

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. (23) 14-96-0019
Your File/V/Réf.

DATE 16 October 1996

TO/DEST. Coordinator
Planning and Environment Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **CITY OF GLOUCESTER OFFICIAL PLAN
AMENDMENT NO. 13**

DEPARTMENTAL RECOMMENDATION

That Planning and Environment Committee recommend that Council not approve Official Plan Amendment No. 13, in that it is contrary to the Regional Official Plan.

BACKGROUND

On 13 Jan 1993, Regional Council adopted Regional Official Plan Amendment No. 35, which established policies for the South Urban Community (River Ridge) in the City of Gloucester. As part of this Amendment, certain lands between the Rideau River and River Road were designated Waterfront Open Space. The City of Gloucester objected to the Waterfront Open Space designation north of Gloucester Glen (and another designation immediately to the south) - see Annex I - and their objection, along with that of three other parties, affecting land between the Rideau River and River Road, will be the subject of an OMB pre-hearing on 13 Dec 1996.

Various meetings between Regional and Gloucester staff have failed to resolve fundamental differences and on 14 May 1996, Gloucester City Council accepted their staff's recommendations that the appeal to the OMB be retained and that an Official Plan Amendment be prepared to allow for country estate residential development in the Waterfront Open Space designation north of Gloucester Glen.

The Official Plan Amendment

Official Plan Amendment No. 13 was adopted on 9 Jul 1996. It amends the text of the parent Official Plan to permit seven residential country estate lots by subdivision and one by severance on private services and designates the river frontage as "Open Space" (Annex II). Prior to its adoption, it was circulated to numerous agencies and those with substantive comments are noted below.

AGENCY COMMENTS

Ottawa International Airport Authority

The Ottawa International Airport Authority (OIAA) is opposed to residential development at this location. The OIAA notes it is virtually in a direct line with arriving or departing aircraft and would also be under the flight path of the new east-west runway proposed in the Airport Master Plan. The OIAA also notes that aircraft activity (both number and frequency) has increased significantly in recent years and that with the construction of U.S. Inspection Service pre-clearance facilities, activity will increase even further.

Transport Canada

Based on the findings of an aircraft noise study, Transport Canada does not support the use of these lands for residential development. However, if the City chooses to proceed with residential development, a study would be needed to establish what building measures could be included to mitigate against aircraft noise. Homes should be equipped with central air conditioners so windows do not need to be opened; noise warning clauses should be registered on title and, a permanently posted warning sign should be erected on the property. Transport Canada is not aware of any other developments in the Ottawa area that will be as significantly impacted by aircraft noise as this one.

Rideau Valley Conservation Authority

The Rideau Valley Conservation Authority has concerns that the development will be on private services and would prefer it to be on full municipal services. Particularly, they note a proposed lot of 0.2 ha may not be feasible since the minimum area for a sewage envelope on clay soils is a .24 ha. Given that the area is designated “South Urban Centre” in the Gloucester’s Official Plan; the amendment is a fundamental change in how the development will be serviced. The RVCA support the Open Space designation along the river.

REGIONAL COMMENTS

The subject lands are designated “Waterfront Open Space - South Urban Centre” by Amendment No. 35 to the Regional Official Plan and, as such, residential development is not a permitted use.

Servicing of these lands by private well and septic system does not conform to the Regional Official Plan policy which states “all new development within the Urban Area designated in Schedule A shall be serviced entirely by the central systems for water supply and sewage treatment”.

The location of these lands within the 30-35 NEF aircraft noise contours is an obvious concern. In the latest publication from Transport Canada, new residential development should not be undertaken within these contours.

PUBLIC CONSULTATION

The public notice and meeting requirements of the Planning Act, 1990 were satisfied by the process adhered to the Gloucester City Council. No further public consultation is required to consider Amendment No. 13.

FINANCIAL IMPLICATIONS

Regional staff resources are already committed to the OMB hearing on Regional Official Plan Amendment No. 35. No additional costs will accrue to the Region should Gloucester City Council choose to appeal Regional staff's recommendation on Amendment No. 13.

CONCLUSION

As the Regional Official Plan designation as it affects these lands has been referred to the OMB by the City of Gloucester and as Amendment No. 13 does not conform to the designation and other policies in the Regional Official Plan, it is appropriate that the Amendment be referred to the OMB so that all relevant planning documents will be at the Board for its consideration.

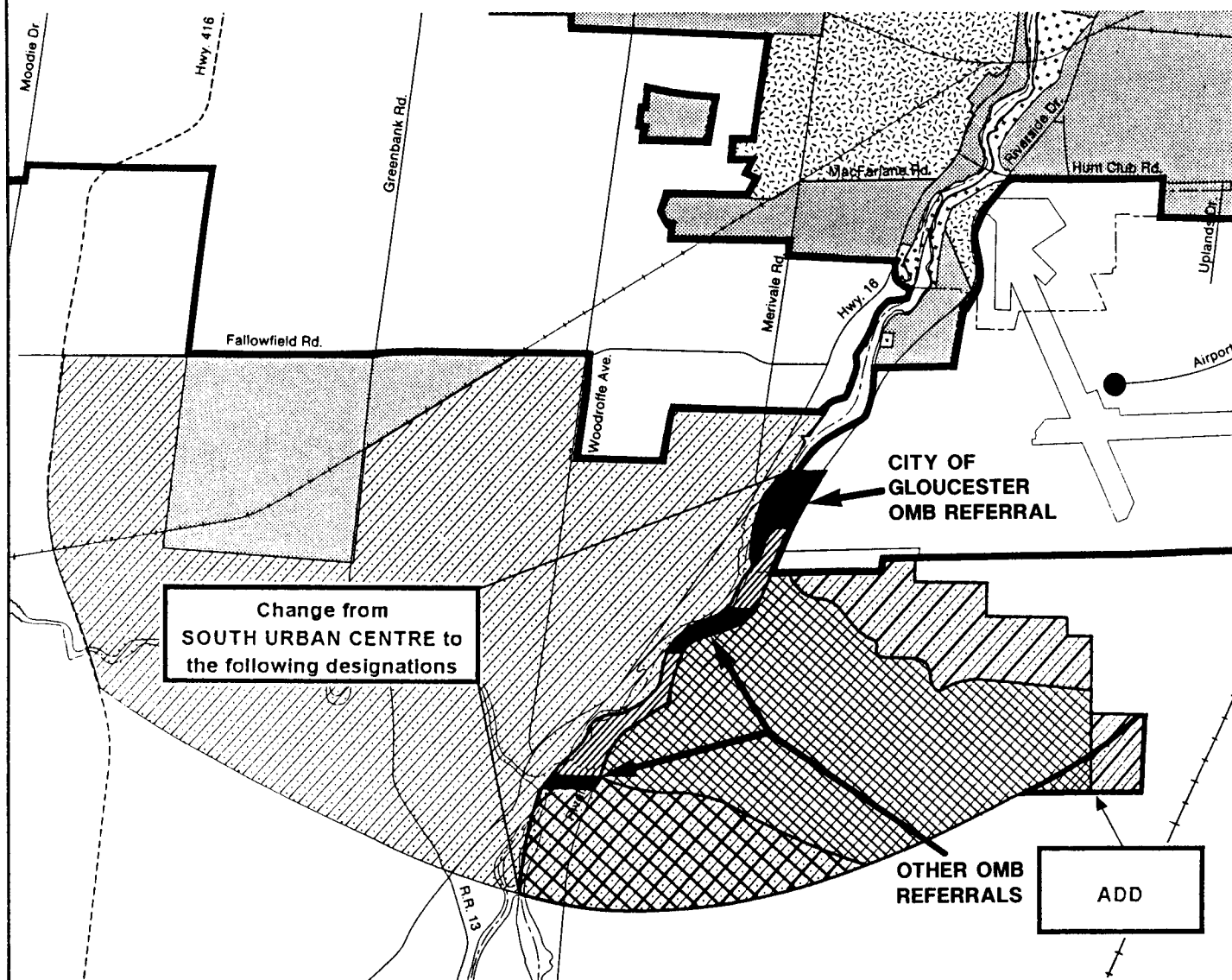
As the amendment was adopted under the new Planning Act (Bill 20), it is no longer possible for Regional Council to refer the amendment to the OMB. The alternative process established under Bill 20 is for Council to refuse to approve the amendment and then the City of Gloucester would appeal to the OMB by filing a notice of appeal with the Region.

*Approved by
N. Tunnacliffe, MCIP, RPP*

NTB/km

SCHEDULE 2 OF AMENDMENT 35 OFFICIAL PLAN (1988) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

LA CARTE LÉGALE 2 DE L'AMENDEMENT 35 LE PLAN DIRECTEUR (1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON



OFFICIAL PLAN-SCHEDULE B
URBAN POLICY PLAN

PLAN DIRECTEUR-ANNEXE B
PLAN DES POLITIQUES EN MILIEU URBAIN

EXTENSIVE EMPLOYMENT AREA		ZONE D'EMPLOI À FAIBLE INTENSITÉ
GENERAL URBAN AREA		ZONE URBAINE GÉNÉRALE
TRANSPORTATION SPECIAL STUDY AREA		ZONE D'ÉTUDE SPÉCIALE - TRANSPORT
WATERFRONT OPEN SPACE (SOUTH URBAN CENTRE)		ESPACE VERT RIVERAIN (CENTRE URBAIN SUD)

Scale 1:75,000 Échelle

PART B - THE AMENDMENT

1.0 INTRODUCTORY STATEMENT

All of this portion of the document entitled Part B - The Amendment, and attached map designated Schedule 'A' constitutes Amendment Number 13 to the Official Plan for the City of Gloucester.

2.0 DETAILS OF THE AMENDMENT

The Official Plan is amended as follows:

1. Section 6.1.3 (a) is hereby amended by adding the following new paragraphs at the end:

"However, for the property located north of the existing Gloucester Glen community, east of the Rideau River, west of River Road and south of the Greenbelt, where central services are not presently available, residential country estate lot development, by plan of subdivision for a maximum of 7 lots, will be permitted to occur on the basis of private services provided the requirements of the Ministry of Environment and Energy are satisfied. Minimum lot size will be 0.8 hectares."

Additional conditions for development by plan of subdivision will include the following:

- a) notification and registration on title and in Purchase and Sale Agreements of noise impacts from airport operations.
- b) preparation of an acoustical noise study which addresses specifically mitigation measures in housing construction including the installation of a central air conditioning system.
- c) permanent signage on site about noise sensitivity and impacts from airport operations,
- d) proper rezoning of the property, and,
- e) preservation of a linkage or corridor of land along the waterfront for public access and recreational usage.

Notwithstanding, one 0.2 hec. lot may be created at 3792 River Road by severance provided the zoning requirements are met. Conditions of severance will include:

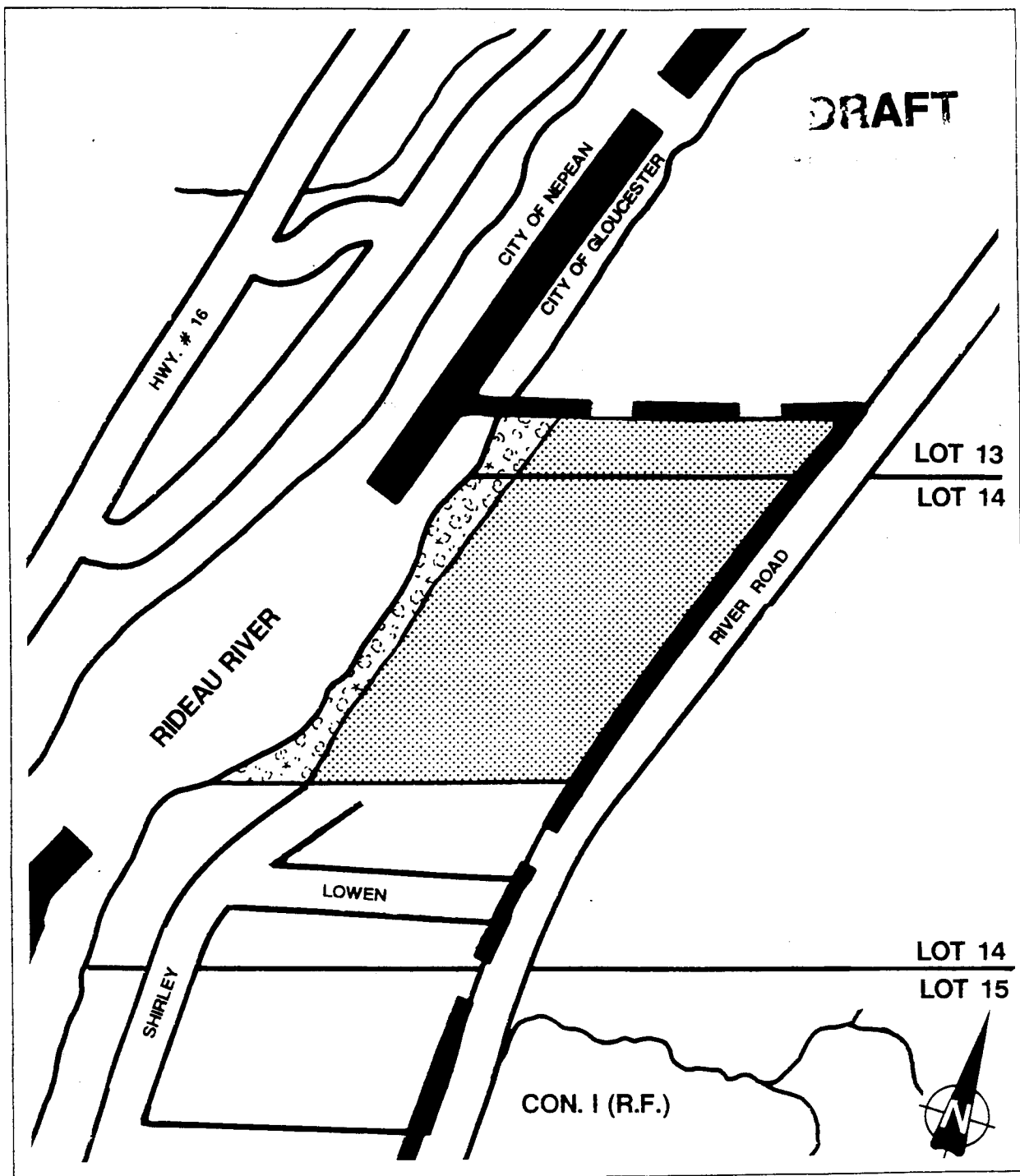
- a) notification and registration on title and in Purchase and Sale Agreements of noise impacts from airport operations, and,
 - b) preparation of an acoustical noise study which addresses specifically mitigation measures in housing construction including the installation of a central air conditioning system.
2. Schedule A-3 (Plan of Land Use) to the Official Plan is hereby amended by changing the land use designation of a portion of the lands designated 'Residential' to 'Open Space' as shown on Schedule 'A' to this amendment.

3.0 IMPLEMENTATION

This Amendment shall be implemented by the powers conferred upon the City of Gloucester by The Planning Act 1996, The Municipal Act, The Township of Gloucester Act, 1973, or any other statutes which may apply.

4.0 INTERPRETATION

The provisions of Section 11.2.4 of the Official Plan of the City of Gloucester, shall apply.



Lands designated to change
from "Residential" to
"Open Space"



Lands designated to remain
"Residential"

CITY OF GLOUCESTER PLANNING AREA

official plan

amendment no. 13

schedule "A"

LAND USE MAP



Gloucester

EXCERPT FROM SCHEDULE A-3 (PLAN OF LAND USE)
OFFICIAL PLAN OF THE
CITY OF GLOUCESTER

scale 1:2500

date JUNE 96

prepared by the planning department