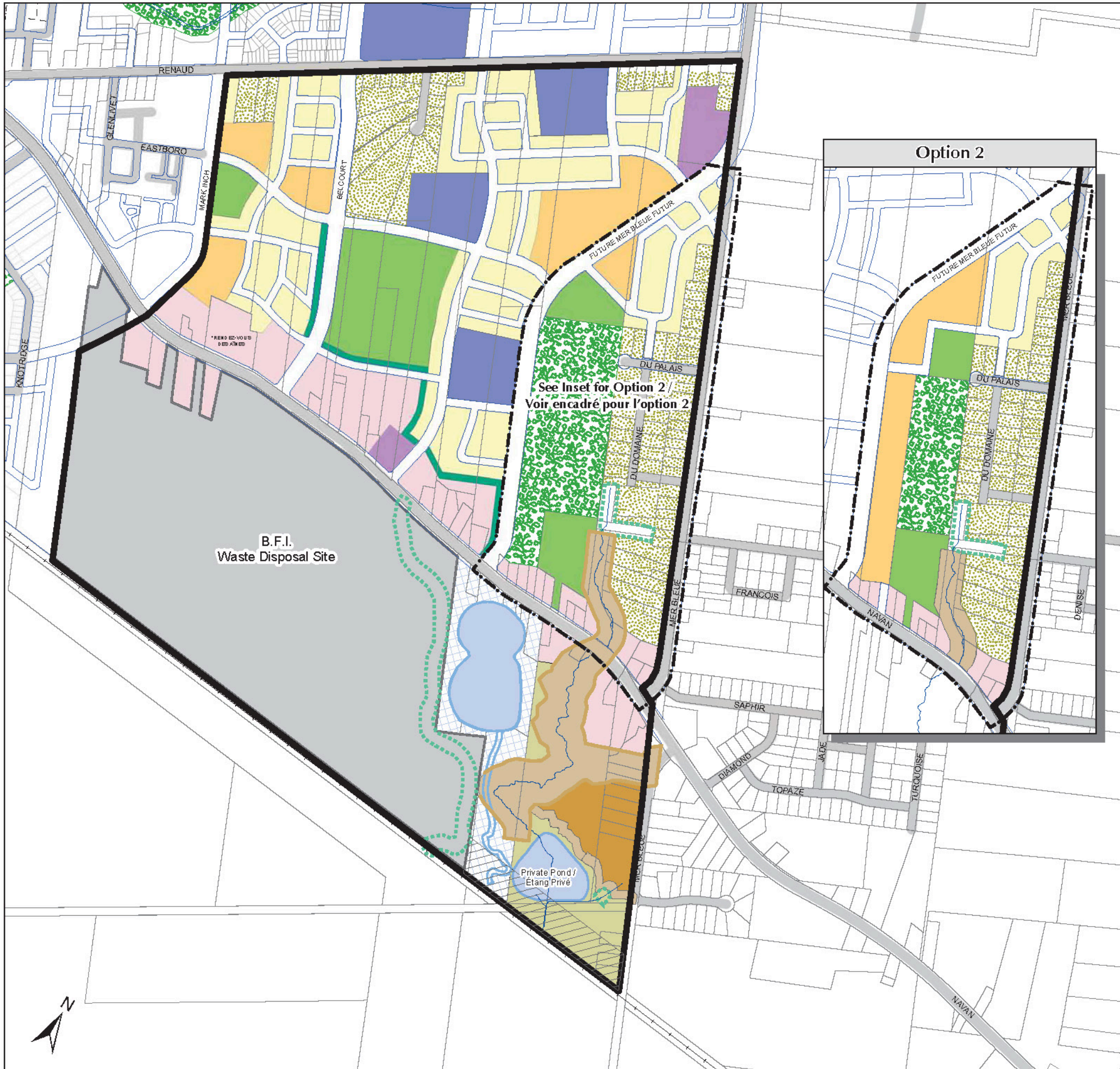
East Urban Community - Phase 2

COMMUNITY DESIGN PLAN

Communauté urbaine de l'Est- Phase 2

PLAN DE CONCEPTION COMMUNAUTAIRE

SCHEDULE
A
ANNEXE



LAND USE / UTILISATION DU SOL

-  School / Ecole
-  Institutional / Institutionnel
-  15m Overland Flow Corridor / Couloir d'écoulement de surface 15m
-  Park / Parc
-  Wooded Area / Zone boisée
-  BFI Waste Disposal Site / Décharge BFI
-  Storm Water Management Pond Area / Zone de rétention des eaux pluviales
-  Slope Stability Setback / Marge de reculement de la stabilité des pentes
-  Aquatic Habitat Setbacks from top of Bank / Marge de reculement des habitats aquatiques à partir du haut de la rive
-  Existing Residential – Potential for long term redevelopment to low/medium density residential / Résidentiel existant – Potentiel, à long terme, de réaménagement en résidentiel de densité faible à moyenne
-  Future Residential – low/medium density / Résidentiel futur – faible/moyenne densité
-  Future Residential – medium/high density / Résidentiel futur – moyenne/haute densité
-  Mixed Use – institutional, office, commercial / Secteur polyvalent – institutionnel, bureau, commercial
-  Leisure/ recreational uses - Significant access, storm and sanitary servicing constraints limit development potential / Utilisations de loisir et récréatives - Les contraintes d'accès, de conduites pluviales et domestiques limitent le potentiel d'aménagement.
-  Future development potential to low density residential only if storm and sanitary servicing constraints can be overcome / Potentiel d'aménagement futur en lotissement résidentiel de faible densité, uniquement si les contraintes de conduites pluviales et domestiques peuvent être résolues
-  Buffer zone from the rail corridor / Zone tampon de la couloir de chemin de fer
-  Proposed Street / Rue proposé



Ottawa
Scale 1 : 10,000

East Urban Community - Phase 2

COMMUNITY DESIGN PLAN





Communauté urbaine de l'Est- Phase 2

PLAN DE CONCEPTION COMMUNAUTAIRE



SCHEDULE
B
ANNEXE

GREENSPACE AND GATEWAYS / ESPACE VERT ET POINT D'ACCÈS

GREENSPACE / ESPACE VERT

-  Public Parks / Parcs publics
-  Wooded Area / Zone boisée
-  Slope Stability Setback / Marge de reculement de la stabilité des pentes
-  Communal Amenity Space / Espace d'agrément communautaire

GATEWAYS / POINT D'ACCÈS

-  Built Form Gateway / Cadre bâti du point d'accès
-  Landscape Gateway Feature / Point d'accès paysagé

 Proposed Street / Rue proposé



Scale 1 : 10,000

East Urban Community - Phase 2







COMMUNITY DESIGN PLAN

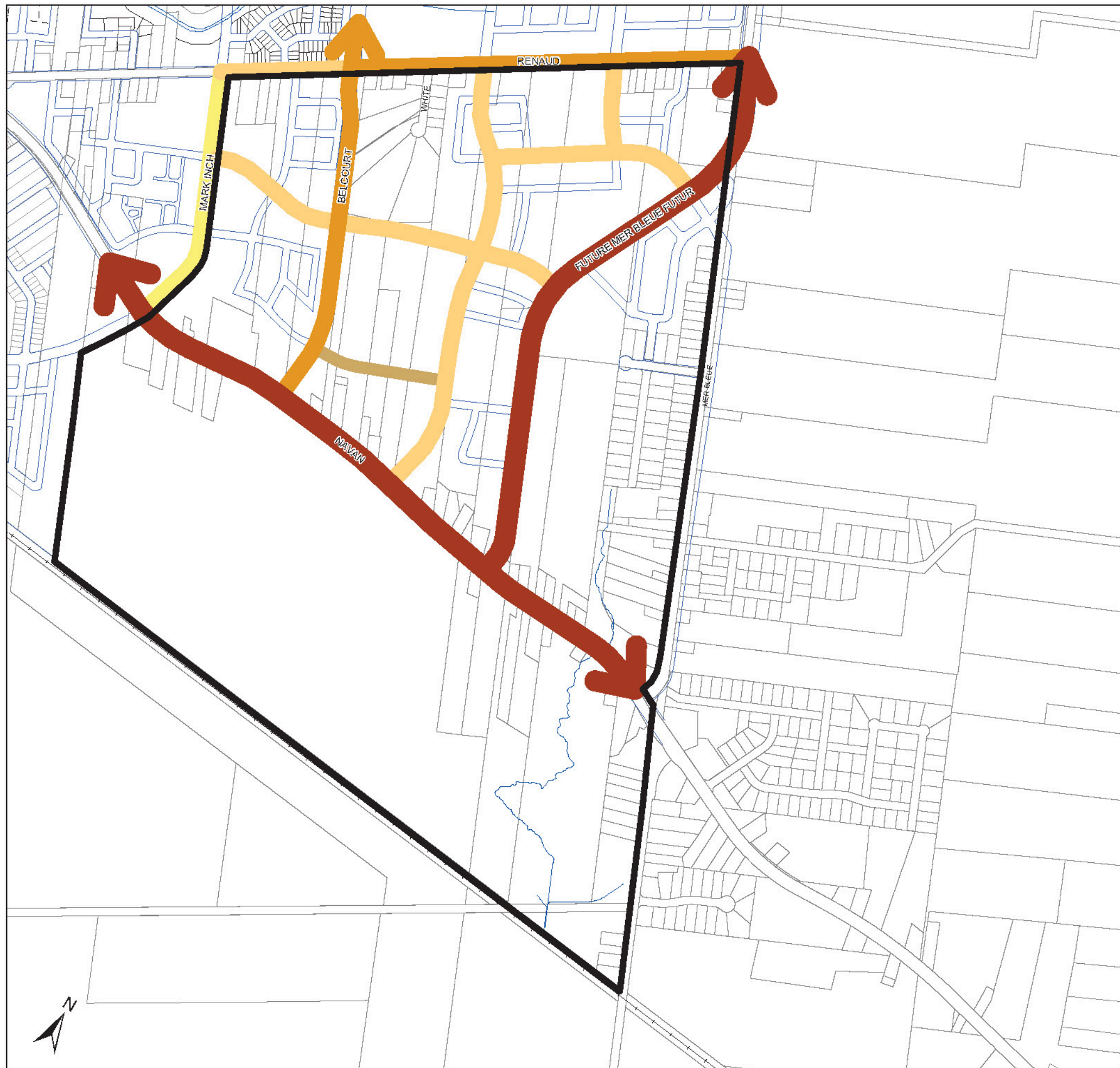
Communauté urbaine de l'Est- Phase 2

PLAN DE CONCEPTION COMMUNAUTAIRE

SCHEDULE
C
ANNEXE

ROAD HIERARCHY PLAN / PLAN DE LA HIÉRARCHIE DES ROUTES

-  Urban Divided Arterial (37.5m ROW) / Artère urbaine divisée (37, 5 m d'emprise)
-  Collector (up to 37.5m ROW) / Route collectrice (jusqu'à 37, 5 m d'emprise)
-  Minor Collector (24m ROW) / Route collectrice secondaire (24 m d'emprise)
-  Minor Collector (up to 26m ROW) / Route collectrice secondaire (emprise de 26 m au plus)
-  Local Road (20m ROW / Route locale (20m d'emprise)
- * All local roads 18m ROW / Toutes les routes locales : 18 m d'emprise
-  Proposed Street / Rue proposé



East Urban Community - Phase 2

COMMUNITY DESIGN PLAN

Communauté urbaine de l'Est- Phase 2

PLAN DE CONCEPTION COMMUNAUTAIRE

SCHEDULE
D
ANNEXE


PEDESTRIAN NETWORK / RÉSEAU PIÉTONNIER

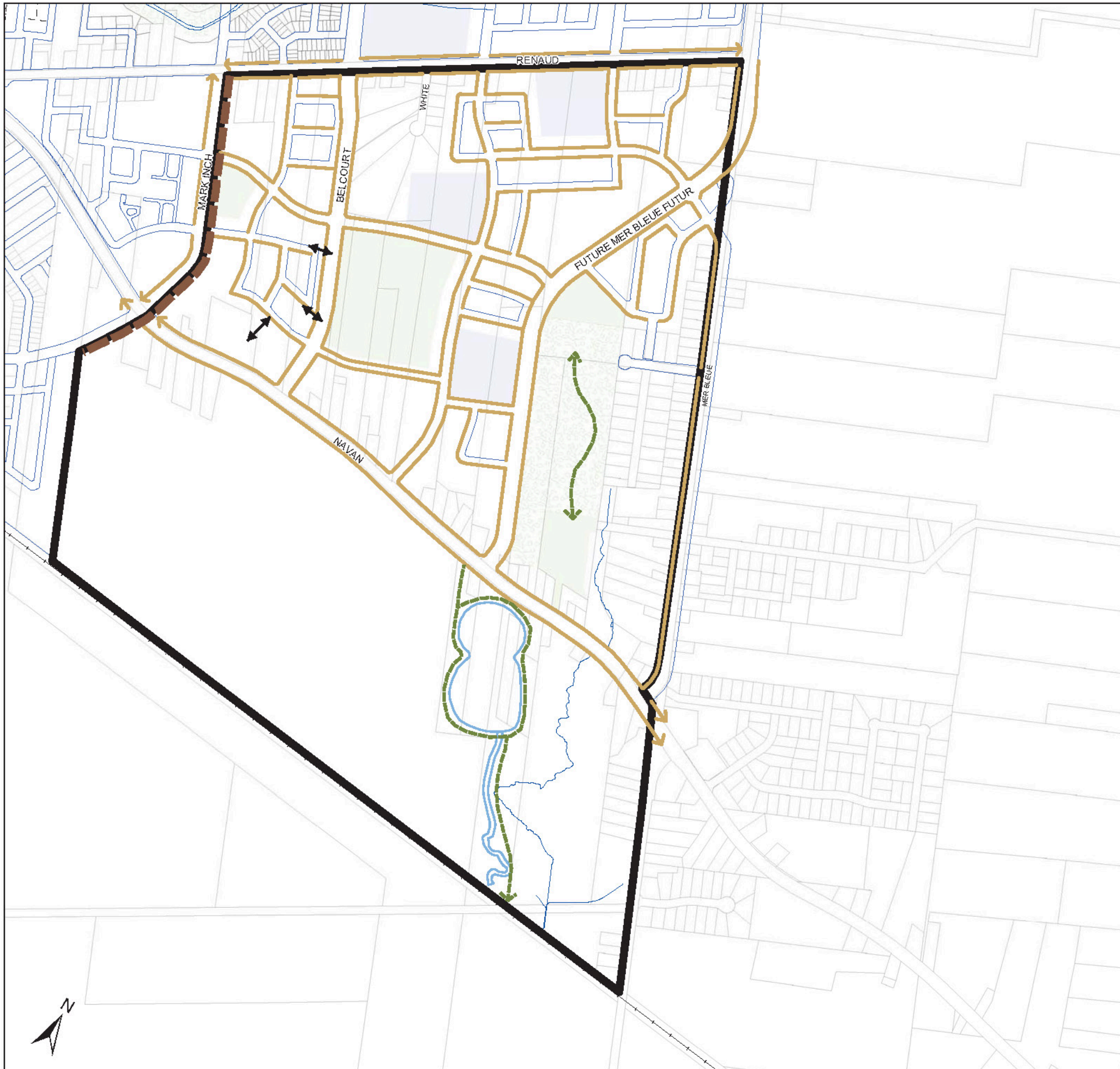
 Off-Road Multi-use Pathway / Sentiers polyvalents hors route

 Nature Trail / Sentiers naturels (proposés)

 Proposed Sidewalks / Trottoirs proposés

 Proposed Walkway Blocks / Voies piétonnières proposées

 Proposed Street / Rue proposé



East Urban Community - Phase 2







COMMUNITY DESIGN PLAN

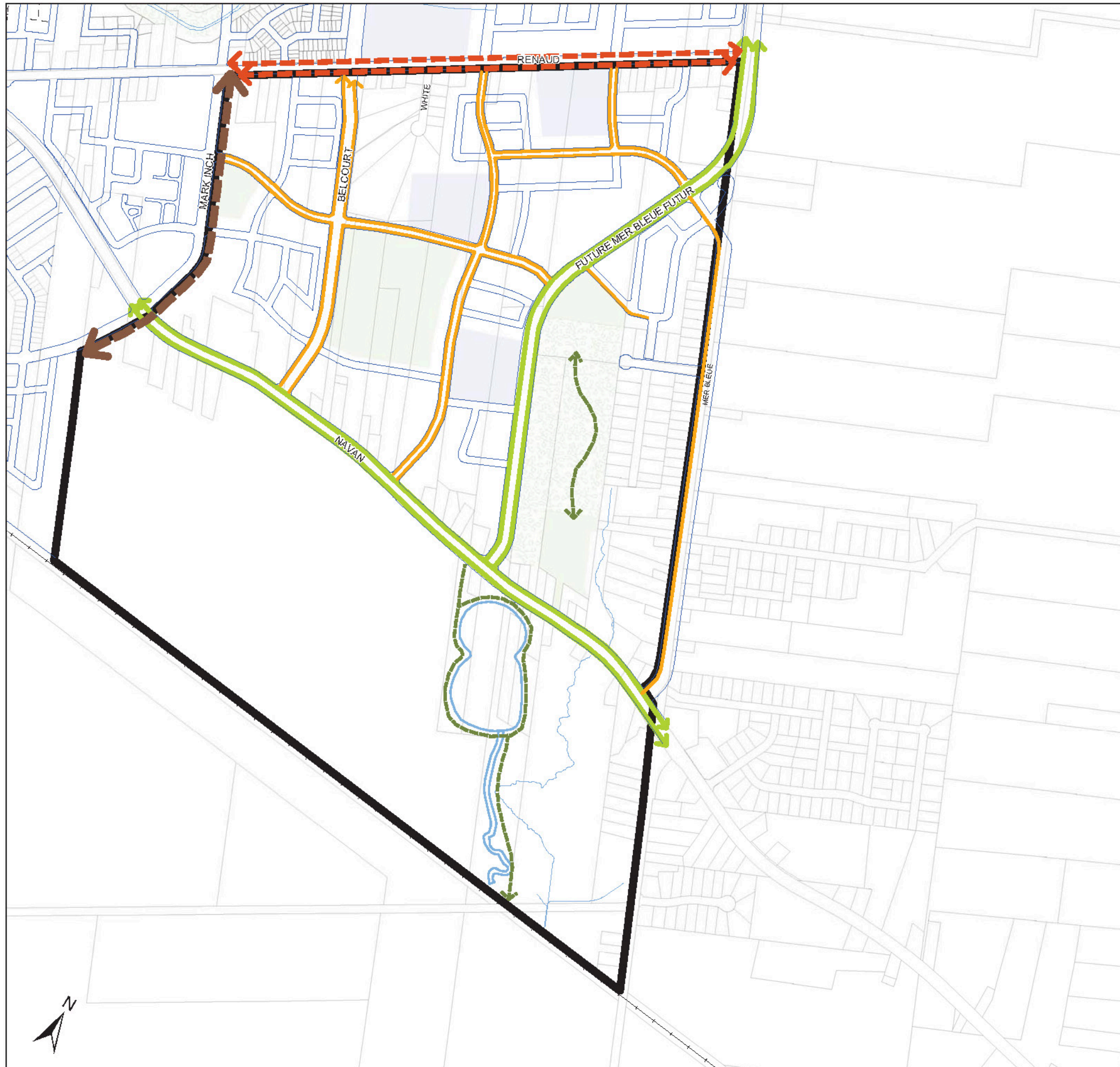
Communauté urbaine de l'Est- Phase 2

PLAN DE CONCEPTION COMMUNAUTAIRE

SCHEDULE
E
ANNEXE

CYCLING NETWORK / RÉSEAU CYCLISTE

-  Off-Road Multi-use Pathway / Sentiers polyvalents hors route
-  Existing Paved Shoulder / Accotement asphalté existant
-  On-Road Shared Lane / Voies partagées
-  On-Road Bike Lane / Voie cyclable séparée sur voirie
-  Nature Trail / Sentiers naturels (proposés)
-  Proposed Street / Rue proposé



Scale 1 : 10,000

East Urban Community - Phase 2

COMMUNITY DESIGN PLAN






Communauté urbaine de l'Est- Phase 2

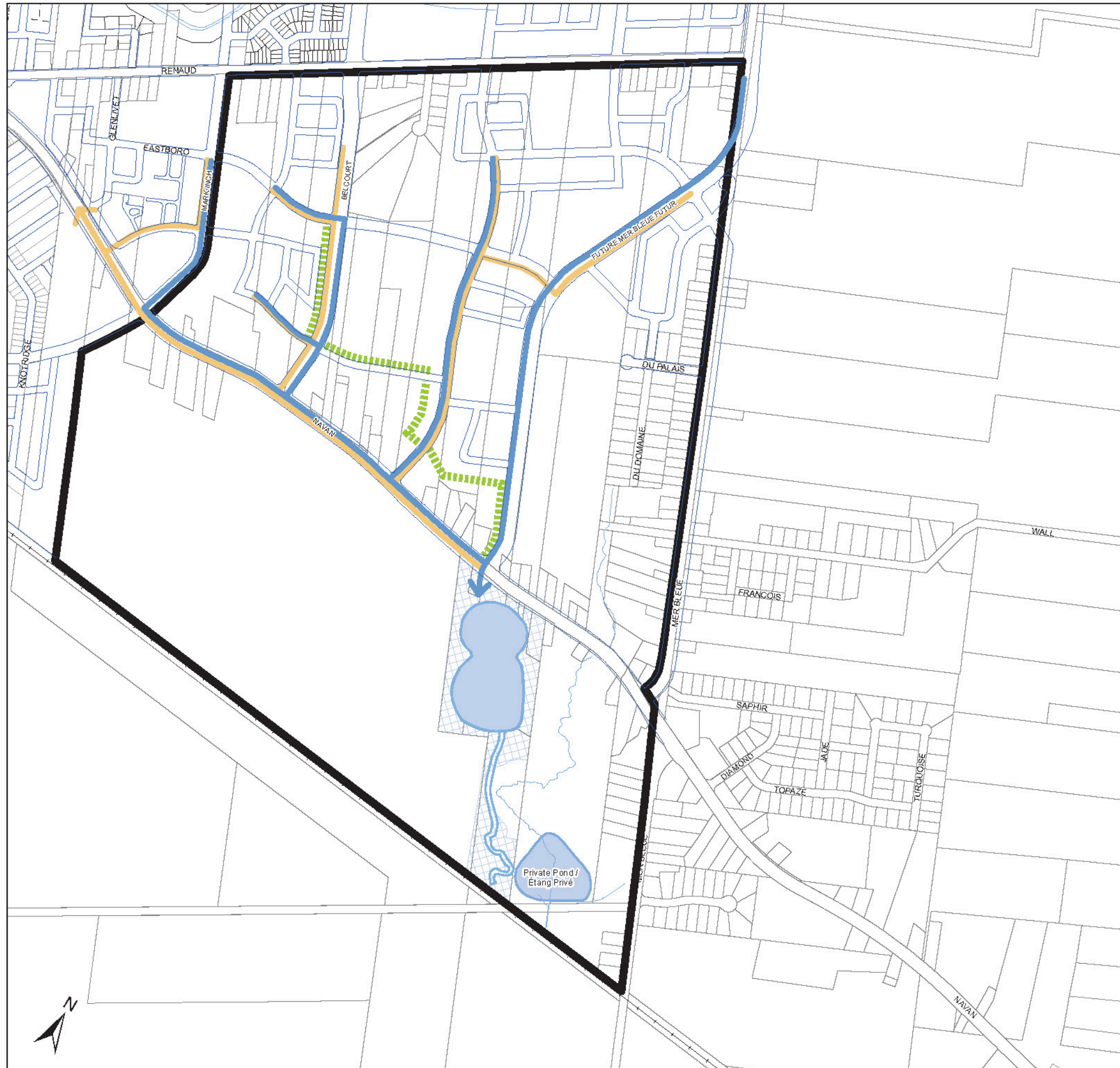
PLAN DE CONCEPTION COMMUNAUTAIRE

SCHEDULE
F
ANNEXE

STORM SEWER, SANITARY SEWER AND STORM WATER MANAGEMENT /

ÉGOUT PLUVIAL, ÉGOUT SANITAIRE ET GESTION DES EAUX PLUVIALES

-  Storm Water Trunk Sewer / Égout collecteur des eaux pluviales
-  Sanitary Trunk Sewer / Égout séparatif collecteur
-  15m Overland Flow Corridor / Couloir d'écoulement de surface 15m
-  Storm Water Management Pond Area / Zone de rétention des eaux pluviales
-  Proposed Street / Rue proposé



Scale 1 : 10,000

Appendix A

The Environmental Management Plan (EMP) will be implemented in accordance with the actions and triggers described in the following summary Table 7-1 – Action Plan and Responsibilities, taken from the East Urban Community Phase 2 – Environmental Management Plan (2013).

TABLE 1 – ENVIRONMENTAL MANAGEMENT PLAN TABLE 7-1: ACTION PLAN AND RESPONSIBILITIES

Action	Responsibility	Trigger
Designate City-owned portion of UNA 96 as Urban Natural Feature on Schedule B of the Official Plan. Add new UNF and mapped linkage feature (Sabourin Creek corridor north of Navan Road) to Schedule L1 – Natural Heritage System Overlay.	City of Ottawa	Council approval of East Urban Community (Phase 2) planning studies and accompanying Official Plan Amendment.
Secure privately-owned portions of UNA 96 priority area.	City of Ottawa	Timing dependant on landowners (and available funding, if required).
Survey of approved Mer Bleue Road alignment for Species at Risk (e.g., butternut).	City of Ottawa or designate	Initiate as part of detailed design process for Mer Bleue Road realignment.
Formally abandon Ottawa Front MD under <i>Drainage Act</i> , or revise Engineer's Report to reflect conversion to storm sewer.	City of Ottawa or designate	Initiate as part of detailed design process for Mer Bleue Road realignment.
Improve Navan Road culvert (Sabourin Creek) – see Section 6.2.1.	City of Ottawa or designate	Navan Road widening EA or Asset Management culvert rehabilitation (whichever occurs first).
Investigate and document site condition with respect to potential contamination; need to explicitly address all future parks and other blocks to be transferred to City ownership, including the stormwater management facility.	Developer	Phase I Environmental Site Assessment required to support all development applications; Record of Site Condition required as condition of approval.
Conduct detailed site-specific geotechnical analysis as per Slope Stability Guidelines for Development Applications in the City of Ottawa to confirm setback limits; setbacks to be	Developer	Required to support applications for development on properties affected by geotechnical constraints.

Action	Responsibility	Trigger
established in the field by a surveyor and included on plans associated with the development application.		
<p>Complete Tree Conservation Report and Landscaping Plan.</p> <p>Refer to City's preliminary Tree Conservation Plan and related recommendations in Section 6.3 for TCRs north of Navan Road.</p>	Developer	Required to support all applications for plan of subdivision, plan of condominium affecting vegetation cover on site, or site plan. Combine with EIS where that is also required.
Complete Environmental Impact Statement.	Developer	<p>Required to support development applications located within:</p> <ul style="list-style-type: none"> • 120 m of significant wetland (Mer Bleue Wetland) OR for any application affecting the low-lying area below the ridge • 120 m of significant habitat for endangered/ threatened species • 30 m of Urban Natural Feature (Notre-Dame-des-Champs Woods) • 30 m of significant valleyland (Sabourin Creek south of Navan Road) • 30 m of significant wildlife habitat (including habitat for species of special concern) • 30 m of linkage feature (Sabourin Creek corridor)
Acquire lands for SWM Facility, including inlet and outlet.	Developer	Initiate prior to commencing development in drainage area.
Revise Engineer's Report for East Branch of the Savage MD to reflect changes in drainage area and determine appropriate assessment rates.	Developer	Initiate in conjunction with detailed design of stormwater management facility.
Detailed Design of Stormwater Management Facility including outlet and lower Sabourin Creek enhancements (as compensation for habitat losses in BFI tributary).	Developer	Initiate prior to commencing development in drainage area; construction can be phased over time as development proceeds.

Appendix B: East Urban Community – Community Design Plan (Phase 1 Area)

The Community Design Plan for the Phase 1 Area is available on ottawa.ca.