



June 14, 2013

ACS2013-PAI-PGM-0124

## NOTICE OF PLANNING COMMITTEE MEETING

Dear Sir/Madam:

**Re: Cardinal Creek Village Concept Plan: Integrated Official Plan Amendment and Environmental Assessment**

This is to advise you that the above-noted matter will be considered by the City of Ottawa Planning Committee on **Tuesday, June 25, 2013**.

The meeting will begin at 9:30 a.m. in the Champlain Room, City Hall, 110 Laurier Avenue West, Ottawa. You are welcome to attend the meeting and present your views.

Attached is a copy of the report outlining the Departmental recommendations, including a copy of the proposed Official Plan Amendment.

The Committee will consider any written submissions in respect to this matter if provided to the Committee Co-ordinator of the Planning Committee at 110 Laurier Avenue West, Ottawa, K1P 1J1 or by fax at 613-580-9609 or by e-mail at [Christopher.Zwierzchowski@ottawa.ca](mailto:Christopher.Zwierzchowski@ottawa.ca).

If you wish to speak to the Committee or hear this item, please call Christopher Zwierzchowski at 613-580-2424, extension 21359 by 4:00 p.m. on the day before the meeting.

If you wish to be notified of the adoption of the proposed Official Plan Amendment, or of the refusal of the request to amend the official plan, you must make a written request to the City of Ottawa to the attention of Michael Boughton, Planning and Growth Management Department, 110 Laurier Avenue West, 4<sup>th</sup> floor, Ottawa, Ontario K1P 1J1 by facsimile at 613-580-2576, or e-mail at [michael.boughton@ottawa.ca](mailto:michael.boughton@ottawa.ca).

If a person or public body does not make oral submissions at the public meeting or make written submissions to the City of Ottawa before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision of the Council of the City of Ottawa to the Ontario Municipal Board.

*Shaping our future together  
Ensemble, formons notre avenir*

City of Ottawa  
Infrastructure Services and Community Sustainability  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1  
Tel : 613-580-2400  
Fax : 613-580-2576  
[www.ottawa.ca](http://www.ottawa.ca)

Ville d'Ottawa  
Services d'infrastructure et Viabilité des collectivités  
110, avenue Laurier Ouest  
Ottawa, ON K1P 1J1  
Tél. : 613-580-2400  
Télé. : 613-580-2576  
[www.ottawa.ca](http://www.ottawa.ca)

If a person or public body does not make oral submissions at the public meeting or make written submissions to the City of Ottawa before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to add the person or public body as a party.

For information on the item itself, please call the undersigned at 613-580-2424, extension 27588 or by e-mail at michael.boughton@ottawa.ca.

Yours truly,

*Original signed by*

Michael Boughton  
Planner  
Planning and Growth Management Department

Attach.

REVISED / RÉVISÉ



Le 14 juin 2013

ACS2013-PAI-PGM-0124

## AVIS DE RÉUNION DU COMITÉ DE L'URBANISME

**Objet : Plan conceptuel du village du ruisseau cardinal : modification au plan officiel et évaluation environnementale intégrées**

Madame, Monsieur,

La présente vise à vous informer que le Comité de l'urbanisme de la Ville d'Ottawa étudiera l'article cité sous rubrique **le mardi 25 juin 2013**.

La réunion commencera à 9 h 30 dans la salle Champlain, hôtel de ville, 110, avenue Laurier Ouest, Ottawa. Nous vous invitons à assister à la réunion et à présenter votre point de vue.

Veuillez trouver ci-joint une copie du rapport comprenant la recommandation du Service et une copie de la modification proposée du Plan officiel.

Le Comité étudiera les rapports écrits traitant de la question qui sont présentés à la coordinatrice du Comité de l'urbanisme, 110, avenue Laurier Ouest, Ottawa, K1P 1J1, par télécopieur au 613-580-9609 ou par courrier électronique à [Christopher.Zwierzchowski@ottawa.ca](mailto:Christopher.Zwierzchowski@ottawa.ca).

Quiconque souhaite faire une présentation au Comité ou entendre la question, est prié de communiquer avec Christopher Zwierzchowski au 613-580-2424, poste 21359, à 16 h au plus tard, le jour précédant la réunion.

Si vous désirez être avisé(e) de l'adoption de la modification proposée au Plan officiel ou du rejet de la demande de modification, vous devez présenter une demande par écrit en ce sens à la Ville d'Ottawa, à l'attention de Julie Lebrun, Service de l'Urbanisme et Gestion de la croissance, 110, avenue Laurier Ouest, 4<sup>e</sup> étage, Ottawa (Ontario) K1P 1J1, par télécopieur au 613-580-2576, ou par courrier électronique à [julie.lebrun@ottawa.ca](mailto:julie.lebrun@ottawa.ca).

Si une personne ou un organisme public ne présente pas d'exposé oral à la réunion publique ou ne présente pas d'exposé écrit à la Ville d'Ottawa avant l'adoption de la modification au Plan officiel, la personne ou l'organisme public ne pourra pas interjeter appel de la décision du Conseil de la Ville d'Ottawa devant la Commission des affaires municipales de l'Ontario.

*Shaping our future together  
Ensemble, formons notre avenir*

City of Ottawa  
Infrastructure Services and Community Sustainability  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1  
Tel : 613-580-2400  
Fax : 613-580-2576  
[www.ottawa.ca](http://www.ottawa.ca)

Ville d'Ottawa  
Services d'infrastructure et Viabilité des collectivités  
110, avenue Laurier Ouest  
Ottawa, ON K1P 1J1  
Tél. : 613-580-2400  
Télé. : 613-580-2576  
[www.ottawa.ca](http://www.ottawa.ca)

Si une personne ou un organisme public ne présente pas d'exposé oral à la réunion publique ou ne présente pas d'exposé écrit à la Ville d'Ottawa avant l'adoption de la modification au Plan officiel, la personne ou l'organisme public ne pourra être joint en tant que partie à l'audition de l'appel devant la Commission des affaires municipales de l'Ontario à moins que, de l'avis de la Commission, il existe des motifs raisonnables de le faire.

Pour obtenir des renseignements sur l'article même, veuillez communiquer avec la personne soussignée, au 613-580-2424, poste 27816 ou par courriel à [julie.lebrun@ottawa.ca](mailto:julie.lebrun@ottawa.ca).

Veuillez agréer, Madame, Monsieur, l'expression de mes sentiments les meilleurs.

*Original signé par*

Julie Lebrun  
Urbaniste  
Service de l'Urbanisme et Gestion de la croissance

p.j.



ITEM N<sup>o</sup>

NUMÉRO DE L'ARTICLE \_\_\_\_\_

## Request to speak form

## Fiche de demande d'intervention

Please complete the 'Request to Speak' form and give to the Committee Coordinator at the beginning of the meeting or send it by Fax at 613-580-9609.

**Veuillez remplir la fiche de 'Demande d'intervention' et la remettre à la coordonnatrice/au coordonnateur du Comité au début de la réunion ou l'envoyer par Facsimile au (613) 580-9609.**

Committee and Meeting Date

Comité et date de la réunion \_\_\_\_\_

Subject/Objet \_\_\_\_\_

Please indicate your position with respect  
REPORT RECOMMENDATION:

- ☐ I agree  
☐ I oppose

Veuillez donner votre opinion sur la to the  
RECOMMANDATION DU RAPPORT :

- ☐ Je suis d'accord  
☐ Je suis en désaccord

Name/Nom: \_\_\_\_\_

Company, Agency or Community Organization (if applicable)

Société, agence ou organisme communautaire (s'il y a lieu): \_\_\_\_\_

Street and/or e-mail address, Postal Code and Telephone/Adresse municipale et/ou courriel, code postal et numéro de téléphone: \_\_\_\_\_

Personal Information contained on this form is collected pursuant to s.75 (4) of By-Law No. 2002-247, and will be used as a record of, and possible follow up to, participation in this meeting. Questions about this collection should be directed to the Manager, Council and Committee Services, 110 Laurier Avenue, Ottawa, Ontario K1P 1J1. Telephone (613) 580-2424, ext. 26836. / Les renseignements personnels contenus dans le présent formulaire sont recueillis en vertu du p.75(4) du Règlement municipal 2001-20, et seront utilisés à des fins de référence et de suivi éventuel à la participation à cette réunion. Toute question concernant cette collecte de renseignements doit être adressée au Gestionnaire des services au Conseil et aux Comités, 110, avenue Laurier Ouest, Ottawa (Ontario) K1P 1J1. Téléphone (613) 580-2424, poste 26836.

**Report to/Rapport au :**

**Planning Committee  
Comité de l'urbanisme**

**and Council / et au Conseil**

**June 14, 2013  
14 juin 2013**

**Submitted by/Soumis par : Nancy Schepers, Deputy City Manager/Directrice  
municipale adjointe, Planning and Infrastructure/Urbanisme et Infrastructure**

*Contact Person / Personne ressource: Felice Petti, Manager/Gestionnaire,  
Development Review-Suburban Services/Examen des projets d'aménagement-Services  
suburbains, Planning and Growth Management/Urbanisme et Gestion de la croissance  
(613) 580-2424, 22226 Felice.Petti@ottawa.ca*

---

**CUMBERLAND (19)**

**Ref N°: ACS2012-PAI-PGM-0124**

---

**SUBJECT: CARDINAL CREEK VILLAGE CONCEPT PLAN: INTEGRATED  
OFFICIAL PLAN AMENDMENT AND ENVIRONMENTAL  
ASSESSMENT – 1079-1422 OLD MONTREAL ROAD; 1313-1325  
GRAND-CHÊNE COURT; AND 1190 REGIONAL ROAD 174**

**OBJET : PLAN CONCEPTUEL DU VILLAGE DU RUISSEAU CARDINAL :  
MODIFICATION AU PLAN OFFICIEL ET ÉVALUATION  
ENVIRONNEMENTALE INTÉGRÉES – 1079-1422, CHEMIN OLD  
MONTREAL; 1313-1325, COUR GRAND-CHÊNE ET 1190, ROUTE  
RÉGIONALE 174**

**REPORT RECOMMENDATIONS**

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

- 1. Approve the Cardinal Creek Village Concept Plan in Document 3, the  
Transportation Master Plan in Document 4 and the Master Servicing Plan in  
Document 5, which have been submitted under separate cover, all subject  
to the conditions listed in Document 6;**
- 2. Approve Official Plan Amendment No. XX to the City of Ottawa Official  
Plan, as detailed in Document 2, to implement the Concept Plan, subject to  
modifications to Schedule 2 of the amendment to redefine the limits of the  
General Urban Area designation along Cardinal Creek in accordance with  
Condition 3h) of the Conditions of Approval Specific to Document 5,  
attached as Document 6;**

3. **Require Tamarack (Queen Street) Corporation to prepare a financial implementation plan and commit to providing the on-site and off-site servicing systems supported by the recommendations of the Transportation Master Plan and Master Servicing Study; and**
4. **Support alternative commemorative street naming guidelines for use in the Cardinal Creek Concept Plan area to reflect the names of individuals from the local heritage context in the naming of streets.**

### **RECOMMANDATIONS DU RAPPORT**

**Le Comité de l'urbanisme recommande au Conseil :**

1. **D'approuver le plan conceptuel du village du ruisseau Cardinal, document 3, le Plan directeur des transports, document 4 et le Plan directeur de la viabilisation, document 5, qui ont été présentés séparément, et sont tous assujettis aux conditions énumérées dans le document 6;**
2. **D'approuver la modification au Plan officiel d'Ottawa n° XX, présentée en détail dans le document 2, portant sur la mise en œuvre du plan conceptuel; le tout sous réserve de l'annexe 2 à la modification, afin de redéfinir les limites de la désignation secteur urbain général le long du ruisseau Cardinal conformément à la condition 3h) des conditions d'approbations spécifiques au document 5, jointes en tant que document 6;**
3. **De demander à Tamarack (Queen Street Corporation) de préparer un plan de mise en œuvre financière et de s'engager à fournir les systèmes de viabilisation sur place et collectifs appuyés par les recommandations du Plan directeur des transports et du plan directeur de la viabilisation; et**
4. **D'accepter que d'autres lignes directrices soient utilisées pour la dénomination commémorative des rues dans le plan conceptuel du village du ruisseau Cardinal afin de tenir compte du nom de personnes qui ont joué un rôle dans l'histoire locale pour la dénomination de rues.**

### **EXECUTIVE SUMMARY**

#### **Assumption and Analysis**

In June 2009, Council adopted Official Plan Amendment (OPA) 76 to the Official Plan as part of its comprehensive five-year review of the Plan and, in part, to provide an updated local policy framework to guide development to 2031. It was subsequently appealed to the Ontario Municipal Board (OMB) on various matters, including the consideration of additional lands to the existing urban boundary to meet the projected needs for a time horizon of 20 years. The ensuing decisions of the Board on the matter further modified OPA 76 to designate certain lands throughout the city as Urban Expansion Study Area, including lands in the east end of Orléans, known as Cardinal

Creek Village. Tamarack (Queen Street) Corporation subsequently filed an OPA application in December 2011 to bring the subject Urban Expansion Study Area lands into the urban area by way of the creation and adoption of a concept plan.

The Cardinal Creek Village Concept Plan reflects an urban community covering an area of approximately 208 hectares for a population of approximately 8,250 to 9,210 residents, with approximately 2,870 to 3,250 dwelling units and a potential employment projection of 950 to 985 jobs.

The purpose of the Concept Plan is to establish a community-wide land-use framework that reflects the principles, objectives and policies for community development as directed by the Official Plan. The concept plan provides a level of detail between Official Plan policy and development approval and enables communities to establish incrementally over time in an optimum and coordinated manner. Concept plans are used as a tool to guide the preparation and review of applications for development.

The Cardinal Creek Village Concept Plan establishes the public road network, municipal water and stormwater management and sanitary sewer infrastructure, protection for future rapid transit, the location of residential and mixed use areas, schools, parks and open space linkages. The Plan also includes design guidelines that provide a framework of design criteria for the overall identity and structure of the proposed community, and an implementation plan describing the mechanisms which will guide the administration and implementation of the Concept Plan.

The proposed OPA, attached as Document 2, is required to implement the Cardinal Creek Village Concept Plan. The amendment makes a number of revisions to Official Plan schedules to account for the changes in land use and the transportation network required for the planned community. It also adds a new policy to the Implementation section of the Official Plan that will require landowners to enter into private agreements to share and front-end the costs of the major infrastructure projects and public amenities.

Two concurrent and integrated Class Environmental Assessment (EA) Studies/Master Plans were initiated to support the Concept Plan: a Transportation Master Plan (TMP) to provide for a road and transit network and a pedestrian and cycling plan; and a Master Servicing Study (MSS) for water, storm drainage and sanitary services. These reports have been prepared in conjunction with the concept plan for lands within the study area of the Cardinal Creek Village community.

This report seeks approval of the Cardinal Creek Village Concept Plan, the TMP, the Master Servicing Study and the OPA required to implement the Concept Plan.

### Financial Implications

Tamarack (Queen Street) Corporation will be responsible for the preparation of a financial implementation plan and for providing the on-site and off-site servicing systems supported by the recommendations of the Transportation Master Plan and Master Servicing Study.



## Public Consultation/Input

Consultation is an integral part of both the Planning and Class EA process. Consultation and the exchange of information was undertaken throughout the assessments using a variety of methods including meetings with community associations and the general public, electronic information distribution and regular meetings with the planning team, approval agencies and the Ward Councillor.

Three public open houses were held at key junctures in the study process to develop the plan.

## RÉSUMÉ

### Hypothèses et analyse

En juin 2009, le Conseil a adopté la modification au Plan officiel (MPO) n° 76 de la Ville dans le cadre de son étude exhaustive quinquennale de ce plan et, en partie, afin de mettre à jour le cadre d'action local qui orientera l'aménagement urbain jusqu'en 2031. La Commission des affaires municipales de l'Ontario a par la suite accueilli des appels sur diverses questions, y compris l'ajout possible de terres à l'intérieur des limites du secteur urbain actuel pour répondre aux besoins projetés sur un horizon de 20 ans. Les décisions prises par la Commission sur cette question ont donné lieu à une révision de la MPO n° 76 visant à octroyer la désignation de « secteur d'expansion urbaine à l'étude » à certaines terres dans l'ensemble de la ville, y compris des terres de l'extrémité est d'Orléans connues sous le nom de Village du ruisseau Cardinal. Plus tard, en décembre 2011, Tamarack (Queen Street) Corporation a présenté une demande de modification au Plan officiel afin d'affecter au secteur urbain les terres ainsi désignées par la création et l'adoption d'un plan conceptuel.

Le plan conceptuel du Village du ruisseau Cardinal est le reflet d'une communauté urbaine d'approximativement 208 hectares regroupant de 8 250 à 9 210 habitants et de 2 870 à 3 250 unités d'habitation environ, qui pourrait à terme représenter entre 950 et 985 emplois.

L'objectif du plan conceptuel est d'établir un cadre d'utilisation du sol applicable à l'ensemble de la communauté qui reflète les principes, les objectifs et les politiques du Plan officiel en matière de développement communautaire. Ce plan fournit un niveau de détail se situant à mi-chemin entre les politiques du Plan officiel et les documents d'approbation des projets d'aménagement et permet aux communautés de s'établir de façon progressive, coordonnée et optimale. Les plans conceptuels sont utilisés pour guider la préparation et l'examen des demandes d'aménagement.

Le plan conceptuel de Village du ruisseau Cardinal définit la configuration du réseau routier public, les infrastructures pour l'approvisionnement en eau potable et pour la gestion des eaux usées domestiques et des eaux pluviales, l'emprise réservée au futur couloir de transport en commun rapide ainsi que l'emplacement des zones

résidentielles et polyvalentes, des écoles, des parcs et des voies de liaison entre les espaces ouverts. Le plan comprend également des lignes directrices qui constituent un cadre de conception englobant la structure et l'identité générales de la communauté proposée de même qu'un plan de mise en œuvre qui décrit les mécanismes selon lesquels le plan conceptuel sera administré et réalisé.

La modification au Plan officiel proposée dans le document 2 est requise pour la mise en œuvre du plan conceptuel du Village du ruisseau Cardinal. Cette modification apporte plusieurs corrections aux annexes du Plan officiel afin que celles-ci tiennent compte des changements quant à l'utilisation du sol et des besoins de la communauté prévue en matière de transports. De plus, une politique a été ajoutée à la section du Plan officiel intitulée « Mise en œuvre » afin que les propriétaires de terrain concluent des ententes privées pour financer à l'avance une partie des coûts des commodités publiques et des grands projets d'infrastructures.

Deux évaluations environnementales de portée générale/plans directeurs concurrents et intégrés ont été amorcés pour appuyer le plan conceptuel : le Plan directeur des transports, qui concerne le réseau routier, le transport en commun, les cyclistes et les piétons, et le Plan directeur de viabilisation, qui touche l'approvisionnement en eau, l'évacuation des eaux pluviales et la gestion des eaux usées. Ces documents ont été préparés dans le cadre de l'élaboration du plan conceptuel pour les terres comprises dans la zone à l'étude de la communauté du Village du ruisseau Cardinal.

Le présent rapport vise l'approbation du plan conceptuel du Village du ruisseau Cardinal, du Plan directeur des transports, du Plan directeur de viabilisation et de la modification au Plan officiel qui est requise pour la mise en œuvre du plan conceptuel.

### Répercussions financières

La société Tamarack (Queen Street) Corporation sera en charge de la préparation d'un plan de mise en œuvre financier et de la disposition des systèmes de services sur place et à l'extérieur en appui des recommandations du Plan directeur des transports et du Plan directeur de viabilisation.

### Consultation publique/commentaires

Les consultations font partie intégrante des processus d'aménagement et d'évaluation environnementale de portée générale. Tout au long des processus d'évaluation ont eu lieu des échanges d'information et des consultations de différentes natures, y compris des rencontres avec les associations communautaires et la population, la diffusion de renseignements électroniques, ainsi que des réunions régulières avec le groupe d'étude, les agences d'approbation et le conseiller de quartier.

On a tenu trois séances portes ouvertes sur des points essentiels du processus d'étude en vue de l'élaboration du plan.

## BACKGROUND

In June 2009, Council adopted OPA 76 to the Official Plan, the purpose of which was to meet the legislated requirements under Section 26(1) of the *Planning Act* to undertake a comprehensive five-year review of the Plan, and to update the Official Plan (2003) to address the 2005 Provincial Policy Statement (PPS) and provide an updated local policy framework to guide development to 2031. The Ministry of Municipal Affairs and Housing approved the amendment with modifications later that year. OPA 76 was subsequently appealed to the OMB on various matters, including the consideration of additional lands to the existing urban boundary to meet the projected needs for a time horizon of 20 years. The ensuing decisions of the Board on the matter issued in June and July 2012 further modified OPA 76 to designate certain lands throughout the City as Urban Expansion Study Area on Schedule B of the Official Plan, including lands in the east end of Orléans referred to as Area 11. It is these Area 11 lands, known as Cardinal Creek Village, that are the subject of this report and its recommendations.

The policies of Section 3.11 of the Official Plan are specific to the Urban Expansion Study Area designation, the intent of which is to require lands so designated to be evaluated for primarily residential development through a comprehensive study prior to the lands being brought into the urban area. In the case of the Cardinal Creek Village study area, it was established that the development of a concept plan rather than a community design plan would be sufficient to achieve the policies set out in Section 3.11. The policies also require the adoption of an OPA to redesignate Urban Expansion Study Areas as General Urban Area in order to implement the infrastructure, environmental and open space provisions of the concept plan to be approved for the Cardinal Creek Village lands.

Prior to an OPA to redesignate Urban Expansion Study Area lands, consideration is to be given as to whether the lands to be designated are required in order to maintain a 10-year supply of lands designated and available for a full range of housing types through residential development and residential intensification. In this regard, staff are of the opinion that given the length of time generally required to prepare the requisite plans, and the time it takes to implement the resultant plans of subdivision and zoning of the lands, that the work should proceed to have these lands pre-planned to come on stream over the term of the Official Plan.

### Integrated Planning and EA Process

Tamarack (Queen Street) Corporation filed an OPA application in December 2011 to bring the subject Area 11 Urban Expansion Study Area lands into the urban area. In support of the application, various studies and plans were necessary to respond to the following specific policy requirements of Section 3.11 of the Official Plan:

6. Proponents of development will complete, to the satisfaction of the City, studies and a plan of sufficient details to:
  - a) Identify the location, timing and cost of roads and transit facilities, water and wastewater services, public utilities, stormwater management facilities required on- and off-site to service the area;

- b) Identify the natural heritage system on the site independent of the potential developable area;
  - c) Identify recreational pathways on the site;
  - d) Evaluate the adequacy of community facilities existing or planned for the area in consultation with school boards and other providers of community facilities;
  - e) Establish the mix and location of residential dwellings;
  - f) Show how the plan will achieve other policies of the Official Plan including, but not limited to, affordable housing and design; and
  - g) Meet the requirements of Phase 1 and 2 of the *Environmental Assessment Act* where required.
7. Proponents of development will prepare a Financial Implementation Plan and commit to providing:
- a) The on-site and off-site servicing systems described above through development charges or at the expense of the developer;
  - b) The natural heritage system as non-developable lands to be transferred to the City for \$1; and
  - c) The recreational pathways as identified in this Official Plan through development charges or at the expense of the developer.

To address the above policy requirements, background studies and a concept plan were developed. In support of the Official Plan Amendment and concept plan, two concurrent Class Environmental Assessment Studies/Master Plans were also initiated:

- a TMP to address and determine the road, transit network, pedestrian and cycling needs; and
- a MMS to address the water, storm drainage and sanitary requirements.

Approval of the concept plan and subsequent development applications under the *Planning Act* will be supported by these Class EAs/Master Plans.

The TMP and MMS were prepared following integration with the *Planning Act* provision of the requirements of the Municipal Class EA (Section A.2.9) process. This integrated planning and EA process entails the coordination of the planning processes, in this case of the OPA and approvals under the *Planning Act* and *Environmental Assessment Act*, provided the intent and requirements of both *Acts* are met. As such, the above studies once approved will have satisfied the requirements outlined in Section A.2.9 of the Class EA process and, therefore, will require no additional EA approvals.

This process was outlined, reviewed and accepted in the Terms of Reference for the Cardinal Creek Village Concept Plan in consultation with City staff and Tamarack (Queen Street) Corporation and its planning team.

## Study Area

The irregular-shaped study area, which comprises all of the Area 11 Urban Expansion Study Area lands referenced above, is situated east of Trim Road and the creek ravine

formed by Cardinal Creek. Regional Road (Ottawa Road) 174, which follows the shoreline of the Ottawa River, is the study area's northern limit. The southern limit of the area generally follows the bank of the south tributary of Cardinal Creek, although a significant rectangular parcel of the study area extends south of the tributary. The east limit of the area follows the rear of the properties along Ted Kelly Lane to Old Montreal Road, then along the alignment of Frank Kenny Road. These lands situated on the eastern edge of Orléans, totalling approximately 227 hectares, are highlighted on Document 1.

It should be noted that, as a result of the outcome of the Master Servicing Study and upon further environmental evaluation, staff took the position to exclude the approximate 25-hectare, rectangular portion of the study area south of the south tributary of Cardinal Creek from the limits of the concept plan. These lands are separately identified on Document 1. The south tributary is part of the significant Cardinal Creek valley system. The portion of the Cardinal Creek valley already within the urban boundary is designated in the Official Plan as an Urban Natural Feature in recognition of its outstanding natural character, features and functions. The portion of the tributary within the study area shares these outstanding values, which include mature, high quality woodland, regionally unique geological features, high quality wildlife habitat, forest interior habitat and high quality fish habitat.

If and when the balance of the designated Urban Expansion Study Area (Area 11) south of the tributary is developable, it is anticipated that the Urban Natural Feature designation would be extended to include this tributary and valley land. Any roads and services that would be extended south through the tributary to support development of the balance of the Area 11 lands would sever the tributary and associated valley at its widest and deepest point, have significant downstream impacts from erosion, and have highly destructive and irreversible impacts on the natural value of the Cardinal Creek valley lands and watercourses. Furthermore, it could not be done without contravening both Provincial and City policies for the protection of natural heritage resources.

The Cardinal Creek Village lands that comprise the concept plan, identified on Document 1, consist of approximately 208 hectares.

#### Purpose of this Report

This report seeks approval of the Cardinal Creek Village Concept Plan, with modifications, the TMP and MMS, both with modifications, and an OPA necessary to implement the Concept Plan.

### DISCUSSION

The planning of the future Cardinal Creek Village community requires the development to be integrated with the larger urban community of Orléans to the west. The Cardinal Creek Village Concept Plan process provided several opportunities for the residents of Orléans and the immediate surrounding rural community of Cumberland Ward to contribute to a collaborative community building process.

The development of the Concept Plan commenced in 2011 with the filing of an application in accordance with the *Planning Act* to amend the Official Plan with the intent of initiating an integrated planning and EA process. The Cardinal Creek Village study process has resulted in the preparation of a Concept Plan, a TMP, a Master Servicing Study and an Official Plan Amendment, each of which are described below.

## 1. Cardinal Creek Concept Plan

The Concept Plan is referenced in Document 3 to this report. It was developed based on consideration of the current conditions of the study area, servicing and transportation elements, the relevant policies of the Official Plan, and through a comprehensive community consultation process consisting of a series of workshops and public meetings and a consultation period. The Concept Plan consists of a land use plan, guiding principles, community design guidelines, and recommended implementation tools. These and other main components as well as the key features of the Concept Plan are outlined below.

### A. Components of the Concept Plan:

The six main sections of the Concept Plan include the following:

1. Context:  
This section provides a brief statement of the intent of the document and summarizes the integrated planning process and consultation process that was undertaken for the development of the Concept Plan. It also describes the subject lands and general conclusions of the background transportation, servicing and environmental systems studies that were undertaken.
2. Planning Framework:  
This section provides a brief overview of the Provincial and City policy framework that underpins the Concept Plan. It also outlines the guiding principles upon which the development of the Concept Plan was based.
3. Land Use Plan:  
This section and the accompanying detailed Appendix establish the foundation of the Cardinal Creek Village Concept Plan and contain the objectives of the Plan, including land use, residential development, employment opportunities, services, transportation and street pattern, and greenspace opportunities. The land use plan is outlined and identifies the general land use categories.
4. Community Design Guidelines:  
This section provides the framework of the design criteria for the overall identity and structure of the future community, as well as for the appearance of the built form, streetscapes and parks, that is intended to guide developers, designers and City staff in achieving high quality design.
5. Infrastructure:

This section briefly describes the full range of urban infrastructure needed to support development within the community.

6. Implementation and Interpretation:

This section describes the mechanisms which will guide the administration and implementation of the Concept Plan, including future development phasing and approvals, development agreements and front-ending agreements for the provision of infrastructure, greenspace acquisition, transit service and affordable housing.

B. Guiding Principles:

The guiding principles for the Cardinal Creek Village Concept Plan were prepared through a consultative process involving the planning team, the Ward Councillor and the public at large, and were reviewed by City staff. The seven guiding principles, stated below, represent value statements about the kind of urban environment that is desired for the community, and are consistent with the urban design policies of the Official Plan:

1. Create an Environmentally Sustainable Community.
2. Create Distinct Liveable Neighbourhoods.
3. Provide a Network of Community Facilities.
4. Provide an Opportunity for a Mix of Residential Housing Types and Densities.
5. Encourage the Development of an Attractive Commercial Area.
6. Provide Effective, Efficient, Timely Transportation that is Integrated with Land Uses.
7. Ensure Efficient and Timely Phasing of Future Infrastructure.

C. Key Features of the Plan:

The recommended Cardinal Creek Village Concept Plan reflects an urban community covering an area of approximately 208 hectares for a population of approximately 8,250 to 9,210 residents, with approximately 2,870 to 3,250 dwelling units adjusted to account for the existing residential area, and a potential employment projection of 950 to 985 jobs. The Concept Plan is intended to create a complete residential community with a full range of housing choices that is complemented and supported by appropriate community facilities such as parks and schools, while providing opportunities to work and shop in close proximity to the residential neighbourhoods. The detailed concept plan illustrates how this intent could be implemented in the future and also demonstrates the local road and active transportation network, locations of community facilities, and other infrastructure needs such as stormwater facilities. The key features of the Concept Plan are described below.

#### Residential:

The residential areas include residential uses ranging from detached dwellings to grade-related multiple-attached dwellings, such as townhouses. Multiple-attached dwellings are to be distributed throughout the residential areas to create diverse neighbourhoods and streetscapes. However, such uses consisting of various types of townhouses and low-rise apartments on sites less than 0.5 hectares in area may also be permitted along arterial roads and at the intersections of arterial roads and collector roads. Single detached dwellings are to comprise between 45 per cent and not more than 55 per cent of the total units within the Concept Plan, and a maximum of 10 per cent of dwelling units are to be apartment units, including back-to-back and stacked townhouses.

The Concept Plan area also includes the existing rural residential properties concentrated along both sides of Old Montreal Road in the southwest corner of the Plan. These properties are identified on the land use plan as Existing Residential, for which no future development pattern is provided. The existing residential area is also excluded from the Plan's statement of development potential, although a cursory reference is made to a dwelling unit projection for the existing residential area of approximately 470-500 low-density residential units. Nonetheless, the plan has accounted for these existing residential lands in its assessment of municipal infrastructure. The Master Servicing Study concludes that sufficient capacity is available in both the municipal sanitary system and water supply network to service the entire community. The storm water management plan also can accommodate the existing residential area.

#### Mixed Use:

The two areas of mixed uses referred in the Plan as Arterial Mainstreet A and B are intended to accommodate a mix of residential and non-residential land uses to serve the personal and commercial needs of both the Cardinal Creek Village Community and adjoining communities. The Arterial Mainstreet A designation along Ottawa Road 174 is intended primarily for a wide range of commercial uses in recognition of the high volume of traffic along this significant commuter highway. The range of uses may include large-format retail, convenience and personal service retail, and office and institutional uses; however, higher density residential uses, including above ground-oriented retail or office uses, are to be encouraged in this mixed use area.

The Arterial Mainstreet B designation along Old Montreal Road focused at the intersection of the major north-south collector road is intended primarily for local and personal service commercial and a range of residential uses within a human-scale, pedestrian friendly streetscape environment of freestanding or mixed-use buildings.

#### Schools:

The Concept Plan accommodates up to four elementary schools, as requested by the four area school boards. The precise location and configuration of each school site parcel are to be determined through the plan of subdivision process.



The school sites are intended to be zoned for both institutional and residential uses. In the event a school board opts not to acquire a school site established by plan of subdivision, then the lands would be developed for residential land uses.

#### Greenspace Network:

The greenspace network is comprised of lands designated as Urban Natural Features and as Major Open Space, parks, pathways and other active transportation linkages, and stormwater management facilities. The Official Plan identifies a target of total public greenspace of 4.0 hectares per 1000 population, or approximately 16-20 per cent of gross land area, including such land uses as stormwater management facilities, pathways, flood plains, hazard lands, parks, natural heritage features/areas and hydro corridors. The Detailed Concept Plan contained in the appendix of the Plan illustrates the means by which the target for greenspace can be achieved.

#### Urban Natural Features:

The Cardinal Creek valley and associated tributaries as well as the forested areas along the escarpment ridge in the northeast quadrant of the community are to be designated as Urban Natural Features and will be subject to the policies of Section 3.2.3 of the Official Plan. Such lands are to be dedicated to the City. No development is to be permitted within 30 metres of the noted Urban Natural Features until an environmental impact study is completed for the area.

#### Major Open Space:

The lands to be designated Major Open Space comprise the natural areas not intended for park purposes or that are constrained from development by wooded areas, such as those along the easterly boundary of the community, and will be subject to the policies of Section 3.3 of the Official Plan. The precise boundaries will be defined through the development review process and zoned accordingly. Any minor adjustments to the boundary would be made by zoning amendment only, while any major changes or the removal of Major Open Space would require a Council-approved amendment to the Concept Plan.

#### Parks:

The Concept Plan outlines how the Official Plan's target for parks and leisure areas of 2.0 hectares per 1000 population, or approximately 8-10 per cent of developable land area, could be achieved through the build-out of the community. A network of public parks has been conceptually illustrated on the land use plan. A refinement of these park locations and/or block sizes will occur during the processing of subdivision plans in order to ensure that the requirements of parkland dedication in accordance with the *Planning Act* requirements for residential and non-residential uses and the City's Park and Pathway Development Manual are met. The Plan provides the following hierarchy of parks to offer opportunities for a range of recreational activities:

- A community park has been located north of Old Montreal Road and is within a 10-minute walking distance of most residential areas. It is intended to function as a central community gathering place (Central Park) for the Cardinal Creek Village Community. The park fronts onto the north-south major collector road and is to function as the major, central community

amenity which takes advantage of the significant views atop the escarpment towards the Ottawa River. Located within the selected parkland area is an old stone house (not a designated heritage building), the intent for which is to provide an opportunity for adaptive re-use in conjunction with the overall park design and programming. However, a significant portion of the community park rests on moderately sloping land that would not be suitable for parkland purposes according to the City's Park and Pathway Development Manual.

While a refinement of the park location and size may occur during the plan of subdivision review process, staff are prepared to accept the community park in the location as conceptually shown on the land use plan in order to take advantage of the natural and cultural heritage assets of the area. Accordingly, the Concept Plan is to describe in detail the unique location and topographic circumstances of the community park, and that it may not meet the minimum size requirement of 3.2 hectares for such intended function.

- Four neighbourhood parks, all of which at least 1.2 hectares in area, are broadly located within the residential neighbourhoods of the community so that they can be accessed by the majority of residents with a five-minute walk.

#### Stormwater Management Facilities:

The location and size of the stormwater management facilities are conceptually illustrated on the land use plan. These facilities accommodate the stormwater management infrastructure requirements to address fish habitat objectives and contribute additional passive greenspace within the community. As such, the design of these facilities will incorporate natural landscape features and, where appropriate, pathways that are linked to the overall pathway system.

#### Pathway System:

An integrated network of multi-use pathways and sidewalks will facilitate pedestrian movement throughout the community and provide connections to adjacent communities. Within the Cardinal Creek Village community, there is to be a system of multi-use pathways and sidewalks intended to link together all schools, parks and other community facilities including open spaces such as Cardinal Creek and the Ottawa River.

#### Community Design Guidelines:

The design guidelines provide a framework of the design criteria for the overall identity and structure of the proposed Cardinal Creek Village, as well as for the appearance of new buildings, streetscape, parks and open spaces within the community. They are also intended to guide developers, builders, designers and City staff in achieving a consistently high quality design standards throughout the community building process. The application of the design guidelines in conjunction with the design policies of the Official Plan and other relevant city-wide design guidelines should ensure the final build out of Cardinal Creek Village to be an attractive, liveable and healthy community with distinct identity.

The design of the Cardinal Creek Village community is predicated on a walkable, transit supportive street network, an integrated open space linkage system, and a well-defined village core and mixed use areas at strategic locations to serve the community and beyond. Each distinctive and liveable neighbourhood will have a park, school or other amenities within walking distance. Well-designed streetscape and built form will be promoted in response to the location and intensity of the land uses.

#### Roads/Transit Network:

The land use plan establishes a network of arterial roads, specifically Regional Road 174 and Old Montreal Road, major and minor collector roads, and local roads. The location of the collector roads within the community is reflective of the pronounced topographic and natural heritage features that define the area. The local road network will be dictated by the natural and built constraints and will generally form a continuous and interconnected modified grid pattern, where possible.

The north-south major collector road that will ascend the escarpment from Regional Road 174 to Old Montreal Road and south to Frank Kenny Road is planned as a unique street to feature a multi-use pathway with a double row of trees along one side of the right-of-way.

In the long term, a rapid transit corridor may be extended to the planned community and, in this regard, a potential corridor option is shown on the land use plan and will be subject to further detailed planning to be undertaken by the City and may require a modification to the Concept Plan.

#### Pedestrian and Cycling:

A network of on-street and off-street pathways and sidewalks, including multi-use pathways, provides connectivity within the community and to adjacent areas. Many of these facilities have been incorporated into the greenspace system to facilitate safe and convenient pedestrian and cycling movement throughout the community. A major multi-use pathway is to be incorporated into the right-of-way of the north-south major collector road, described above.

#### Density Targets:

The Official Plan establishes the requirement for new communities outside of the Greenbelt to achieve a residential housing mix consisting of at least 45 per cent to 55 per cent single-detached units and a minimum of 10 per cent apartments, with the balance for multiple dwellings, and an average net residential density target of at least 34 units per hectare for all residential uses. The Concept Plan achieves the housing mix and meets or surpasses the density target with an overall average development density of between 34 and 42 units per net hectare.

#### Affordable Housing:

In accordance with the Official Plan, approximately 25 per cent of all new housing development is required to be affordable to households at or below the 30th income percentile for rental and at or below the 40th income percentile for ownership. Accordingly, the Concept Plan indeed states that approximately 25 per cent of all

housing is to be within the above-noted affordability range, assessed at the time of subdivision approval.

#### D. Implementation:

The Cardinal Creek Village Concept Plan is intended as a guide to the development of the area subject to the OPA. Some flexibility in interpretation is permitted, provided the general intent of the policies and principles of the Plan are maintained. The following outlines a few aspects that will guide the administration and implementation of the Plan.

##### Modifications to the Concept Plan:

The implementation plan outlines a change process that distinguishes between minor and major changes. Minor design changes are those that would not appreciably change the expected net impacts or outcomes associated with the project, while major changes are those that would change the intent of the EAs undertaken or would appreciably change the expected net impacts or outcomes associated with the project. A major design change would require approval by Planning Committee and City Council and external agencies as necessary, and may necessitate the completion of an amendment to the Concept Plan/EA, whereas a minor change would not. Minor changes would be made at the discretion of the General Manager of Planning and Growth Management Department and be incorporated into subdivision and/or site plan approvals, which would require the concurrence of the Ward Councillor.

##### Phasing:

It is anticipated that within each individual phase, development will occur incrementally through plans of subdivision with associated infrastructure and services being installed. The overall phasing plan for development will be determined by a number of factors, including transportation capacity, sanitary sewer capacity, and installation of stormwater management facilities required within the relevant sub-watershed.

Options for front-ending by developers will be explored by development applicant(s) in order to secure appropriate timing for both construction and repayment. The City will provide development charge credits, in accordance with the relevant legislation, where infrastructure is front-ended.

##### Greenspace Acquisition:

The network of greenspace comprises parkland, natural heritage features, stormwater management facilities and the hydro corridor that bisects the northern lands. The majority of the Greenspace is ultimately to be in placed in public ownership through: parkland and/or open space dedication through the development review process; conveyance of completed stormwater management facilities; conveyances of natural heritage features and other open spaces through the development review process. If possible, the conveyance of, or the acquisition of right-of-access over, the hydro corridor for pathway purposes could also be pursued.

A master parkland agreement will be established between the landowners within the Cardinal Creek Village community to create a mechanism that allows for compensation of parkland dedication that may be inequitably distributed across the Concept Plan area.

The City would participate in such an agreement through distribution of cash-in-lieu of parkland dedications received to landowners with an over-dedication of parklands.

## 2. Transportation Master Plan

The Cardinal Creek Village TMP is a key supporting document to the Concept Plan and serves as a companion document to the Cardinal Creek Village Community Transportation Study (CTS). These documents analyse the future long-term infrastructure needs of the planned Cardinal Creek Village community in conjunction with the 2008 TMP and Official Plan as a whole, in order to ensure that the vision, strategic objectives and supporting principles will also apply to the Cardinal Creek Village community.

The Cardinal Creek Village TMP has been prepared in accordance with the provisions of the Municipal Class Environmental Assessment (MCEA) through an integrated planning and environmental assessment process. The TMP incorporates information from the CTS together with information on the EA process and the evaluation of alternative concept plans for the development.

The major conclusions of the Cardinal Creek Village TMP include:

- The proposed Cardinal Creek Village community is assumed to develop over two horizon years, that is, to 2021, which represents a 50 per cent build-out scenario, and to 2031, which is the anticipated full build-out year of the development and the planning horizon of the Official Plan. The Cardinal Creek Village Concept Plan includes approximately 3,262 residential development units, institutional land uses and mixed-use commercial areas.
- At full build-out in 2031, it is estimated that the Cardinal Creek Village community will generate 1,460 total new vehicular trips during the weekday morning peak hour and 2,619 new trips during the afternoon peak hour. It has been assumed that the Transit Modal Split (TMS) in the development will be 43 per cent at the 2021 and 2031 study horizon years, which is in line with the future level of transit use projected for Orleans. Justification for use of 43 per cent modal split includes the construction of planned rapid transit infrastructure such as the extension of the East Transitway. Although the extension of the East Transitway is being protected through this study, implementation of the East Transitway from Blair Road to Trim Road is not yet determined.
- The Trim Road and Ottawa Road 174 intersection is presently operating at close to capacity during the weekday morning and afternoon peak hours. The critical movement at the intersection in the morning peak hour is the left-turn on the northbound approach. The future needs for the intersection are being assessed as part of the ongoing Ottawa Road 174/County Road 17 EA study.
- Screen line analysis indicates that there will be sufficient capacity at the Ottawa Road 174 and St. Joseph Boulevard/Montreal Road crossings of the Bilberry Creek Screen Line (SL45) and Green's Creek Screen Line (SL16) to

accommodate both future background traffic growth and site-generated traffic at the 2021 and 2031 horizon years during the morning peak hour, provided the infrastructure improvements identified in the City's TMP are implemented.

The following arterial road projects, new intersections and modifications to existing roadway intersections will be required. The timing of the following projects will be coordinated with the phasing of the development.

- The City of Ottawa and the United Counties of Prescott and Russell are currently undertaking a Class EA for improvements to Ottawa Road (OR) 174/County Road (CR) 17 from the Highway 417 interchange to the Town of Rockland. This ongoing EA study will address any capacity issues along Ottawa Road 174.
- Additional vehicular capacity will be provided to the Trim Road corridor through the ongoing Trim Road widening project.
- Realignment and widening of Old Montreal Road between Dairy Drive and Frank Kenny Road, from two to four lanes, will be required between 2021 and 2031 as the later phases of Cardinal Creek Village community are developed.
- The intersection of Trim Road and Dairy Drive/Taylor Creek Drive, where a roundabout is proposed to be constructed as part of the Trim Road widening, will operate at acceptable levels of service at the 2031 horizon year, after which the roundabout would be converted to a signalized intersection.
- The intersection of Trim Road and St. Joseph Boulevard/Old Montreal Road, where a roundabout is also proposed to be constructed as part of the Trim Road widening, will require a traffic signal in order to operate at a satisfactory level of service under 2031 traffic conditions. However, in the interim, under the 2021 traffic conditions, the channelized westbound right-turn lane will likely trigger its conversion to a free-flow condition and a northbound merge lane constructed on Trim Road, to provide additional capacity to accommodate the increase traffic volumes on this movement.
- The Arterial Mainstreet areas illustrated on the land use plan on either side of the proposed intersection of the north-south major collector road and OR 174 are intended to accommodate a mix of residential and retail land uses to serve the personal and commercial needs of the Cardinal Creek Village community and inter-urban commuters. This intersection is projected to operate above capacity with the existing two-lane cross-section on OR 174 and the proposed two-lane cross-section of the collector road. To serve these large commercial blocks from a traffic perspective, consideration has been given to two proposed restricted right-in/right-out accesses to and from OR 174. The ongoing OR 174/CR 17 EA study will assess any capacity issues along the highway, which may require that the north-south collector road be widened to four lanes. It is also projected that the intersection will require traffic signals with auxiliary turning lanes, but this is to be confirmed by the study. Furthermore, the EA study will also confirm whether the two restricted right-in/right-out accesses serving the proposed commercial

site would be required. The future signalized intersection of the north-south major collector road at OR 174 is to be designed to handle all traffic movements.

- The new intersection at Old Montreal Road and the proposed north-south major collector road will require either traffic signals with auxiliary turning lanes or a roundabout, while the new intersection at the southern termination of the major collector road at Frank Kenny Road will be controlled by stop signs.
- The two new intersections of the crescent-shaped minor collector roadway with Old Montreal Road will require either stop sign controls or roundabouts, while the intersection of Frank Kenny Road with Old Montreal Road at the east limit of the Cardinal Creek Village community will simply require modifications.

The completion of the following transit projects will greatly contribute to the success of the planned Cardinal Creek Village community at 50 per cent and 100 per cent build-out scenarios.

- The extension of the East Transitway is being protected through the Cardinal Creek Village TMP. However, the implementation of the East Transitway from Blair Road to Trim Road is not yet determined.
- A future potential transit corridors has been identified for protection in the preferred Concept Plan along the south side of Old Montreal Road and along the main collector road south of Old Montreal Road to Frank Kenny Road. It is intended that this corridor will be protected until it has been reviewed further as part of the update to the TMP

### 3. Master Servicing Study

The intent of the Master Servicing Study is to develop a municipal servicing design for storm drainage, wastewater collection, and water supply that would support development of the Cardinal Creek Village Concept Plan. The MSS has created a blueprint for development while maintaining sufficient flexibility to allow for future changes to the land use plan. It is prudent to develop a process to recognize that due to unforeseen circumstances, it may not be feasible to implement the projects as described in the EA reports. The implementation section of the MSS sets out the process to deal with changes, which occur after filing and obtaining approval of the EAs prior to construction.

The major conclusions of the Master Servicing Study include:

- The Master Servicing Study has built upon the conclusions of the Cardinal Creek Subwatershed Study Existing Conditions Report to develop a storm drainage and stormwater management plan for conveyance of the runoff to the proposed stormwater management facilities.
- The storm drainage system is designed using the dual-drainage concept. The minor system will be regulated using inlet control devices to convey the five-year

peak flow. Overland flow is not permitted during a five-year rainfall event. Major system events are conveyed overland to a stormwater management facility or watercourse and will not cross an arterial road.

- The storm pond discharging to the Ottawa River will provide quality treatment of rainfall runoff, and quantity control to the capacity of the existing crossing culvert under Regional Road 174. The storm pond discharging to the Cardinal Creek South Tributary will provide the erosion control, quality and quantity control.
- Wastewater servicing for the Cardinal Creek Village Concept Plan will be handled entirely with gravity sewers. A new trunk sewer parallel to the Hydro One corridor will provide a sanitary outlet that discharges to the existing sanitary sewer at Trim Road. Residual capacity will exist in the proposed wastewater network to permit urban intensification and design flexibility.
- A network of 305 mm diameter watermain provides sufficient capacity to maintain appropriate pressures and fire flows throughout the planned Cardinal Creek Village community. The north-west sector of the planned community will be connected to the 1E Pressure Zone via two connections to the existing watermain – one at the Hydro One corridor and the second at Old Montreal Road. The remainder of the proposed development will be connected to the 21E Pressure Zone at St. Joseph Boulevard.
- The various utility companies have indicated that they have adequate infrastructure in the vicinity to supply the Cardinal Creek Village Concept Plan as it develops.

Several issues arose through the review and evaluation of the Master Servicing Study and its companion reports. These issues are summarized below.

#### Establishment of Development Limit:

During the review of the various technical reports submitted in support of the Concept Plan, discrepancies in the hazard land limits adjacent to Cardinal Creek were found between the study conclusions and recommendations of the geotechnical report and those of previously prepared studies undertaken in the same area. Consequently, the proponent's planning team is required to undertake further field work and analysis of a geotechnical nature to clearly identify the limits of the hazard lands. The revised geotechnical investigation and final revised report would be reviewed before agreement is reached on the established limits of the hazard lands. The establishment of the limit of hazard lands will define the extent of the developable lands along the top of the creek valley for residential purposes, which is to be identified in the Concept Plan.

#### Hydrogeology:

An investigation of the hydrology of the subject lands was undertaken as part of the environmental assessment process. The purpose of the study was to account for the existing hydrogeological conditions of the subject lands so as to address the potential groundwater impacts of the future urban development on existing adjacent rural development, and to provide a recommended course of action to mitigate such impacts.



Critical to this investigation is the maintenance of stream base flows in the area by establishing an equilibrium or balance between surface water and groundwater throughout the affected lands after development. However, following the review of the submitted reports, it was determined that an integrated multidisciplinary approach to the matter of this water budget exercise was not undertaken, and the interim water budget reports subsequently submitted require additional work to be undertaken.

The scope of the additional work necessary to finalize the study has been accepted by the City and the Rideau Valley Conservation Authority, and the related field work is underway. The final report conclusions will identify areas to be protected or mitigated in order to maintain existing stream flows, and may also affect the size and designs of the proposed stormwater management facilities.

#### Karst Formations:

A preliminary evaluation of the karst formations within the Cardinal Creek valley lands was completed as part of the hydrogeological report. The evaluation concluded that additional fieldwork was to be undertaken in the spring of this year, during seasonal high water flow conditions. That fieldwork has taken place and the resulting addendum report outlines the spring condition observations. Accordingly, the report and its findings are to form part of the revised hydrogeotechnical report and Master Servicing Study.

#### Excluded Lands:

The approximate 25-hectare rectangular portion of the study area south of the south tributary of Cardinal Creek, separately identified on Document 1, has been deliberately excluded from the limits of the Concept Plan primarily to maintain the environmental integrity of the intervening valley lands of the south tributary. These lands are to remain designated in the Official Plan as Urban Expansion Study Area. Nonetheless, the future serviceability of these lands was considered as part of the Master Servicing Study undertaken in support of the Cardinal Creek Village area. In this regard, the study does indeed conclude that sufficient capacity is available in both the municipal sanitary system and water supply network to service the excluded lands in the future. Storm water management for the excluded lands would be entirely self-contained south of the creek tributary.

#### 4. Details of Official Plan Amendment

The proposed Official Plan Amendment in Document 2 is required to implement the Cardinal Creek Concept Plan. The Amendment will make a number of revisions to the schedules within the Official Plan to account for the changes in land use and to make revisions to the transportation network.

The Cardinal Creek Concept Plan was prepared in satisfaction of the policies of Section 3.11 of the Official Plan, which require that a comprehensive study of lands designated on Schedule B as 'Urban Expansion Study Area' be completed prior to bringing the lands into the urban area. The policies also require that an Official Plan amendment be undertaken to put in place a General Urban Area designation. This amendment also is required to implement the infrastructure, environmental and open space provisions

contained in the Cardinal Creek Concept Plan for the eventual coordination and integration of the subject lands into the Urban Area.

The following amendments to the Official Plan will implement the Cardinal Creek Concept Plan that has been completed:

- Schedule A – Rural Policy Plan is to be amended to remove the Urban Expansion Study Area designation east of Cardinal Creek and to identify the subject lands Urban Area;
- Schedule B – Urban Policy Plan is to be amended to delete the Urban Expansion Study Area designation over the subject lands and replace it with the appropriate urban land use designations;
- Schedule C – Primary Urban Cycling Network and Schedule E – Urban Road Network are to be amended to add the necessary on-road cycling routes and arterial and collector roadways to reflect the transportation infrastructure established within the Cardinal Creek Concept Plan;
- Schedule I – Multi Use Pathways and Scenic Entry Routes (Urban) is to be amended to add the necessary off-road and on-road city-wide and community multi-use pathways, and to extend the Scenic Entry Route symbol farther east along Regional Road 174; and
- Schedule J – Cycling, Multi-Use Pathways and Scenic Entry Routes (Rural) is to be amended to delete the subject lands from the schedules;

## 5. Report Recommendations

As a result of the issues identified through the review of the Cardinal Creek Village Concept Plan, TMP and MSS being recommended for approval, the recommendations contained within this report propose that various modifications be made to the documents prior to Council's adoption of the by-law to implement the Official Plan amendment. These modifications are contained in the Conditions of Approval, as shown in Document 6. The rationale for each of the report recommendations and requested modifications is provided below.

### Recommendation 1:

That the Planning Committee recommend that Council approve the Cardinal Creek Concept Plan in Document 3, the Transportation Master Plan in Document 4 and the Master Servicing Study in Document 5, which have been submitted under separate cover, all subject to the conditions listed in Document 6.

The above recommendation seeks Planning Committee's approval of the three above-referenced plans and study, subject to the respective modifications being made to each document, as listed in Document 6. The intent for these modifications is summarized below.

The modifications to the Cardinal Creek Village Concept Plan entail both minor editing and syntax errors that need to be addressed prior to the production of the final draft of

the document. In addition, the following more substantial changes to the document are required:

- to revise the Land Use Plan and Concept Plan illustrations and figures to reflect the revisions to be made to the established limit of development adjacent to Cardinal Creek, to extend the pathway network in certain locations, to revise the reference to the future transit option, and to better address the development potential related to the existing residential area; and
- to clarify and expand upon the text of some of the descriptions of intent for various aspects and amenities proposed in the Plan, and to clearly express a maximum floor area for large-format retail stores permitted in the Arterial Mainstreet land use.

The modifications to be made to the TMP also entail a few changes to the document, including: the removal of all figures and text that refer to lands outside of the proposed urban area expansion boundary; and identifying and better defining the preferred transit corridor and its width and alignment.

Finally, several modifications to the Master Servicing Study and its companion Geotechnical and Hydrogeology reports are necessary to address multiple issues, specifically:

- The findings of the technical reports have been found to support the Concept Plan in general. However, there are outstanding items that require further detailed investigation, as discussed above. Specifically, resolution is required on establishing the limit of the hazard lands along the Cardinal Creek valley lands and its tributaries that impacts the extent of the residential development along them. Revisions to the geotechnical report in this regard are required.
- The water budget report, originally addressed in both the hydrogeology and Master Servicing Study reports, is presently being revised and updated. The final conclusions of the revised report will identify areas to be protected or mitigated in order to maintain existing stream flows, and may affect the size and design of the proposed stormwater management facilities.
- The findings of the field investigation on the presence of karst formations in the area are to be finalized in a revised report.

#### Recommendation 2:

That the Planning Committee recommend that Council approve Official Plan Amendment No. XX to the City of Ottawa Official Plan, as detailed in Document 2, to implement the Concept Plan, subject to modifications to Schedule 2 of the amendment to redefine the limits of the General Urban Area designation along Cardinal Creek in accordance with Condition h) of the Conditions of Approval Specific to Document 5, attached as Document 6.

This recommendation seeks adoption of the above described Official Plan Amendment, subject to further changes to the urban policy plan schedule that will be necessary to define the final development setback as determined by the revised Geotechnical study.

### Recommendation 3:

That the Planning Committee recommend that Council direct Tamarack (Queen Street) Corporation to prepare a financial implementation plan and commit to providing the on-site and off-site servicing systems supported by the recommendations of the Transportation Master Plan and Master Servicing Study.

This recommendation addresses the following matter.

In accordance with Policy 7 of Section 3.11 of the Official Plan, as outlined in the Background to this report, proponents of development are to 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 developer, the natural heritage system as non-developable lands to be transferred to the City, and any recreational pathways identified in the Official Plan also through development charges or at the developer's expense. Such financial plan has not been prepared to date.

#### Development Charges:

This area is currently designated as rural under the current Development Charge By-law. There is a requirement to amend the boundary to incorporate these lands within the current suburban (Area 2) charge zone.

Various infrastructure and cost allocation issues yet have to be resolved. The proponent is to provide additional information to the City for review to clearly identify the location of various capital projects, together with the purpose and primary beneficiaries, both internal and external to the development. In general, the proponent will be responsible for funding the required on-site internal servicing costs related to a plan of subdivision. The City will use a mix of revenues to fund the external infrastructure costs with development charges covering a portion of the eligible capital costs, which also must be within the 10-year historic level of service cap. Presently, it is not known what approach the City will take in establishing various capital funding priorities and which portion can be included in the development charge calculation. Currently, development charge reserve funds are expected to fund the net development charge recoverable project cost for a particular service across the city, and the funding priority that those projects receive is determined within the various MMS. Therefore, a study will be required to forecast any capital requirements and to ensure that the funding of any new infrastructure is coordinated with larger servicing objectives. The study will also provide estimates of development timing, potential financing costs, develop detailed plans for required infrastructure and a structure for cost sharing.

#### Cost Sharing/Front-end Agreements:

As development proceeds within the Cardinal Creek Village Concept Plan, innovative implementation strategies will be required in order to ensure the timely advancement of municipal infrastructure and community amenities and facilities. A cost sharing/front end agreement will be established within the Cardinal Creek Village Concept Plan to provide for landowners who wish to front-end and share the costs contemplated in the development of major spine infrastructure (roads, sewer and water) and public

amenities, and in doing so, front end for those benefiting landowners who choose not to participate in the upfront funding of the costs contemplated in a comprehensive cost sharing agreement that addresses community land and shared infrastructure principles.

#### Recommendation No. 4:

That the Planning Committee recommend that Council support alternative commemorative street naming guidelines for use in the Cardinal Creek Concept Plan area to reflect in the naming of streets the names of individuals from the local heritage context.

The Concept Plan proposes the use of street names within Cardinal Creek Village community that honour individuals and their past contributions to the local community. The names of a few such individuals may not meet the criteria of the City's commemorative street naming guidelines, so an alternative set of criteria is recommended for consideration in the Cardinal Creek Village community. Consequently, Council's support of alternative commemorative street-naming guidelines is being sought.

#### RURAL IMPLICATIONS

An investigation of the hydrology of the lands was undertaken as part of the EA process to account for the existing hydrogeological conditions of the subject lands so as to address the potential groundwater impacts of the future urban development on the existing wells of adjacent rural development, and to provide a recommended course of action to mitigate such impacts.

An integrated multidisciplinary approach to evaluate the water budget of the future development lands is to be completed. Consequently, the conditions of approval outlined in Document 6 address this and other related outstanding works to be completed prior to the adoption of the subject OPA.

#### CONSULTATION

Consultation is an integral part of both the Planning and Class EA process. Consultation and the exchange of information was undertaken throughout the assessments using a variety of methods including meetings with community associations and the general public, electronic information distribution and regular meetings with the planning team, approval agencies, and the Ward Councillor.

Three public meetings were held in the community for the development of the Cardinal Creek Village Concept Plan to which a total of approximately 160 people attended. The purpose of each meeting is provided below.

- Public Meeting No. 1 (Open House) – held June 27, 2012. The public was provided the opportunity to review and comment on the study area's existing conditions,

identify constraints and opportunities, and contribute to the policies and processes guiding this development.

- Public Meeting No. 2 (Workshop) – held September 25, 2012. The public was provided the opportunity to develop and shape the plan for the Cardinal Creek Village community.
- Public Meeting No. 3 (Open House) – held November 29, 2012. The public was provided the opportunity to comment on the preliminary land use concepts that were developed and the alternative design concepts for the transportation and infrastructure supporting the proposed land uses.

Additional meetings were held with area land owners and community groups as required. Scheduling of consultation opportunities corresponded to key project milestones throughout the process.

A complete summary of the public input and the outcome of the above consultations undertaken during the development of the Cardinal Creek Village Concept Plan are contained within Document 7. A brief outline of the primary issues that were raised during the various public meetings, from comment sheets and other submissions to the Planning Team and the Ward Councillor, is provided below along with responses, additional actions or clarifications to each issue raised.

- **Natural Environment:**

A prevailing comment expressed was for as many trees as possible to be preserved throughout the subject lands to be developed. In addition, it was clearly expressed that the existing Karst formations within the Cardinal Creek valley lands and associated tributaries be protected.

Response: The significant natural areas have been protected and incorporated into the Concept Plan. The extent of the Karst formations has been evaluated and will not be impacted by the proposed development.

- **Density:**

There was a general desire expressed that the development plan provide for a mix of community uses and housing types that respond to the needs of seniors.

Response: A mix of residential types, including multiple-attached and apartment dwellings, park facilities, and a village core area have been incorporated into the Concept Plan to provide a reasonable range of housing and local service opportunities.

- **Commercial Development:**

It was clearly stated that the density and scale of the mixed-use commercial blocks proposed abutting Regional Road (Ottawa Road) 174 be controlled so that it does not negatively impact the flow of traffic along this important commuter highway.

Response: The type of commercial uses intended for the “Mainstreet” blocks proposed along the highway are primarily those typically associated with high-volume traffic areas. However, high density residential uses are to be permitted and

encouraged in these mixed-use areas in order to achieve an enhanced character and built form immediately adjacent to the highway and bank of the Ottawa River.

- Land Use:

A general and frequent comment was made to require that the layout of the development plan is sensitive to the surrounding existing residents by ensuring the least impact as possible on the continued enjoyment of their respective properties. It was also strongly encouraged that live/work opportunities be planned for in the land use concept plan.

Response: The land use concept plan incorporates appropriate buffers, parkland and open spaces abutting existing land uses, and also proposes only low-density residential uses in the vicinity of the existing rural residential properties. Also, live/work opportunities will be possible throughout all residential and mixed-use areas, particularly within the planned Arterial Mainstreet blocks. The implementing Zoning By-law would appropriately address this land use.

- Schools:

The location of schools in proximity to parkland and pathways was encouraged.

Response: All four of the local school boards provided input into the location and number of elementary schools required to serve the proposed community. No secondary schools were identified as being needed. The concept plan responds by reserving four school blocks within the planned community, all of which are accessible by sidewalk or pathways, and are situated in close proximity to the planned parks.

- Transit and Transportation:

The public sought assurance that the planned transportation system to serve the new community is appropriately and functionally integrated with the current transportation service in place. The requirement for the planned community to provide a well-connected network of pedestrian and cycling facilities was also clearly expressed.

Response: Through the conclusions of the study conducted for the subject lands, a dedicated transit corridor has been protected to accommodate future transportation planning for the potential extension of rapid transit. Also, local transit services will be provided in accordance with the growth that is projected in the subject planning area. A road network has been developed to serve the needs of both the existing and planned communities, and internal and external connectivity has been considered. The study identified certain road improvements that will be appropriate for the external and internal road network necessary to support the ultimate development of the Cardinal Creek Village Concept Plan. In addition, all pathways and sidewalks to be provided will connect the planned neighbourhoods and link to the external systems where possible.

- Servicing:  
Several comments were offered to ensure that environmental sustainability concepts, such as wastewater and grey water reuse, LEED initiatives, and community gardens, among others, would be integrated into the community design.

Response: The servicing for the planned community has been designed in accordance with current City policies, guidelines and operational objectives, which support environmental sustainability objectives.

Notification and public consultation was also undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. A summary of the public comments received in response to the proposed Official Plan Amendment is provided in Document 8.

#### COMMENTS BY THE WARD COUNCILLOR

Councillor Blais provided the following comments.

“Councillor Blais is excited by the opportunity Cardinal Creek Village presents for Orléans and Cumberland and indeed all of Ottawa. The concept plan demonstrates a form of suburban development that brings together the best elements of village lifestyle, downtown accessibility and suburban neighbourhood living. The opportunity for a village Main Street concept providing storefront retail with mixed-use opportunities above will be unique for suburban development in Ottawa. The vistas looking out onto the Ottawa River, Gatineau Hills and Petrie Island will provide unique opportunities for both neighbourhood and recreational development. I strongly support the preservation and renovation of heritage buildings on the site for community use and for park planning opportunities outside the typical park design currently employed in Ottawa. The opportunities for improvements to Old Montreal Road for both motorists and cyclists will be quite beneficial to both the future community and the existing residents in and around Cumberland.

The development should ensure pedestrian access to Cardinal Creek so that current and future residents can enjoy this wonderful natural feature. The proposed pathway network connecting the entire community to natural features such as Cardinal Creek and Petrie Island will encourage outdoor activity and provide many opportunities for residents. Finally, the developer’s offer to front-end significant park and roadway development to ensure access to these amenities early on in the development is important. For too long suburban communities have grown and grown without the parks, recreational facilities, pathways and roads necessary to form a complete community. With Cardinal Creek Village, we hope to change that!”

#### LEGAL IMPLICATIONS

The Cardinal Creek Village Concept Plan has been prepared using an integrated planning and environmental assessment process. The Transportation Master Plan and Master Servicing Study were prepared in accordance with the integrated approach



Planning Act provision of the Municipal Engineers Association Environmental Assessment Process. As such, the approval of the Transportation Master Plan and the Master Servicing Study, in the Environmental Assessment context, will occur with the Official Plan Approval.

As discussed in the report, these lands have been identified for urban development in the Official Plan through OPA. 76. As such an Official Plan amendment is required at some point to implement this objective. Given this context, if it occurred that there were any concerns by Committee or Council, Legal Services would recommend that the appropriate course of action would be to refer the matter back to staff as opposed to refusing the amendment.

#### RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

#### FINANCIAL IMPLICATIONS

Tamarack (Queen Street) Corporation will be responsible for the preparation of a financial implementation plan and for providing the on-site and off-site servicing systems supported by the recommendations of the Transportation Master Plan and Master Servicing Study.

#### ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

#### ENVIRONMENTAL IMPLICATIONS

The Class EA studies undertaken as part of the integrated planning and EA process compiled an inventory of existing features and provided an evaluation of those features, considered the impacts of any land-use activities on natural features, and developed a recommended strategy to mitigate any adverse effects to protect and restore the natural systems for the benefit of all.

#### TECHNOLOGY IMPLICATIONS

Information Technology has approved this report without comment.

#### TERM OF COUNCIL PRIORITIES

This strategic direction report will help fulfill the 2010-2014 Term of Council Priorities in the areas of Healthy and Caring Communities, Transportation and Mobility, and financial responsibility.

### APPLICATION PROCESS TIMELINE STATUS

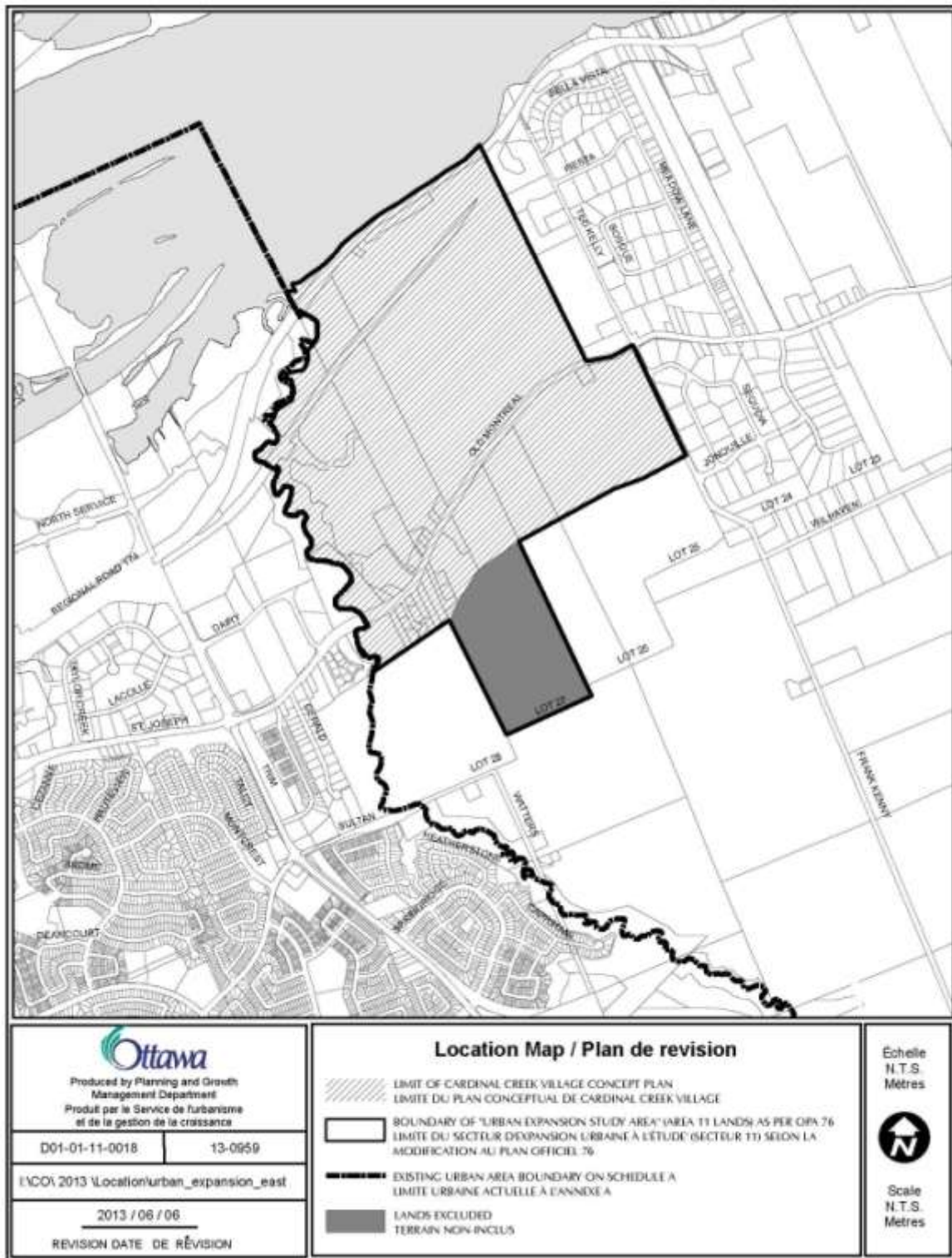
The application was not processed by the On Time Decision Date established for the processing of Official Plan Amendments due to the complexity of the issues generally associated with an integrated planning and EA process, such as transportation and transit, servicing, hydrogeology and geomorphology, stormwater management and for the creation of a community concept plan for the study area.

### SUPPORTING DOCUMENTATION

Document 1 Location Map  
 Document 2 Official Plan Amendment  
 Document 3 Cardinal Creek Village Concept Plan (issued separately)  
 Document 4 Transportation Master Plan (issued separately)  
 Document 5 Master Servicing Study (issued separately)  
 Document 6 Conditions of Approval  
 Document 7 Public Consultation Report (issued separately)  
 Document 8 Consultation Details

### DISPOSITION

1. Legal Services to forward the implementing by-law for the Official Plan amendment to City Council upon request from the Planning and Growth Management Department.
2. Planning and Growth Management Department to issue the Notice of Decision within 15 days of City Council adopting the implementing by-law for Official Plan Amendment No. XX.
3. Planning and Growth Management Department to revise Annex 5 to the Official Plan to indicate that the Cardinal Creek Village Concept Plan is a completed Policy Plan approved by the City Council.
4. Prior to proceeding to Council for approval, Planning and Growth Management Department will amend the reports in accordance with Recommendation 1 of this report.
5. Planning and Growth Management Department to initiate a revision the City's Street Naming By-law in accordance with Recommendation 4 to this report.

**LOCATION MAP****DOCUMENT 1**



Official Plan Amendment No. \_\_\_\_ Modification du Plan directeur

**To the Official Plan for the City of Ottawa**

**LAND USE**

**Utilisation du sol**

---

**INDEX**

	PAGE
STATEMENT OF COMPONENTS .....	
PART A – THE PREAMBLE .....	
1. Purpose .....	
2. Location .....	
3. Basis .....	
PART B – THE AMENDMENT .....	
1. Introduction .....	
2. Details of the Amendment .....	
3. Implementation and Interpretation .....	
SCHEDULES	
Schedule 1 Amendment to Schedule A – Rural Policy Plan	
Schedule 2 Amendment to Schedule B – Urban Policy Plan	
Schedule 3 Amendment to Schedule C – Primary Urban Cycling Network	
Schedule 4 Amendment to Schedule E – Urban Road Network	
Schedule 5 Amendment to Schedule I – Multi-Use Pathways and Scenic-Entry Routes (Urban)	
Schedule 6 Amendment to Schedule J – Cycling, Multi-Use Pathways and Scenic Entry Routes (Rural)	

## STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Official Plan Amendment No. \_\_\_\_ to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes the actual Amendment No. \_\_\_\_ to the Official Plan for the City of Ottawa.

### PART A – THE PREAMBLE

#### Purpose

The purpose of Amendment No. \_\_\_\_ is to amend Schedules A, B, C, E, I and J to the Official Plan for the City of Ottawa to implement the land uses and transportation infrastructure established by the Cardinal Creek Concept Plan.

#### Location

The lands subject to this amendment are situated within the study area for the Cardinal Creek Village Concept Plan that now has been completed. The study area is located in the east end of the City of Ottawa, east of the Orléans urban community, and encompasses the lands generally east of the ravine formed by Cardinal Creek, west of the rural estate residential properties along Ted Kelly Lane to Old Montreal Road, then along the alignment of Frank Kenny Road, south of Regional Road (Ottawa Road) 174 and generally north of the top of bank of the south tributary of Cardinal Creek. The lands consist of approximately 208 hectares.

#### Basis

Beginning in 2007, the City undertook a comprehensive “five-year Official Plan Review” as required by the *Planning Act*. Official Plan Amendment No. 76 (OPA 76) to the Official Plan for the City of Ottawa was adopted by Ottawa Council on 24 June 2009 and was approved with modifications by the Minister of Municipal Affairs and Housing on 24 December 2009, subsequently, a number of appeals with the Ontario Municipal Board.

The detailed chronology of subsequent events are part of the public record, but after approximately one year of deliberation at the Ontario Municipal Board (OMB), OPA 76 was approved, as modified and ordered by the Board. The Cardinal Creek Village lands were approved for inclusion in the City’s Urban Area by OMB orders dated 12 June and 9 July 2012 and designated “Urban Expansion Study Area” in the Official Plan. The policies of Section 3.11 of the Official Plan outline the criteria that must be satisfied prior to such Urban Expansion Study Area lands being designated as General Urban Area.

In December 2011, Tamarack (Queen Street) Corp. began the formal process of amending the Official Plan to permit the urban development of the subject lands. The

application was assessed under the Integrated Process of the *Environmental Assessment Act* and the *Planning Act*.

As part of satisfying the requirements of Section 3.11 of the Official Plan, background studies and a 'concept plan' were submitted and reviewed during the course of 2012 and 2013. An extensive and comprehensive public consultation process was also conducted during 2012. Several alternatives were presented to the community and the City and critically analysed. Ultimately, a preferred land use concept was developed.

It should be noted that, as a result of the outcome of the Master Servicing Study and upon further environmental evaluation, staff took the position to exclude the approximate 25-hectare, rectangular portion of the Area 11 study area south of the south tributary of Cardinal Creek from the limits of the concept plan. This amendment, therefore, excludes those lands from being brought into the Urban Area at this time; they are to remain designated as Urban Expansion Study Area in the Official Plan for consideration at a future date.

The Cardinal Creek Village Concept Plan that has resulted from this process:

- has evaluated and provided for sufficient community facilities, based on the Official Plan policies for residential unit mix and density;
- identifies a natural heritage system in accordance with Section 2.4.2 of the Official Plan;
- identifies recreational pathways, also to be further identified in plans of subdivision;
- provides a comprehensive set of urban design guidelines, including the creation of four distinct precincts carefully designed with unique urban type neighbourhoods, each with its own character, sense of place and distinct identity;
- demonstrates the achievement of relevant Official Plan policies;
- has met the requirements of the *Environmental Assessment Act* as determined through the integrated planning and EA process;

The Cardinal Creek Village Concept Plan now forms the basis for this Official Plan Amendment. Upon adoption by Council, the Concept Plan will guide the urbanization of the subject lands.

To implement the Cardinal Creek Village Concept Plan, the subject amendment involves several changes to the schedules and one change to the text of the Official Plan, as follows:

- changing Schedule A – Rural Policy Plan to remove the Urban Expansion Study Area designation east of Cardinal Creek and to identify the subject lands Urban Area;
- changing Schedule B – Urban Policy Plan to delete the Urban Expansion Study Area designation over the subject lands and replace it with the appropriate urban land use designations;
- changing both Schedule C – Primary Urban Cycling Network and Schedule E – Urban Road Network to add the necessary on-road cycling routes and arterial and collector roadways to reflect the transportation infrastructure established within the Cardinal Creek Concept Plan;

- changing Schedule I – Multi Use Pathways and Scenic Entry Routes (Urban) to add the necessary off-road and on-road City-wide and community multi-use pathways, and to extend the Scenic Entry Route symbol farther east along Regional Road 174; and
- changing Schedule J – Cycling, Multi-Use Pathways and Scenic Entry Routes (Rural) to delete the “On-Road Cycling Route” and “Scenic Entry Route” symbols from within the expanded Urban Area lands.

REVISED / RÉVISÉ



## PART B – THE AMENDMENT

### 1. Introduction

All of this part of this Document entitled Part B – The Amendment consisting of the following text and attached schedules, constitutes Amendment No. \_\_\_\_ to the Official Plan for the City of Ottawa.

### 2. Details of the Amendment

The Official Plan for the City of Ottawa is hereby amended as follows:

2.1. The following amendments to Section 6 – Schedules of the Official Plan are to be made:

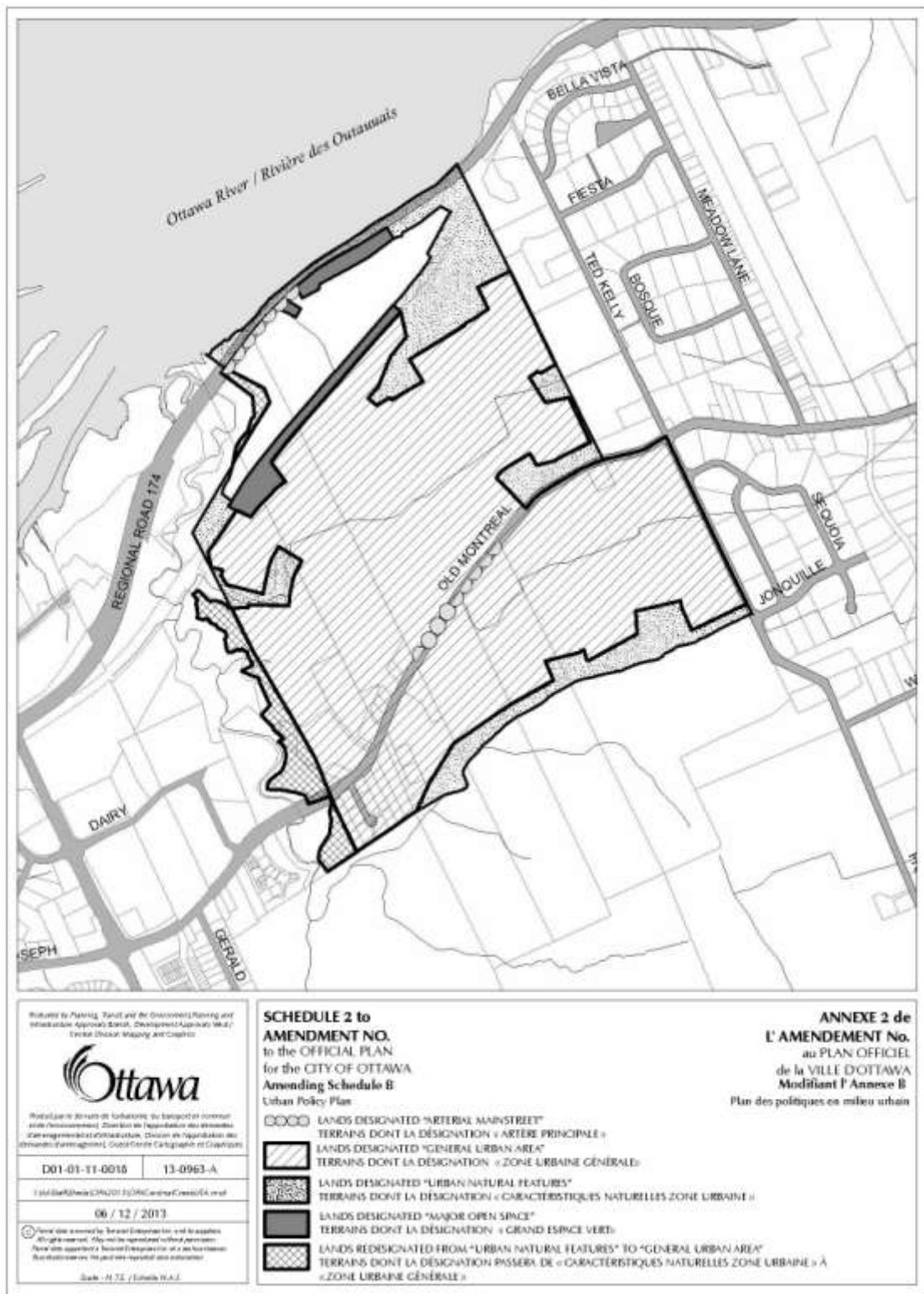
- a) Schedule A – Rural Policy Plan is hereby amended by deleting the “Urban Expansion Study Area” designation and the underlying “General Rural Area” and “Rural Natural Feature” designations over the lands situated in the extreme northeast sector of the Urban Area, and by extending the Urban Area Boundary eastward along the limits of the said lands and designating them accordingly as “Urban Area”, as shown on Schedule 1 attached to this amendment.
- b) Schedule B – Urban Policy Plan is hereby amended by deleting the “Urban Expansion Study Area” designation over the lands abutting the extreme northeast limit of the Urban Area Boundary and replacing it with the “General Urban Area”, “Major Open Space”, “Urban Natural Feature” and “Arterial Mainstreet” designations, as shown on Schedule 2 attached to this amendment.
- c) Schedule C – Primary Urban Cycling Network is hereby amended by adding the “On-road Cycling Routes” symbol in the location shown on Schedule 3 attached to this amendment.
- d) Schedule E – Urban Road Network is hereby amended by adding the “Arterial, Existing”, “Major Collector, Proposed”, and “Collector, Proposed” symbols in the locations shown on Schedule 4 attached to this amendment.
- e) Schedule I – Multi-Use Pathways and Scenic-Entry Routes (Urban) is hereby amended by adding the “Multi-use Pathways – Off-Road” and “Multi-use Pathways – On-Road Connections” symbols for both City-wide and Community Routes, and by extending the “Scenic Entry Route” symbol, all in the locations shown on Schedule 5 attached to this amendment.
- f) Schedule J – Cycling, Multi-Use Pathways and Scenic Entry Routes (Rural) is hereby amended by deleting the “On-Road Cycling Route” and “Scenic Entry Route” symbols from within the expanded Urban Area lands shown on Schedule 6 attached to this amendment.

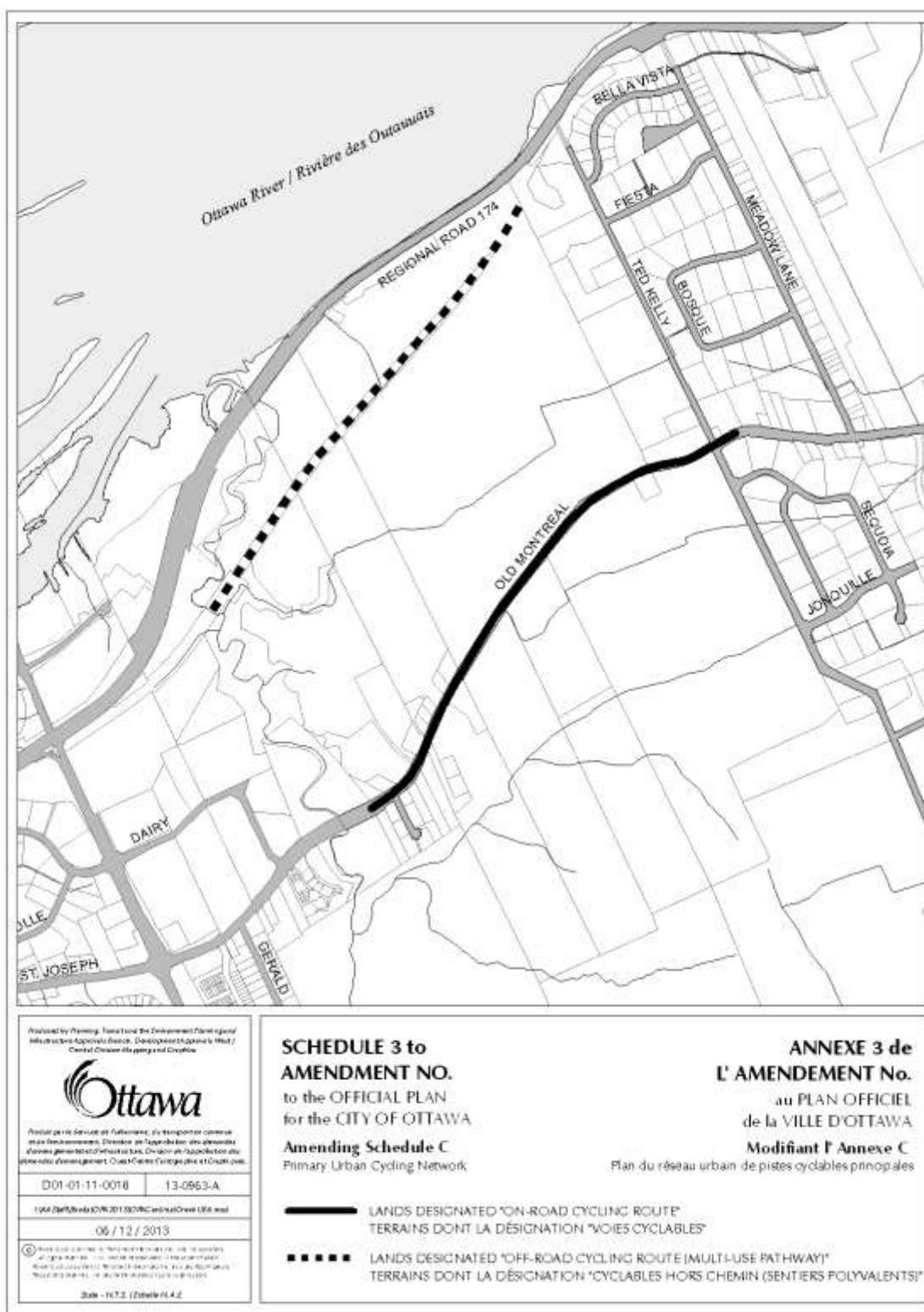
### 3. Implementation and Interpretation

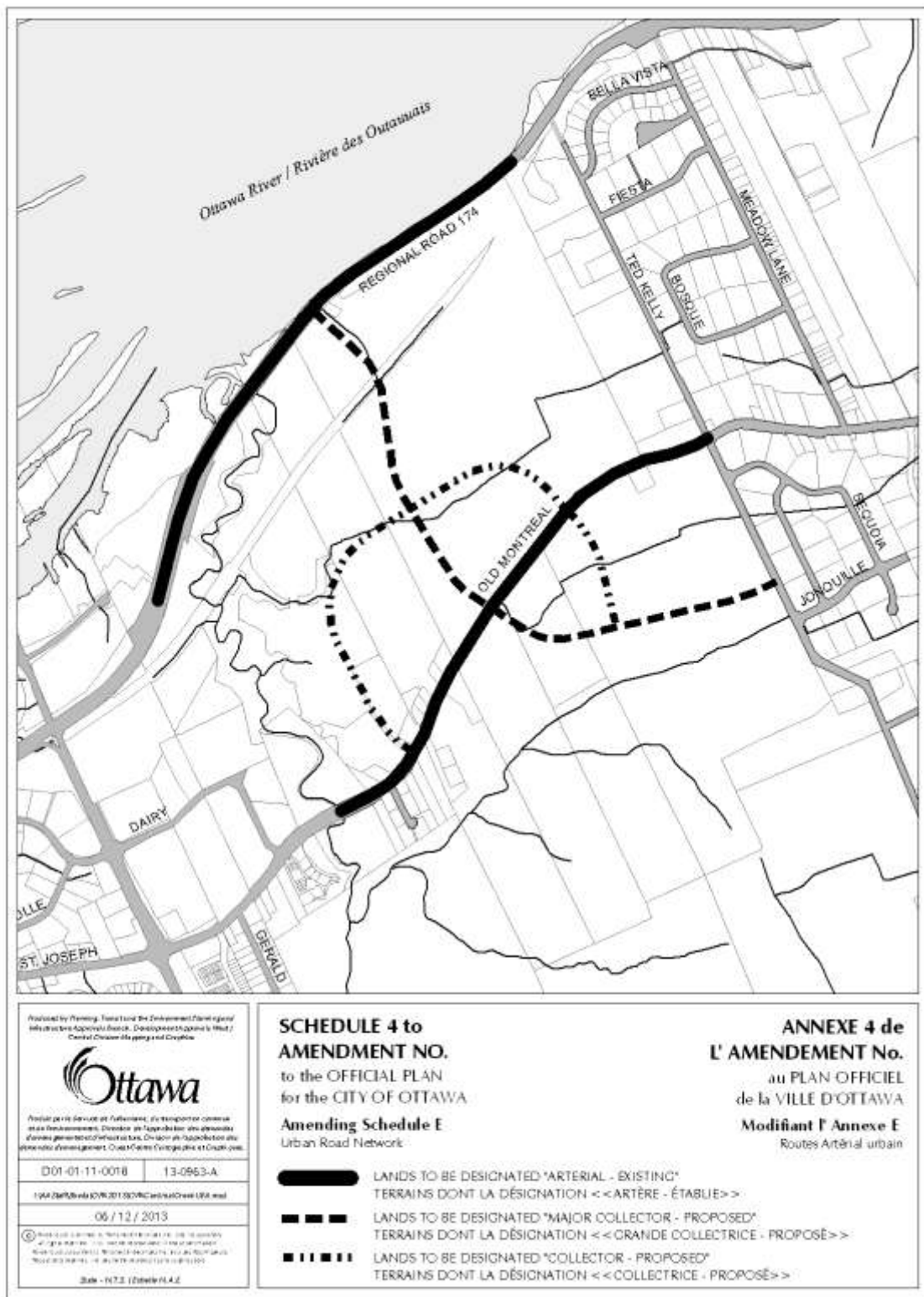
Implementation and Interpretation of this Amendment shall be made having regard to applicable policies set out in the Official Plan for the City of Ottawa.

REVISED / RÉVISÉ















**CONDITIONS OF APPROVAL****DOCUMENT 6****1. Conditions of Approval specific to the Cardinal Creek Village Concept plan:**

Tamarack (Queen Street) Corp. agrees to revise the Cardinal Creek Village Concept Plan (Document 3) to address all of the matters itemized below to the satisfaction of the General Manager of Planning and Growth Management and prior to the adoption of the By-law to implement the Official Plan Amendment for the Cardinal Creek Village Concept Plan.

- a) Amend Document 3 to revise Figures 2 and 10, and all other supporting land use plan illustrations, including Figures 3, 4, 11, and 12 (as renumbered), to reflect a revised realignment of the established limit of development adjacent to Cardinal Creek;
- b) Amend Document 3 to revise Figures 2 and 10 and all related text to be consistent with the revisions to the TMP;
- c) Amend Document 3 to clarify and expand upon the descriptions of intent for various aspects contained within the Concept Plan, such as, but not limited to, the use of alternative roadway cross-sections, provision for street trees, the community park, and to outline the proposed alternative approach to the City's commemorative street naming policy for the Cardinal Creek Village community to reflect the names of individuals unique to the local cultural heritage in the naming of streets.
- d) Amend Document 3 to revise several figures and tables contained in the Concept Plan, including Figure 3 to extend the pathway network in certain locations, and Tables 3 and 4 to better account for the development potential related to the existing residential area; and
- e) Amend Document 3 to add a maximum floor area for the large-format retail uses permitted in the Arterial Mainstreet "A" land use.

**2. Conditions of Approval specific to Transportation Master Plan:**

Tamarack (Queen Street) Corp. agrees to revise the Transportation Master Plan (Document 4) to address all of the matters itemized below to the satisfaction of the General Manager of Planning and Growth Management and prior to the adoption of the By-law to implement the Official Plan Amendment for the Cardinal Creek Village Concept Plan.

- a) Amend Document 4 to remove all figures and text showing reference to lands outside of the proposed urban area expansion boundary.
- b) Amend Document 4 so that the preferred transit corridor will be identified as part of transit corridor Option B from the Trim Road Park-and-Ride to where Option B turns off Old Montreal Road and continues south to Frank Kenny Road in an alignment between Transit Options A and B. The corridor is to be wide enough to accommodate Bus Rapid Transit and the alignment sufficient to accommodate Light Rail Transit. Such alignment is to be identified in the City's revised TMP update now underway.

**3. Conditions of Approval specific to the Master Servicing Study:**

Tamarack (Queen Street) Corp. agrees to revise the Master Servicing Study (Document 5) and companion reports to address all of the matters itemized below to the satisfaction of the General Manager of Planning and Growth Management and prior to the adoption of the By-law to implement the Official Plan Amendment for the Cardinal Creek Village Concept Plan.

- a) Amend Document 5 to remove all figures and text showing reference to servicing lands outside of the proposed urban area expansion boundary.
- b) Amend Document 5 to include: i) a servicing allowance for the lands outside the limits of the Cardinal Creek Village Concept Plan area within the balance of the "Area 11 Lands" to remain designated "Urban Expansion Study Area" in the Official Plan, and ii) service to the full development potential of the lands identified as Existing Residential in Figure 2 of the Cardinal Creek Village Concept Plan.
- c) Amend Document 5 to expand the drainage area tributary to Pond 1 to include the area identified as Existing Residential in Figure 2 of the Cardinal Creek Concept Plan.
- d) Amend Document 5 to comply with the City's current sewer design guidelines as they relate to the proposed 1.5-metre cover over the storm Trunk 1A.
- e) Amend Document 5 such that the stormwater management ponds are shown within blocks that include both an area for the pond and an amenity/sediment management area.
- f) Amend Document 5 to revise Section 3.3 to reflect the updated Hydrogeology report, as amended by these conditions.
- g) Amend Document 5 to revise Section 3.4 to insert the revised memorandum from Dr. Worthington that states that no karstic hazard to construction was identified in the study area.
- h) Amend Document 5 to revise Section 3.10 to reflect the development setback as determined by condition 1a).
- i) Amend Document 5 to revise Section 9.5 to include the updated Water Budget section prepared by J.F Sabourin and Associates Inc.
- j) Amend the companion Geotechnical Report to Document 5 as follows:
  - i. to show a slope stability section within the proposed stormwater management pond at the North Tributary and to confirm tension cracks at section "Q".
  - ii. to provide justification for the 2- to 3-metre grade raise. Such justification shall state that, for development applications, one fully sampled borehole must be completed within the deep clay deposit area, and a profile of moisture content must be provided.
  - iii. to reflect the existing condition of the Cardinal Creek Valley land, subject to erosion control work at one agreed upon location (section "Q"). The plan shall show the stable slope limit, the toe erosion allowance and the access allowance and the 30-metre distance from the natural high water mark (NHWM).

- k) Amend the companion Existing Condition Report: Hydrogeology to Document 5 to include background data for the water budget and to further substantiate the impact of the proposed development on the existing wells in the area.

REVISED / RÉVISÉ

**CONSULTATION DETAILS****DOCUMENT 8****NOTIFICATION AND CONSULTATION PROCESS**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. Public notification of the submission of the OPA and request for public and technical agency comments on the proposed OPA and preliminary land use development plan was sent on November 29, 2012. A subsequent request for public and technical agency comments was sent on December 21, 2012.

**PUBLIC COMMENTS**

The following table summarizes the various comments and public input received in response to the initial and revised zoning amendment proposals. Comments from approximately 25 members of the public were received. The main issues raised are listed. Staff's responses to each issue are provided.

<b>Summary of Public Comments</b>	
<b>Comments</b>	<b>Staff Response</b>
<p><u>Land Use/ Urban Design:</u></p> <ul style="list-style-type: none"> <li>• The proposed commercial use along Highway 174 is out of character with the existing natural assets along the Ottawa River, and the need for additional commercial use within the proposed development is questioned. Preservation of what little remaining waterfront exists along the river is preferred.</li> <li>• Make better use of the Ottawa River shoreline by realigning a segment of Highway 174 slightly southward to create space for recreational activities along the shoreline. The Cardinal Creek plan does not improve the natural state of the waterfront, nor does it enhance the peoples' connections with the natural environment.</li> </ul>	<p>The land use objectives of the Concept Plan seek to ensure that a wide range of community facilities and services are provided and appropriately located to meet the needs of future residents, and to provide viable locations for appropriate employment activities. The proximity of the subject lands to Highway 174 makes it reasonable to consider locating a mix of residential and non-residential use to achieve these objectives.</p> <p>The planned community is envisaged to be a contemporary master-planned community that embraces the asset of the existing natural heritage features, such as the Ottawa River. The design guidelines outlines the importance of the Ottawa River shoreline for recreational purposes, and, subject to the ongoing Ottawa Road 174 Class EA study, the planned system of multi-use pathways and sidewalks is intended to link all community facilities to open spaces including along the Ottawa River.</p>

<ul style="list-style-type: none"> <li>• There is a lack of proposed community space in the four quadrants of the proposed land use plan.</li> <li>• Provide for an extension of the multi-use pathway along the east bank of Cardinal creek, from Old Montreal Road to Hwy. 174.</li> <li>• Prohibit commercial development along Frank Kenny Road.</li> <li>• Restrict housing types bordering existing rural estate developments to only large lot singles.</li> <li>• Provide schools within the community to avoid the need to bus students.</li> <li>• The details about the proposed parks are scarce.</li> </ul>	<p>The Concept Plan provides a neighbourhood park and school within each of the planned neighbourhoods. Any other community services would be situated in the arterial mainstreet areas, which will be accessible within a 5- to 10-minute walk from anywhere in the community.</p> <p>The Official Plan already protects for such a multi-use pathway corridor along the creek. The policies in the proposed OPA will address this connectivity. The draft plan of subdivision will ensure connections to the creek corridor are protected.</p> <p>No commercial development is planned along Frank Kenny Road.</p> <p>Only low-density, low-rise residential development is planned adjacent to existing rural residential properties.</p> <p>Four sites are reserved for elementary schools to meet the needs of the area school boards.</p> <p>The park programming needs will be discussed with the public's involvement during the plan of subdivision approval process.</p>
<p><u>Transportation/ Transit:</u></p> <ul style="list-style-type: none"> <li>• Old Montreal Road should be widened in the future; in its present state, it is not adequate for the projected population increase.</li> <li>• The proposed expansion of the current alignment of Highway 174 up to 6 lanes is premature and undermines the options defined within the study zone of the Highway 174 EA currently under way. The plan should include an option for a southern route diagonally through the urban expansion study lands to be considered as part of the EA.</li> <li>• While Highway 174 has a bus lane, it is already gridlocked during the a.m. and p.m. peak periods, notwithstanding the already congested single lanes in each direction east of Trim Road to Rockland and a potential inter-provincial bridge connection.</li> </ul>	<p>The Concept Plan and TMP require that Old Montreal Road be upgraded to an urban arterial roadway when traffic volumes warrant it.</p> <p>The ongoing Ottawa Road 174/County Road 17 EA study will examine all reasonable road alignment alternatives and capacity issues for the highway abutting the planned Cardinal Creek Village community.</p> <p>The ongoing Ottawa Road 174/County Road 17 EA study will examine all reasonable road alignment alternatives and capacity issues.</p>

<ul style="list-style-type: none"> <li>• New arterial roadways should not feed into Frank Kenny Road or Montreal Road.</li> </ul>	<p>The TMP identifies the need for such intersections to properly integrate the planned community with the surrounding road network.</p>
<p><u>Servicing:</u></p> <ul style="list-style-type: none"> <li>• Explain how are the existing residential properties in the affected area are to continue on private services despite the new development surrounding them.</li> <li>• The existing karst formations in Cardinal Creek should be taken into consideration given the proposed increased drainage flows into the creek.</li> <li>• Overflow waste water from sump pumps of the Jonquille Way estate lots is currently pumped into the south tributary of Cardinal Creek. The proposed development must take this existing condition into consideration.</li> </ul>	<p>Prior to the adoption of the Concept Plan and supporting Master Servicing Study, the City and RVCA are to be satisfied that the groundwater recharge, discharge and off-site impacts have been adequately addressed.</p> <p>The study undertaken to examine the karst formations concluded that the formations will not be impacted by the planned residential development.</p> <p>Any off-site drainage currently flowing through the lands covered by the Concept Plan lands will have to be taken into account in the detailed design of the infrastructure, as is the standard practice.</p>
<p><u>Impact on existing properties:</u></p> <p>The property taxes of existing property owners will increase. Will the current residents be forced to connect to urban water and sewer services?</p> <p>The property taxes of those properties east of Frank Kenny Road will be affected by the proposed urban expansion.</p> <p>The plan should restrict mid- and high-rise apartment buildings so as not to ruin the western sunsets for the existing residents.</p> <p>Noise barriers should be provided along the east side of Cardinal Creek to reduce the noise of the industrial operations of the dairy facility west of the creek.</p>	<p>All existing properties in the subject lands will be brought into the urban area and will likely be assessed at the urban rate to some extent, as not all urban services will be provided immediately.</p> <p>There should be no affect on the property tax rates of those properties that are to remain in the rural area.</p> <p>Only low-rise residential development will occur along Frank Kenny Road and abutting the properties along Ted Kelly Lane.</p> <p>This matter will be addressed through the draft plan of subdivision approval process. It is noted that the dairy facility is approximately 160 metres from the nearest proposed residential property.</p>

## COMMUNITY ORGANIZATION COMMENTS

The proposed plans and reports were also made available to the local community associations for comment. Comments were received from the Cardinal Creek Community Association and the Cumberland Community Association. The comments of both associations, and the staff responses, are provided below.

Cardinal Creek Community Association (CCCA):

Following the recirculation of revised documents to the CCCA, City staff and the proponents met with the executive of the Association on 7 May 2013 to discuss the revised Concept Plan and supporting studies. The CCCA now supports the revised Cardinal Creek Village Concept Plan and supporting studies, as Tamarack (Queen Street) Corp. has clearly exercised its due diligence based on the current guidance provided by the City of Ottawa.

However, the CCCA requests that the City consider the following revisions to its current public consultation policies concerning the integrated planning and EA process:

- 1) Specify the state of completeness that documents circulated to the public must be in order to be counted as a recognized public meeting during the process review. (i.e. 80 per cent complete); and
- 2) Specify that one of the required public consultation meetings in the community must be on the final or near final product, after expert review, so that the public is informed and has a chance to review the final product with the developers' experts.

The CCCA further requests that the Planning and Growth Management Department will put forward a resolution to make these procedural changes that will enhance the public consultation portion of the rather new integrated planning and EA process. The CCCA look forward to receiving written correspondence indicating what procedural changes have been made.

Finally, the CCCA would like the City's support to preserve the grist mill built in 1885 by Isodore Cardinal within the ravine of Cardinal Creek through obtaining the appropriate heritage designation for it.

**Staff Response:**

On the first matter, this is a request for future reconsideration of the current public consultation process (currently outlined in Subsection 5.2.3 of the Official Plan), in the vein of "lessons learned" for the future, as there are several other designated urban expansion study areas throughout the City where a similar integrated planning and EA process may be undertaken.

This matter has been directed to the Policy Development and Community Planning Branch to consider the CCCA's concern and recommendations as part of the ongoing Official Plan Review process or other appropriate avenue. The actions to be taken in this regard are to be communicated to the Association following the conclusions of staff's consideration.

On the matter of the preservation of the grist mill, while the mill lies outside the limits of the study lands, the Department's Heritage Services Unit will investigate this request.

### Cumberland Community Association (CCA):

The CCA submitted the following comments concerning the updated land use concept plan and supporting studies on 1 May 2013.

“The Cumberland Community Association (CCA) appreciates this opportunity to comment on the *updated* draft plan Cardinal Creek Village CONCEPT PLAN April 2013, *originally* submitted by Tamarack (Queen Street Corp.) in December 2012. While revisions have been made based on City Planning requests, no changes are proposed to address the concerns raised in our submission dated 18 January 2013. While we recognize that the developer has in many ways respected the preferences of the local communities our concerns were not fully assuaged by a meeting held by the developer with community stakeholders, on April 29th, specifically the intricately intertwined issues of the assumed widening of Ottawa Road 174 and the massive mixed land use development along Ottawa River / Ottawa Road 174 (OR174).

#### **Widening Ottawa Road 174 from 2 to 4 to 6 Lanes**

Ottawa Road 174 is currently the subject of an EA due to be completed in 2014. This EA is considering the broad issue of how the transportation system in the east end of the city can best be upgraded to accommodate the current and long term future growth of Clarence-Rockland and areas beyond, recognizing that the City's priority is enhanced public transportation rather than increased roads. It is currently examining three options, two of which include a connector road from the 174 and Trim to link with an east highway to Rockland.

The current proposal *continues* to assume the outcome of the EA, which is, widening of OR174 from 2 to 4 to 6 lanes. We believe that this assumption is flawed. This proposal falls short of a Plan “B” in the plausible the event that the EA rules out widening the OR174 east of Trim Road and proposes instead a southerly connector to an east highway (e.g. Innes Road) which would service many growing communities of the south and east region of the City and Rockland. The traffic volumes on OR 174 would be significantly reduced making the proposed 2 to 4 to 6 lane expansion unnecessary. Thus, we believe that with reduced vehicular traffic on OR174, the viability of the scale of commercial development proposed along OR174 is severely challenged.

Concurrently, we are **adamantly** opposed to the proposed two additional access roads onto the 174 to service the commercial development. These entrances are unequivocally targeting east-bound vehicular commuters as the entrances are proposed to be “right-in, right-out” access. This would result in 3 new entrances onto the OR174. We conclude that the widening of OR174 is solely to access the proposed large commercial development by eastbound commuters since the connector road into the development is proposed to be only two lanes.

In any event, we believe that this aspect of the proposal cannot be approved until the final recommendation arising from the EA report on this issue has been made.

#### **Mixed Land Use along the Ottawa River/Ottawa Road 174**



The proposed plan uses the “Arterial Mainstreet A” designation along OR174 defined in part by “large format retail stores and supermarkets” to serve the needs of “both Cardinal Creek Village Community and adjoining communities”. The City of Ottawa is moving away from massive sprawling box store developments and the CCA *continues* to question the need for this “A” designation. Currently there is significantly underused shopping capacity at Place d’Orléans, along St Joseph Boulevard and Trim south to Innes, which have ample capacity for growth.

The proposal’s commercial development along OR174, appears to be focused primarily on providing retail services to vehicular commuters traveling east (to Rockland). In this regard the proposal is not in keeping with the concept of “complete communities” which the City of Ottawa favours, in which amenities are made accessible in the community, for the community, primarily by pedestrian or cycle traffic, and are hence centrally rather than peripherally located. By focussing commercial development along the central thoroughfare (Cardinal Village Drive) to Old Montreal Road the community would achieve a true traditional village Main Street, easily accessible from all quadrants of the development. Residential development could instead enjoy the magnificent views over the river keeping the commercial activity internal to the community it is designed to serve.

We feel compelled to point out that nowhere else in the City has commercial development been allowed immediately adjacent to the Ottawa River or any other major waterway. Rather, previous councils and planners have recognized the exceptional public value of our waterways and have preserved them in perpetuity with parkland with low speed limit parkways to enable the public to enjoy the scenic beauty supported by cycling and walking pathway. The CCA supports this vision for OR 174, from Trim Road to the east city boundary, in keeping with what has been done elsewhere in the City and providing a link to the bike path from downtown that now ends at Trim Road. This would be in line with the City’s own stated intention of ensuring attractive, welcoming entrances to the City of Ottawa.

Finally, the CCA would like to point out that in west end of Ottawa there is extensive river access to the public through green spaces (Parkdale to Island Park, Kanata) and huge city owned and operated parks and beaches (Britannia, Andrew Haden, Dick Bell) all connected by pathways, which is currently not available to east end residents.

## **Conclusion**

As stated in our original submission, the Cardinal Creek Village Urban Expansion Area provides a wonderful opportunity to create a special new community that takes advantage of the scenic beauty of rural Cumberland and the Ottawa River. While the Tamarack Homes proposal as submitted does recognise the beauty of the area in general, and we appreciate their ongoing commitment to developing a unique and stunning flagship community, it *continues* to fail to realize and respect the full potential of the environmental setting and thus requires amending. We feel that the commercial space for this community should be focussed on the central area – Cardinal Creek Drive and Old Montreal Road – rather than at the periphery and that the planned development of the area adjacent to the Ottawa River be amended to residential, supported by an

enhanced two lane OR174 with northern border widened shoulder for multi-use pathway along the river's edge to the Village of Cumberland.

In this the 400th anniversary year of Samuel de Champlain's voyage up the Ottawa River past our shores, the City of Ottawa Planning Committee needs to preserve the scenic beauty of the region by insisting that retail operations and a multilane highway do not border the Ottawa River in the nation's capital. "Walmart by the Water" is unacceptable! We can do better!"

#### Staff Response:

As noted above, the ongoing Ottawa Road 174/County Road 17 EA study will examine all reasonable road alignment alternatives and capacity issues for the highway abutting the planned Cardinal Creek Village community.

The Cardinal Creek Village Concept Plan reflects the outcome of the various studies undertaken in conjunction with the community consultation process. The provision of commercial land uses along Regional Road 174 was concluded to be a viable location for appropriate employment opportunities and community service needs.

#### TECHNICAL AGENCY COMMENTS

The proposed plans and reports were sent to the various public and technical agencies typically circulated for Official Plan Amendments for their comments. Responses expressing no concerns were received from several agencies, but the following comments were received from the the Ottawa Catholic School Board, Conseil des écoles publiques de l'Est de l'Ontario (CEPEO), Bell Canada, and the Rideau Valley Conservation Authority (RVCA). The comments of each agency, and the staff responses where warranted, are provided below.

#### Ottawa Catholic School Board:

- The Board notes that one JK-6 elementary school site would be required within the subject lands.
- The school site located within Phase 1 of the development is the Board's preferred location.
- The site that has now been assigned to the Board is in the second phase of the development, south of the minor collector. While the Board recognizes that the ultimate configuration of the site will be finalized during the subdivision stage, the site as it is currently designed in the *Cardinal Creek Village Concept Plan*, dated April 2013, is unacceptable to the Board. According to this concept, there is only frontage on one minor collector road. The Board generally prefers frontage on a minimum of two neighbourhood streets. The site is further located immediately across the street from another school site which will likely cause unwarranted traffic congestion during peak operating hours.
- At the time this proposed development enters the subdivision stage, the Board will be requesting changes to the location and configuration of this site.

- The Board has no objection to the dual zoning of our school site for both institutional and residential uses.

**Staff Response:**

When the Planning Team consulted with all School Boards, two Boards indicated a need for school sites within the next 5-year period while the two remaining Boards indicated a need within the next 10-year period. Rather than assign school sites to specific Boards through the Concept Plan process, it is better dealt with through the usual course of the draft plan of subdivision application process.

**Conseil des écoles publiques de l'Est de l'Ontario (CEPEO):**

- CEPEO asks to reserve a land of six acres for a French elementary public school. The site could be five acres if next to a local park or neighbourhood park.
- CEPEO has reserved a site of 2.43 hectares (6 acres) for the future elementary public school. This site should be accessible by road and municipal services by 2016 if possible.

**Bell Canada:**

- An easement may be required to service the subject property, depending on a review of more detailed applications under the Planning Act.

**Rideau Valley Conservation Authority (RVCA):**

The RVCA has been involved extensively in the consultation undertaken as part of the integrated planning and EA process. While the Authority acknowledges that the subject lands can be serviced and developed for the proposed uses, and that the studies and reports supporting the Concept Plan may have merit, in the opinion of the RVCA, the reports are not sufficient to satisfy the requirements of the integrated planning and EA process for the subject lands.

**Staff Response:**

City staff are continuing to work with the RVCA and the project planning team to resolve the outstanding issues that are described in the Discussion section of this report. Consequently, the report's recommendations propose that the various necessary modifications be made to the documents prior to Council's adoption of the by-law to implement the Official Plan Amendment.