

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

REPORT
RAPPORT

Our File/N/Réf.	11-96-0513
Your File/V/Réf.	
DATE	29 April 1997
TO/DEST.	Co-ordinator Planning and Environment Committee
FROM/EXP.	Planning and Development Approvals Commissioner
SUBJECT/OBJET	PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 66 LEBRETON FLATS

DEPARTMENTAL RECOMMENDATION

That, subject to the public meeting, Planning and Environment Committee recommend that Council enact a bylaw to adopt Regional Official Plan Amendment 66, attached as Annex A to this report.

BACKGROUND

In 1989, the Regional Municipality of Ottawa-Carleton, the City of Ottawa and the National Capital Commission began a planning process for LeBreton Flats. Five concepts for the area were prepared and one was selected through public consultation and technical analysis. In the spring of 1991, Regional Council, the City of Ottawa Council, and the National Capital Commission endorsed the concept plan selected through this process. Approval was also given to additional planning work and a start on negotiations among the three parties to transfer land among themselves to permit development of the concept plan.

The *LeBreton Flats Master Land Agreement* was signed by the three parties in 1996. It sets out the conveyances, easements and other measures needed to consolidate all developable lands under the NCC's ownership, protect all existing municipal infrastructure, and assemble land for the transitway under Regional ownership. The agreement also outlined a process whereby the NCC would apply for amendments to the Regional Official Plan and the City of Ottawa Official Plan, based on the concept plan. Once both official plan amendments are approved, the arrangements detailed in the land agreement can occur.

Amendment 66 is thus the next step in the planning process for LeBreton Flats. The NCC has also applied to the City of Ottawa for a local official plan amendment, based on the concept plan. This plan envisions a mix of uses in the area, including nationally-significant buildings, medium-density housing, offices, and commercial space. A maximum building height of 12 storeys has been

proposed for residential and mixed-use blocks, which together can accommodate up to 2,400 units of housing. Mixed-use areas along Scott/Wellington/Albert, Booth and Ottawa Street north of the aqueduct could contain 100,000 m² of office space and 11,000 m² of retail. About 39% of the site will be developed as open space.

The full application for the official plan amendments, available through the Regional Clerk's office, provides detailed information about all aspects of the proposal. The Corporate Resource Centre has copies of 16 studies on environment, transportation and other aspects of the proposal conducted since 1991. This report includes only the information relevant to the Regional Official Plan Amendment.

Staff propose to incorporate policies in this amendment into the draft Regional Official Plan. The staff transmittal report on the draft Regional Official Plan will include the policies proposed in Amendment 66, recommended for inclusion in the draft Official Plan. Once the new plan is approved by the Province, the 1988 Plan and the provisions of Amendment 66 would no longer apply. The NCC is proceeding with an amendment to the 1988 Official Plan because this course may allow for a more timely approvals process, particularly if there is any delay in approval of the draft Regional Official Plan.

CONSULTATION

Public information sessions on the proposed amendment were held on February 25 and March 4, 1997. Notice of the public meeting was published in *Le Droit*, the *Ottawa Sun* and *Ottawa Citizen* on the weekend of April 19 and 20, 1997 and in two community newspapers. The notice was also mailed to community organizations and persons who signed attendance sheets at the information sessions.

CIRCULATION

Copies of the *LeBreton Flats Plan Incorporating Official Plan Amendments* were sent to technical agencies, area municipalities, and about 60 community organizations through a joint circulation process between the City and the Region. Respondents were asked to send their comments to the City of Ottawa, which in turn forwarded them to the Region. Copies of submissions received from members of the public and public organizations are available from the Regional Clerk.

No comments were received by the Ministry of Municipal Affairs and Housing or other provincial ministries.

Comments from the technical circulation are listed below:

Environmental Health Directorate, Health Department

The directorate would like to be kept informed on the preparation and results of all future studies related to site restoration. It notes that the potential health risks stemming from development have not been determined.

Ottawa Hydro

Ottawa Hydro provided a sketch of its existing facilities in the area and outlined how these would be affected by various aspects of site development.

Bell Canada

Bell Canada provided a sketch of its facilities in the area.

Comments from Community Organizations and Public Information Sessions

Many participants at the public information sessions were simply interested in the concept plan and were pleased that the next steps were being taken to develop the area. They commented favourably on the amount of open space. Others were concerned about potential noise, traffic and air pollution on Booth and Preston as they are now developed south of Scott/Wellington/Albert and are proposed for the north side. Residents were looking for ways to stage development or reduce rights-of-way on Booth and Preston to reduce traffic throughout the area.

Similar concerns were also expressed about the widening of the protected right-of-way on Scott/Wellington/Albert and whether the new community would link with the established neighbourhoods to the south. A building height of 12 storeys on Scott/Wellington/Albert (the maximum allowed south of LeBreton Boulevard) and elsewhere in LeBreton was seen to be incompatible with the existing community.

Other comments at these sessions or provided later included:

- too much commercial mixing with residential
- maintain the site in its current form, with no development; no relocation of the Parkway
- a need to limit parking on the site
- improved bicycle access west to Scott Street
- proposal for development of ball diamonds and soccer fields on the site by 1997
- Is groundwater flow an issue in site contamination?
- What financial return is the government seeking through this development? What assurances are there that open spaces will be kept as open space?
- How does the plan affect Pooley's Bridge and other heritage structures?

Representatives of Dalhousie Community Association, Centretown Citizens Community Association, Hintonburg Community Association, Centretown Citizens (Ottawa) Corporation and Laidlaw Housing Co-op provided detailed comments on the proposed amendments. The associations said the surrounding communities have supported the idea of redeveloping LeBreton Flats for decades and are pleased to be moving one step closer to this goal. While most comments addressed the local official plan amendment, the group expressed strong objections to the proposed rights-of-way for the regional roads. The groups said that as proposed, the roads are not needed to support the new community and would be detrimental to the adjacent residential area. The groups proposed a 21.5 m right-of-way for Scott/Wellington/Albert Streets, Booth

Street and Preston Street, which they said would accommodate four lanes of traffic, a tree-planted outer boulevard, and 2 m sidewalks. The associations also asked for an at-grade intersection for bicycles and pedestrians between Booth Street and Ottawa Street, and said development of initial stages of LeBreton need not await relocation of the transitway. They also asked for the rehabilitation of Pooley's Bridge as a pedestrian and cycling link.

The municipal and regional councillor for the area support the community position. In addition, Councillor Holmes has asked that alternate development standards be considered for the municipal roads in LeBreton.

Other Comments

The modal splits for transit and walking and cycling used for LeBreton were questioned, in that another study for the Region found that Central Area residents made fewer trips (28% of work trips) by transit and more by walking (24%).

The Sierra Club expressed concerns about stormwater management and site restoration but supported the open space proposal and initiatives to make LeBreton pedestrian and bicycle friendly.

A representative of the Somerset Heights BIA expressed support for the proposal, but no details were provided.

The Ottawa River Runners Whitewater Club described its work on riverbed cleanup and modification at the tailrace, which has resulted in improved habitat for the fish and for kayakers. The club urges that the long-term value of the tailrace as a recreational and tourist asset be considered in future plans for the site.

DISCUSSION

Land Use

The proposed concept plan for LeBreton Flats supports policies within the 1988 Official Plan and the draft Regional Official Plan for compact, mixed use development. Higher density development around the transitway station is envisioned, along with potential for increased use of non-automobile travel within the site and from the site to other locations. In its provisions for development of up to 2,400 units of housing, LeBreton Flats is an unparalleled opportunity to increase the amount of housing in the Central Area and provides the residential population basis for an active community.

LeBreton will also play a role of national significance, opening waterfront sites for development of small museums, headquarters for national or international organizations, and other uses that define the National Capital Region as the nation's capital. The NCC will retain ownership of the land north of LeBreton Boulevard, thus maintaining in public ownership the undeveloped waterfront lands in the central area. About 5.9 hectares will be reserved for cultural and institutional uses, bordering the Waterfront Open Space along the Ottawa River. Restaurants,

shops and other commercial uses will be included at grade along the river and at Booth Street to support public use of the area in the daytime and evening. A large open space, called LeBreton Common, will be developed south of this area as a stage for large gatherings, public events and recreation. A policy in Amendment 66 recognizes the importance of this aspect of the concept plan.

Amendment 66 changes the designation of LeBreton Flats to Central Area and Waterfront Open Space from General Urban and Waterfront Open Space. Policies on the Central Area in the 1988 Regional Official Plan commit the Region to working with federal and municipal partners to plan for the area. More detailed policies in the draft Regional Official Plan recognize the Central Area as the symbolic heart of Ottawa-Carleton and Canada. Among other things, the policies encourage year-round activities and events in the area and support development of housing, major community facilities, and a mix of uses. Given its provisions for nationally-significant facilities in a distinctly urban, mixed-use community, the concept plan for LeBreton supports a designation of Central Area in the Official Plan.

Amendment 66 also realigns the boundary of the Waterfront Open Space along the Ottawa River to reflect the adopted concept plan and wraps it along the tailrace to Booth Street. The corridor width along the Ottawa River is a minimum of 40 m. Altogether, approximately 39% of the site is to be some form of open space. The open space system on the site will increase public access to the water, now curtailed by the elevation of the Ottawa River Parkway.

Annex B shows on a conceptual basis the proposed designations as well as the regional roads addressed in the amendment. The proposed schedule changes to the Regional Official Plan are in Annex A.

The Fleet Street Pumping Station, the open aqueduct, the seven bridges crossing the aqueduct, and the tailrace are designated “heritage” by the City of Ottawa under the Ontario Heritage Act. The pumping station also received a designation of Canadian Waterworks Landmark and National Historic Monument after it was restored in 1982. Under the Land Agreement, the Region is obtaining NCC land in LeBreton valued at \$2.5 million and in exchange, has agreed to spend that sum to restore and improve the aqueduct, tailrace and the bridges that cross them. An amount of \$350,000 has been allocated for either a pedestrian/cycling link to replace Pooley’s Bridge or to contribute to its restoration. The concept plan envisions a pedestrian/cycling connection in the vicinity of Pooley’s Bridge but not a vehicular link. A 1994 Environment and Transportation Department report found the bridge was unstable and estimated full costs of restoration at several million dollars. Should Regional Council decide full restoration is warranted, additional funding sources will be required.

The timing of development depends on local real estate market demand for the land and market absorption of development on the site. Development of the land south of the proposed LeBreton Boulevard will be undertaken by the private sector, while the land north of LeBreton will be held by the NCC. Approval of the initial development will be sought through additional planning approvals, such as a plan of subdivision, zoning bylaw amendment, severance or site plan.

Transportation

The mix of uses and moderately-high densities proposed for LeBreton Flats as well as its central location provide opportunity for future residents to walk to work or shopping. Proximity to the transitway station at Booth Street also offer potential for high transit use for trips outside the community or for access to it. As well, recreational pathways connecting sites within the community and linking it to surrounding areas provide for travel by bicycle and on foot. The transportation study for LeBreton assumed 35% of trips in the peak afternoon period will be by transit and 21% of trips would be by walking or cycling, including all trips contained within the area.¹

The transportation network proposed for LeBreton Flats entails the replacement of the Ottawa River Parkway with a new road, LeBreton Boulevard, more removed from the river. Preston Street is extended north of Scott/Wellington/Albert Street to connect with LeBreton Boulevard at full development of the site. Booth Street maintains its present alignment and remains a regional road north of Scott/Wellington/Albert Street. The transitway is realigned to a new corridor approximately 30 m south of its present alignment at Booth Street and approximately 70 m south at Preston Street. It is grade-separated at intersections with both of these streets and with four local roads linking mixed use to the south along Scott/Wellington/Albert Street with residential uses proposed north of the transitway.

West Transitway

With the introduction of the first section of the West/Southwest Transitway from Lincoln Fields to Baseline in 1983, a temporary “transitway” in the form of an at-grade busway was provided across LeBreton Flats. The following year, 3.5 km of the fully grade-separated West Transitway from Dominion Avenue to Preston was opened. Design and construction of a permanent facility east of Preston through LeBreton Flats was delayed until it could be planned in a fully integrated manner with the rest of the site.

The LeBreton Transitway Station is the major transfer point for OC Transpo’s interprovincial bus routes. Introduction of the transitway will improve travel times and reliability of all buses in the system. Customer comfort and safety will also be improved by eliminating the need for transferring passengers to cross roads and by providing a safer, more accessible, and weather-protected facility.

The topography on LeBreton slopes down, away from Scott/Wellington/Albert and supports the establishment of a level platform for development up to the aqueduct. The transitway would be developed at the same elevation as today, relocating in a slight cut below grade with development on either side occurring on slightly raised sites. The proposed design reduces visual intrusion, barrier and noise effects by placing the transitway below the level of future development. It also

¹ The transportation studies for LeBreton identified modal splits for trips originating or terminating outside the boundaries of LeBreton Flats in order to examine road requirements. All trips contained within the area were assumed to be on foot or by bicycle and were not reflected in the modal splits. The figures indicated in this report were recalculated to include all trips internal to the site as well as trips originating or terminating outside its boundaries to reflect all travel behaviour.

allows for connecting roads or pathways across the transitway and any other use of the air space above the transitway at general street level and above.

Ideally, transitway development will precede development of land south of LeBreton Boulevard. The finished grades of development parcels cannot be determined until the Booth Street Bridge is complete. Also, the existing transitway alignment would be used while construction is in progress, with cars detoured on another bridge over the aqueduct to maintain circulation. The construction phase will require two construction seasons and entail considerable disturbance throughout the area in the form of heavy vehicle movements, detouring of traffic through the site, excavation and stockpiling of materials, and related activities.

The functional planning of the grade separation of the transitway and Booth Street will commence this year. The actual construction of the realigned transitway and station will depend on development schedules/opportunities and capital programming priorities.

Regional Roadway Requirements

A 1992 study by Delcan Corporation examined the transportation requirements of the concept plan selected in 1991. It assumed development of the City of Ottawa Bayview Yards and the City Centre employment area between Scott/Wellington/Albert and Somerset and west of Champagne. The study also reflected the future regional road network in the 1988 Regional Official Plan, in particular the Champagne Arterial proposed for the CPR rail line corridor connecting Carling Avenue and Scott/Wellington/Albert. On this basis, the following Regional road system was recommended:

Booth Street	4 lanes
Preston Street Extension	4 lanes
LeBreton Boulevard	6 lanes
Scott/Wellington/Albert	6 lanes

The transportation study was updated by Delcan in January 1997 to reflect modifications to the LeBreton Flats concept plan since 1991 and changes signalled by the draft Transportation Master Plan and the draft Regional Official Plan. These changes included:

- new levels of service in the central area;
- increased system capacities resulting from more efficient traffic signal controls and other system-wide Transportation Systems Management measures;
- assumed increases in the proportion of trips by walking and cycling (with reductions in auto and transit trips); and
- reductions in auto traffic due to Transportation Demand Measures such as telecommuting.

As well, the study reflected the elimination of the Champagne Arterial as proposed in the draft Official Plan, and no development of the Bayview Yards. The transportation requirements of the City Centre redevelopment immediately southwest of LeBreton were calculated separately, as an additional element to the LeBreton requirement. The 1997 study, meant to be read in conjunction with the 1992 study, confirmed the 1992 study results.

Regional staff are recommending protection for the following rights-of-way:

Booth Street	Variable right-of-way, 28 m to 40 m
Preston Street Extension	28 m
LeBreton Boulevard	40 m
Scott/Wellington/Albert	40 m

In addition to travelling and turning lanes, provision must be made in the protected right-of-way for cycling lanes, sidewalks, boulevards and other elements of the road design. Given the desired levels of pedestrian travel within the site, provision is made for 3 m sidewalks throughout. Bicycle lanes are accommodated on both Booth and Preston, in keeping with the draft Regional Official Plan policies to implement the Cycling Transportation Network (CTN) and consideration of cycling requirements on all other regional roads outside the CTN. If Regional Council wishes to reduce the width of Booth Street, it could provide cycling lanes only on Preston and reduce the right-of-way on Booth by 3.5 m. The Cycling Transportation Network would be adjusted accordingly, routed up Preston rather than Booth. Staging could be problematic, however, as Booth is likely to be constructed several years before the Preston extension is complete.

Annex C shows typical cross-section of each of the above regional road rights-of-way. The variable right-of-way on Booth allows for 40 m at Scott/Wellington/Albert to permit bus lanes at the transitway station, narrowing south of the aqueduct to become a more intimate shopping street up to Fleet Street. North of Fleet Street, the requirement for turning lanes at LeBreton Boulevard increases the right-of-way to 34 m.

The 40 m right-of-way recommended for Scott/Wellington/Albert west of Preston to the CPR rail corridor continues the 40 m right-of-way now protected in the Official Plan between Preston and Bronson. The recommended right-of-way will provide the necessary capacity for increased traffic due to Central Area growth and the substantial employment growth planned on LeBreton Flats and the nearby City Centre. Protection of sufficient right-of-way to accommodate future transportation requirements is critical in maintaining the economic vitality of the Central Area. Subsequent decisions will be required on how to use the protected right-of-way, in keeping with Regional Council's policy to not provide additional capacity until it is needed.

Amendment 66 amends Schedule C1 of the Regional Official Plan to identify the Preston Street extension and LeBreton Boulevard as future regional roads and to bring LeBreton into the Core Area on the schedule. A portion of the proposed Champagne Arterial north of Scott/Wellington/Albert is deleted. Schedule C2 is amended to protect for the rights-of-way on Booth Street and on Scott/Wellington/Albert Street west of Preston. The Core Area is extended to include LeBreton. Rights-of-way for all regional roads in the area added to the Core Area are listed in the table of right-of-way protection area and the unequal widening of Scott/Wellington/Albert is added to the Unequal Widenings table.

Water and Wastewater

The draft Water and Wastewater Master Plans have provided for development on LeBreton Flats in keeping with the proposed concept plan. Sanitary sewer capacity will be created in the Central Interceptor sewer through three proposed diversions, scheduled for completion by 2001.

Environmental Issues

ROPA 66 includes provision for future stormwater management studies and site restoration and management.

Stormwater Management

A conceptual stormwater drainage plan for LeBreton Flats was prepared in 1991, based on the approved concept plan. Additional study in several areas was recommended in 1994. Follow-up work in 1996 found some contaminated sediments in the open aqueduct and tailrace and a possible Type 1 fish habitat in the tailrace. Accordingly, a stormwater feasibility study was commissioned in January, 1997, to include further assessment of the sediment and water quality in the aqueduct, a spawning inventory in the tailrace to confirm (or refute) the presence of a Type 1 fish habitat, flow monitoring, and determination of acceptable water quality and quantity parameters for future stormwater effluent.

Results of this study, available in the summer of 1997, will confirm a stormwater management strategy for LeBreton, including use of the aqueduct. Accordingly, ROPA 66 proposes that the local official plan amendment for LeBreton not be approved by the Region until a stormwater management plan for LeBreton is completed. Any additional work required before the next stage of planning approvals can also be specified in the local official plan amendment.

Site Management

Since much of LeBreton was formerly industrial and railway land, remnant soil and groundwater contamination has been identified in parts of the area. The site will be remediated prior to development in accordance with federal and provincial policies. Policies on site remediation are introduced in the draft Regional Official Plan, in keeping with the MOEE guidelines. These guidelines encourage municipalities to develop policies that outline the conditions that must be satisfied before development may proceed in areas where contamination is known or suspected. ROPA 66 provides policies on restoration of LeBreton that supplement those in the draft Official Plan, but stand alone in the 1988 Official Plan.

FINANCIAL STATEMENT

The infrastructure required to support this development has been provided for in the draft Water Master Plan, Wastewater Master Plan, Transportation Master Plans and draft Regional Official Plans. They will be budgeted as and when required by the development. Provisions of the Land Agreement were approved by Regional Council in February, 1996.

CONCLUSION

ROPA 66 represents the next step in the development of a distinctly urban community in LeBreton Flats. While development of this site continues to be challenging, it represents a valuable alternative to growth in suburban areas. Such development also requires the provision of adequate, additional water, sewer and transportation services. Approval of this amendment supports directions charted in the draft Regional Official Plan towards increased development inside the Greenbelt and more efficient use of public infrastructure.

*Approved by
N. Tunnacliffe, MCIP, RPP*

**AMENDMENT 66
OFFICIAL PLAN (1988) OF THE
REGIONAL MUNICIPALITY OF OTTAWA CARLETON**

PURPOSE

The purpose of Amendment 66 is to enable development of a mixed-use community on LeBreton Flats. The mix of uses includes cultural and institutional uses of national or Capital significance, medium-density housing, offices, and commercial space. Approximately 100,000 m² of office space and 11,000 m² of retail could be accommodated in mixed-use blocks. These blocks plus nearby residential areas could accommodate up to 2,400 units of housing. About 39% of the site will be developed as open space.

Amendment 66 designates LeBreton Flats as part of the Central Area and amends the boundaries of the Waterfront Open Space to reflect a concept plan for the area. It also creates new regional roads within the site, LeBreton Boulevard (intended as a 40 m right-of-way) and an extension of Preston Street (intended as a 28 m right-of-way). Rights-of-way protection for Booth Street and Scott-Wellington-Albert Streets are also amended. Policies concerning stormwater management on the site, site remediation, and development are also included in the amendment.

BASIS

In 1989, the National Capital Commission, the City of Ottawa, and the Regional Municipality of Ottawa-Carleton began a joint planning process for LeBreton Flats. The three parties agreed to a concept plan in 1991 and signed a land agreement in 1996 which supports implementation of the plan. Among other provisions, the agreement requires the NCC to apply for regional and local official plan amendments. Upon approval of the amendments, lands are transferred among the three parties to permit development of a transitway, public roads and other infrastructure.

Amendment 66 amends the Regional Official Plan in keeping with the concept plan for LeBreton Flats.

THE AMENDMENT

1. Schedule B, Urban Policy Plan, is hereby amended to designate LeBreton Flats as Central Area and Waterfront Open Space, as shown on Schedule 1 attached. Schedule 1 changes portions of Waterfront Open Space and General Urban to Central Area and changes a portion of General Urban along the aqueduct system east of Booth to Waterfront Open Space.
2. Schedule C1, Future Urban Regional Roads Plan, is hereby amended as shown on Schedules 2, 3 and 4 attached. Schedule 2 adds LeBreton Flats to the Central Core on the schedule. Schedule 3 deletes a portion of the Champagne Arterial north of Scott/Wellington. Schedule 4 adds the Preston Street extension and LeBreton Boulevard as proposed regional roads.

3. Schedule C2, Urban Regional Roads Rights-of-Way Protection Policy Plan, is hereby amended as shown on Schedules 5, 6, and 7 attached. Schedule 5 shows the variable right of way proposed for Booth Street as 40 m between Albert Street and the aqueduct, 28 m between the aqueduct and Fleet Street and 34 m between Fleet Street and the Chaudière Bridge. Duke Street, Fleet Street and a portion of Wellington Street that has not been developed as a regional road are removed. Schedule 6 adds LeBreton to the Central Core and shows an unequal widening on Wellington/Albert to obtain a 40 m right-of-way. Schedule 7 lists regional roads added to the Central Core and their rights-of-way.
4. Section 3.1.2 of the Plan, Objectives for Employment Areas, is hereby amended by adding the following objective:

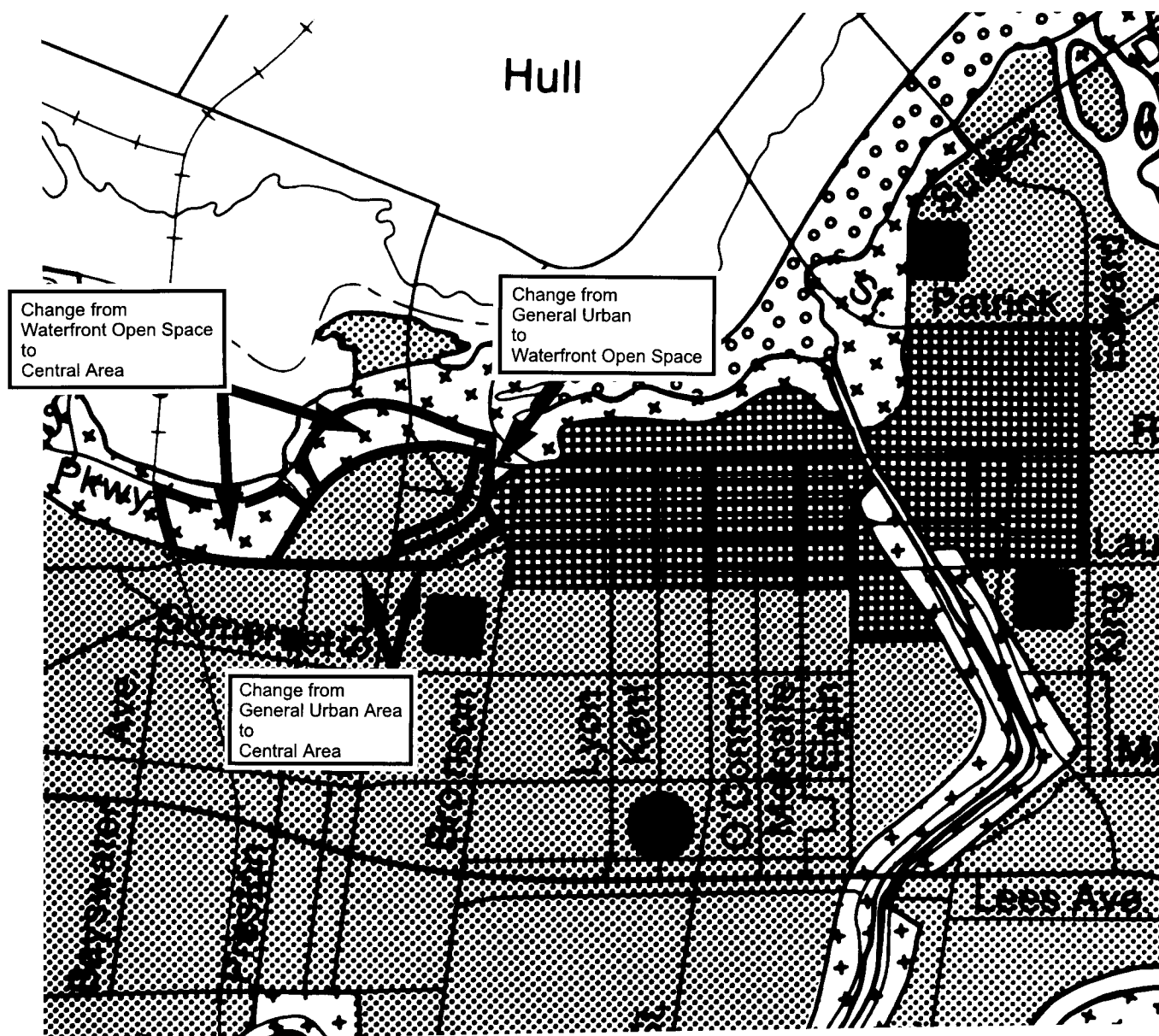
“9. To re-establish a vibrant, urban community on LeBreton Flats.”
5. Section 3.1.3.1 of the Plan, Central Area, is hereby amended by the adding the following after policy 3,

“4. The following policies for the development of a new community in LeBreton Flats shall also be considered in developing public infrastructure and reviewing development applications:

 - a) support for compact, pedestrian-oriented, mixed-use development;
 - b) creation of an open space network within the site, including an approximately 4-ha park north of LeBreton Boulevard as a focus for public gatherings marking events of national and regional significance;
 - c) recognition of the site’s importance in the future development of the centre of the nation’s capital;
 - d) respect and conserve the cultural heritage resources on the site;
 - e) ensure the compatibility of road design and maintenance with the adjacent land uses.
5. Site assessment and restoration shall be undertaken according to the principles and procedures contained in the MOEE *Guidelines for Use at Contaminated Sites 1996*, or other federal or provincial regulations in effect at the time of development. A Phase 2 Environmental Site Assessment (ESA) as described in the guidelines shall be completed for the lands included in the amendment (save for lands under existing road beds which cannot be tested) prior to approval of the initial application for development on LeBreton, in the form of an application for subdivision, severance, site plan or rezoning.
6. In addition to provisions for stormwater design plans in 10.2.2, a local official plan amendment for LeBreton Flats may be approved only after completion of a plan for managing stormwater within the area included in the amendment is completed to the satisfaction of the City of Ottawa, the Ministry of Environment and Energy, the Ministry of Natural Resources, the Rideau Valley Conservation Authority, the National Capital Commission, and the Regional Municipality of Ottawa-Carleton.”

SCHEDULE "1" OF AMENDMENT 66 OFFICIAL PLAN (1988) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

LA CARTE LÉGALE "1" DE L'AMENDEMENT 66 AU PLAN DIRECTEUR (1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON



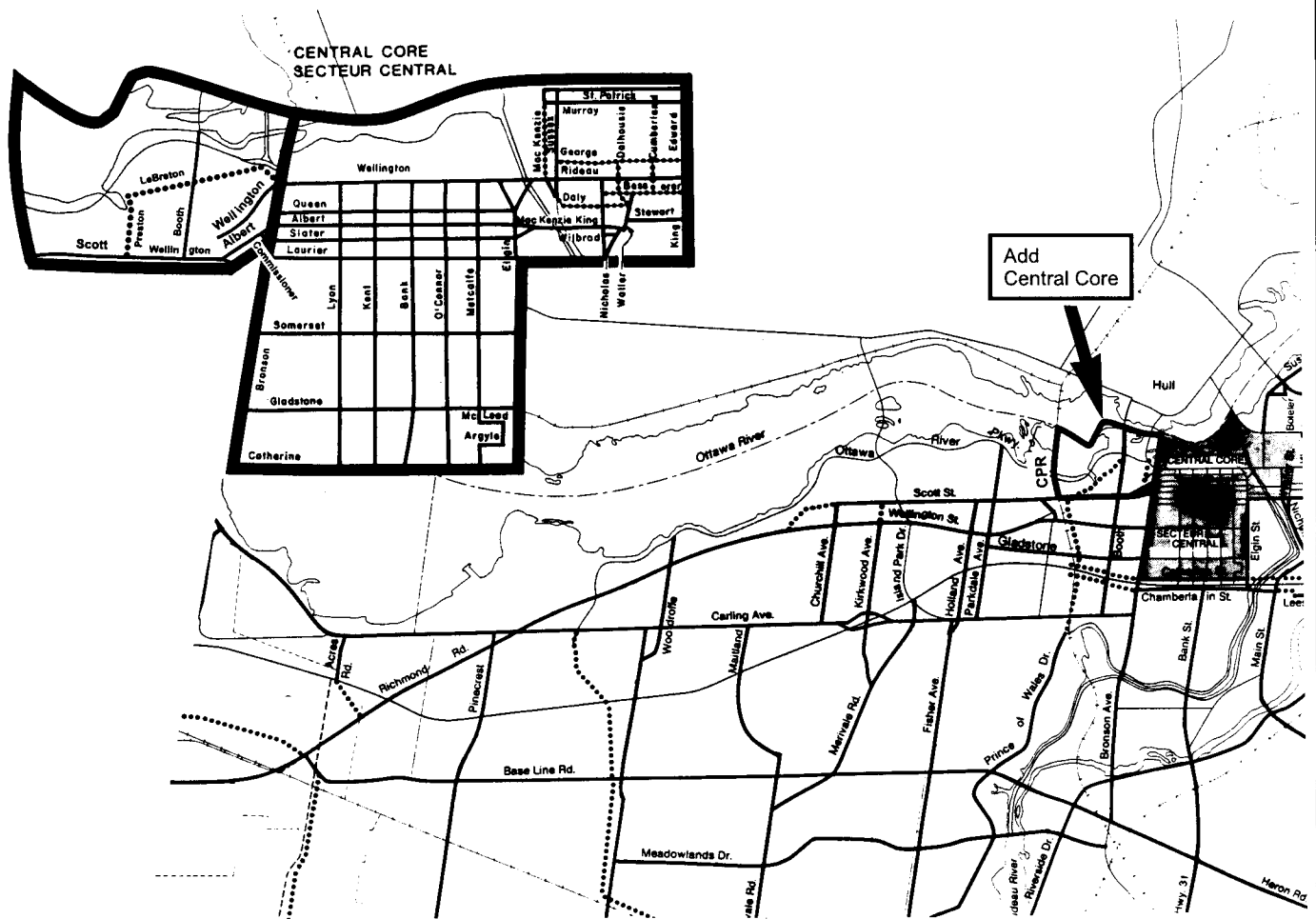
OFFICIAL PLAN - SCHEDULE "B"
URBAN POLICY PLAN

PLAN DIRECTEUR - ANNEXE "B"
PLAN DES POLITIQUES EN MILIEU URBAIN

CENTRAL AREA		ZONE CENTRALE
WATERFRONT OPEN SPACE		ESPACE VERT RIVERAIN
GENERAL URBAN AREA		ONE URBAINE GÉNÉRALE

SCALE : 1 : 25,000

**LA CARTE LÉGALE "2" DE L'AMENDEMENT 66 AU PLAN DIRECTEUR
(1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**



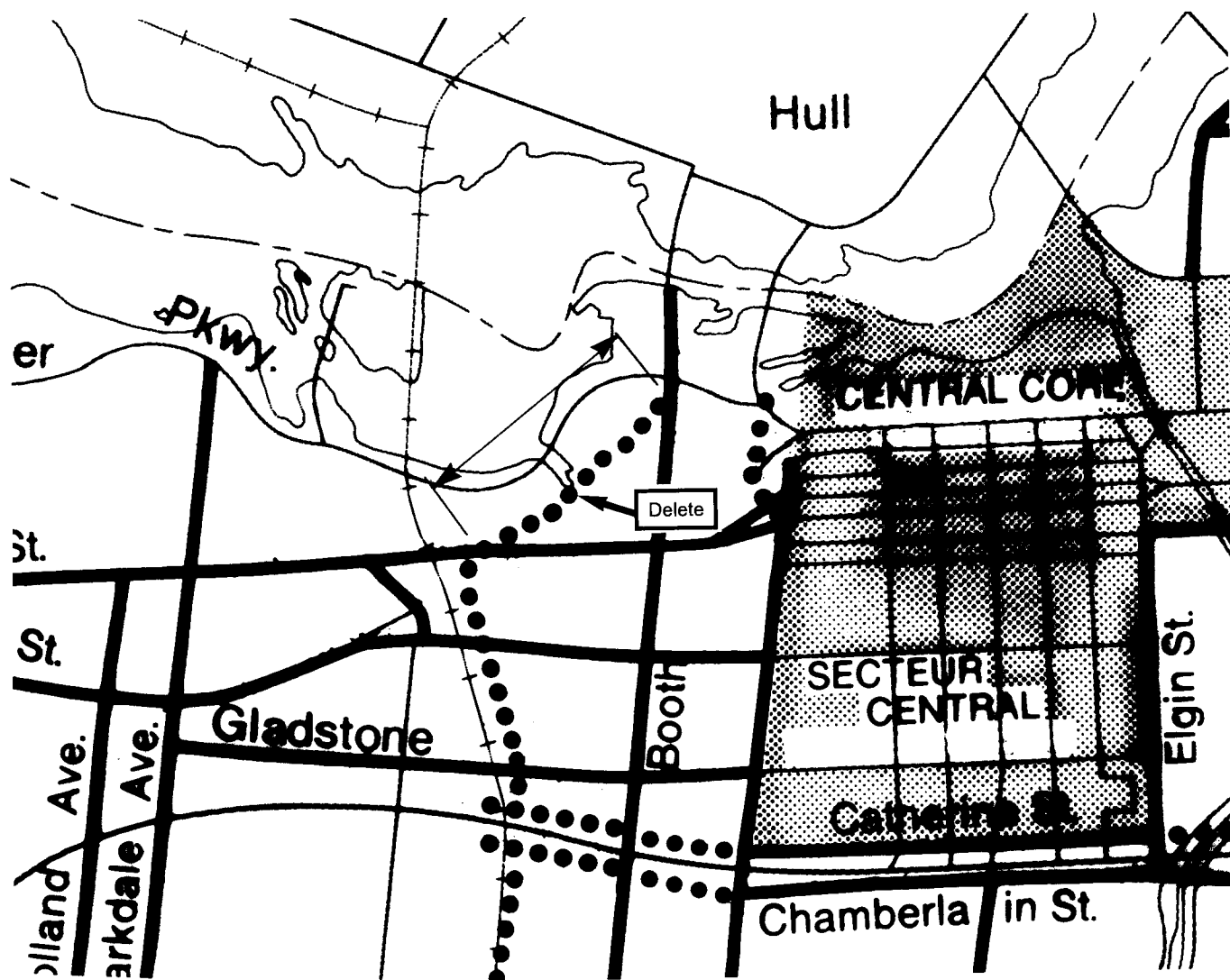
PLAN DIRECTEUR - ANNEXE "C1"
PLAN DES ROUTES REGIONALES
FUTURES EN MILIEU URBAIN

ROUTES RÉGIONALES EXISTANTES

ROUTES RÉGIONALES PROPOSÉES

**SCHEDULE "3" OF AMENDMENT 66 OFFICIAL PLAN (1988) OF
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

**LA CARTE LÉGALE "3" DE L'AMENDEMENT 66 AU PLAN DIRECTEUR
(1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**



OFFICIAL PLAN - SCHEDULE "C1"
FUTURE URBAN REGIONAL ROADS PLAN

PLAN DIRECTEUR - ANNEXE "C1"
PLAN DES ROUTES RÉGIONALES
FUTURES EN MILIEU URBAIN

PROPOSED REGIONAL ROADS

EXISTING REGIONAL ROADS

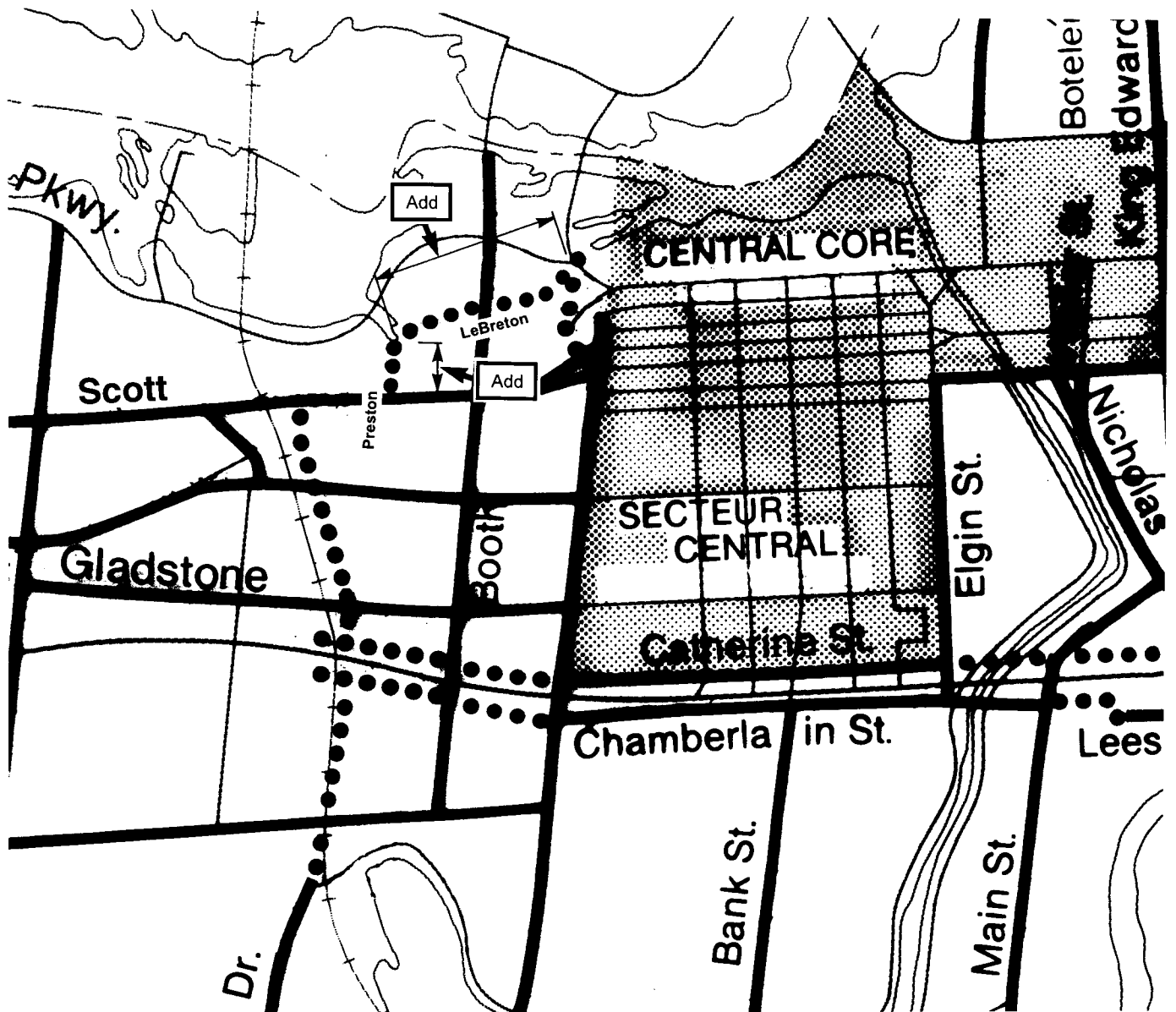


ROUTES RÉGIONALES EXISTANTES

ROUTES RÉGIONALES PROPOSÉES

**SCHEDULE "4" OF AMENDMENT 66 OFFICIAL PLAN (1988) OF
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

**LA CARTE LÉGALE "4" DE L'AMENDEMENT 66 AU PLAN DIRECTEUR
(1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**



OFFICIAL PLAN - SCHEDULE "C1"
FUTURE URBAN REGIONAL ROADS PLAN

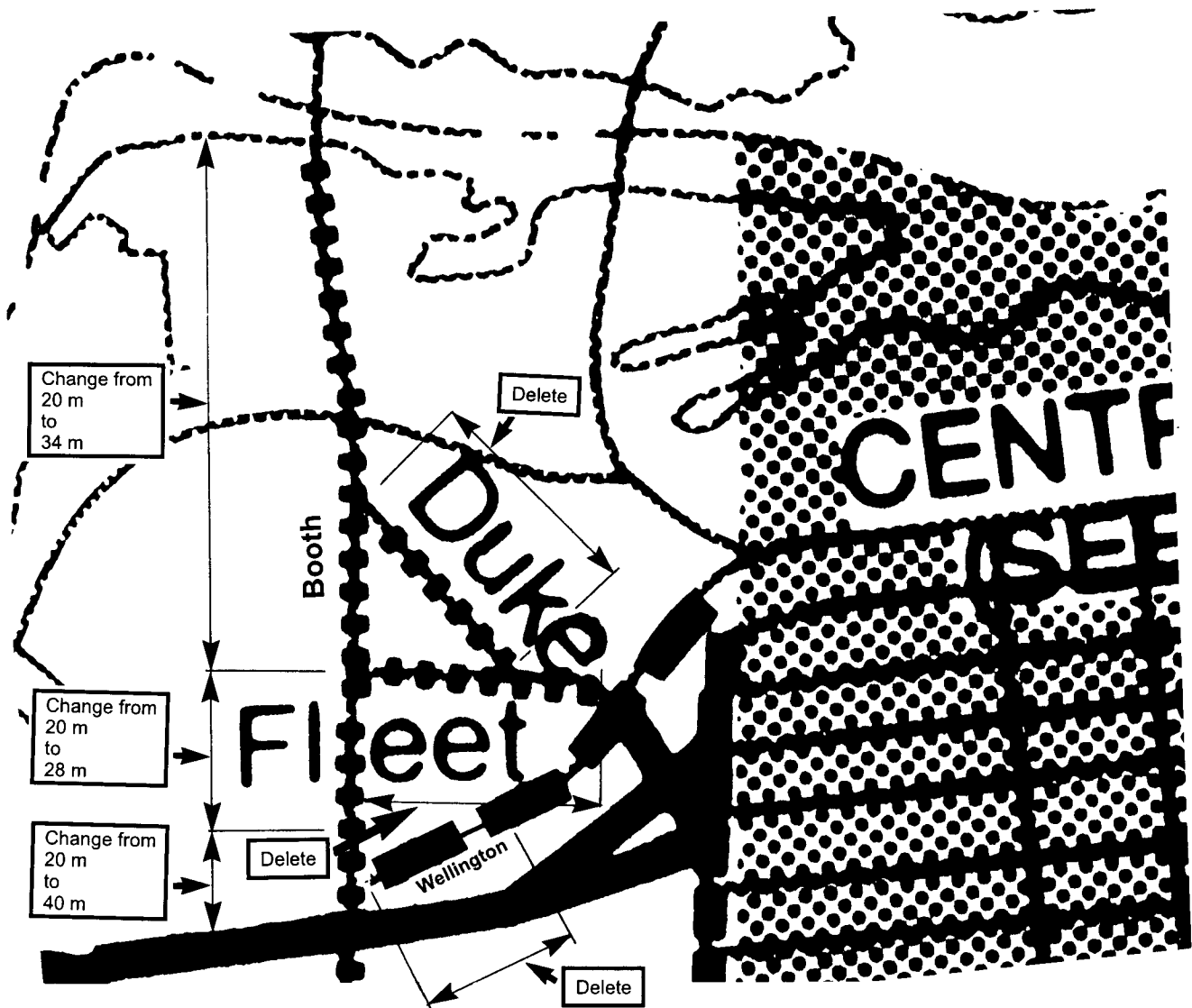
PLAN DIRECTEUR - ANNEXE "C1"
PLAN DES ROUTES RÉGIONALES
FUTURES EN MILIEU URBAIN

PROPOSED REGIONAL ROADS ●●●●●●●● ROUTES RÉGIONALES EXISTANTES

EXISTING REGIONAL ROADS ——— ROUTES RÉGIONALES PROPOSÉES

**SCHEDULE "5" OF AMENDMENT 66 OFFICIAL PLAN (1988) OF
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

**LA CARTE LÉGALE "5" DE L'AMENDEMENT 66 AU PLAN DIRECTEUR
(1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**



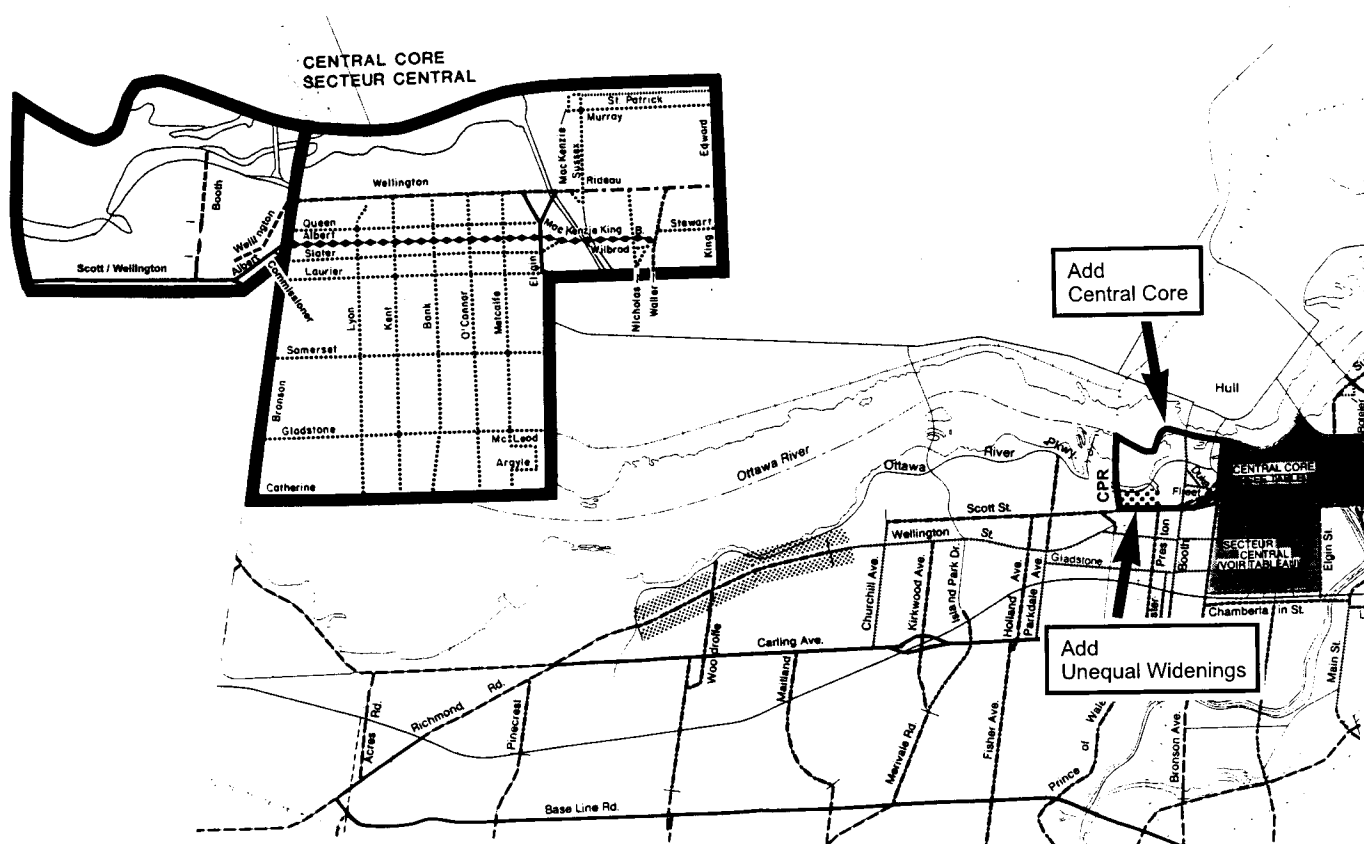
OFFICIAL PLAN - SCHEDULE "C2"
URBAN REGIONAL ROADS
RIGHTS-OF-WAY PROTECTION POLICY PLAN

PLAN DIRECTEUR - ANNEXE "C2"
PLAN DES POLITIQUES DE PROTECTION
DES IMPRISES DE ROUTES
RÉGIONALES EN MILIEU URBAIN



**SCHEDULE "6" OF AMENDMENT 66 OFFICIAL PLAN (1988) OF
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

**LA CARTE LÉGALE "6" DE L'AMENDEMENT 66 AU PLAN DIRECTEUR
(1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**



OFFICIAL PLAN - SCHEDULE "C2"
URBAN REGIONAL ROADS
RIGHTS-OF-WAY PROTECTION POLICY PLAN

PLAN DIRECTEUR - ANNEXE "C2"
PLAN DES POLITIQUES DE PROTECTION
DES IMPRISES DE ROUTES
RÉGIONALES EN MILIEU URBAIN

UNEQUAL WIDENINGS (SEE TABLE)  ÉLARGISSEMENTS INÉGAUX (VOIR TABLEAU)

**SCHEDULE "7" OF AMENDMENT 66 OFFICIAL PLAN (1988) OF
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

**LA CARTE LÉGALE "7" DE L'AMENDEMENT 66 AU PLAN DIRECTEUR
(1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**

**CENTRAL CORE REGIONAL ROAD'S RIGHTS-OF-WAY PROTECTION AREA
ZONE DE PROTECTION DES EMPRISES DE ROUTES RÉGIONALES DU SECTEUR CENTRAL**

ROAD NAME	LIMITS, BETWEEN	TOTAL R.O.W. REQUIRED (in metres)	MAXIMUM LAND REQUIRED FROM PROPERTY ABUTTING EXISTING R.O.W. (in metres)	WIDENING/ EASEMENT POLICY
NOM DE RUE	LIMITS ENTRE	EMPRISE TOTALE REQUISE (mètres)	SUPERFICIE MAXIMUM REQUISE À PARTIR DE LA PROPRIÉTÉ ATTENANTE À L'EMPRISE EXISTANTE (mètres)	POLITIQUE SUR ÉLARGISSE- MENT /SERVITUDE
Queen	Bronson & Elgin	20 m	1.25 m	Yes/Oui
Albert	Bronson & Elgin	variable	*	*
Albert	Scott & Bronson	40 m	10.0 m	No/Non
Slater	Bronson & Elgin	20 m	1.25 m	Yes/Oui
Slater	Scott & Bronson	40 m	10.0 m	No/Non
Laurier	Bronson & Elgin	20 m	0.90 m	Yes/Oui
Somerset	Bronson & Elgin	20 m	0.90 m	Yes/Oui
Gladstone	Bronson & Elgin	20 m	0.90 m	Yes/Oui
Booth	Fleet & Chaudière Bridge	34 m	8.0 m	No/Non
Booth	Aqueduct & Fleet	28 m	5.0 m	No/Non
Booth	Albert & Aqueduct	40 m	11.0 m	No/Non
Commissioner	Bronson & Albert	20 m	1.0 m	Yes/Oui
Lyon	Wellington & Catherine	20 m	0.90 m	Yes/Oui
Kent	Wellington & Catherine	20 m	0.90 m	Yes/Oui
Bank	Wellington & Catherine	20 m	0.90 m	Yes/Oui
O'Connor	Wellington & Catherine	20 m	0.90 m	Yes/Oui
Metcalfe	Wellington & McLeod	20 m	0.90 m	Yes/Oui
Metcalfe	Argyle & Catherine	20 m	0.90 m	Yes/Oui
Metcalfe	Argyle & McLeod	20 m	2.40 m	Yes/Oui
Argyle	Metcalfe & Metcalfe **	20 m	0.00 m	Yes/Oui
McLeod	Metcalfe & Metcalfe **	20 m	0.90 m	Yes/Oui
Wellington/Albert	CPR Tracks & Empress	40 m	Unequal	No/Non
Wellington	Bronson & Rideau	26 m	0.00 m	No/Non
Wellington	Bronson & Hill	34 m	8.0 m	No/Non
Elgin	Laurier & Wellington	40 m	2.40 m	No/Non
St. Patrick	King Edward & Sussex	20 m	0.55 m	No/Non
Murray	King Edward & Sussex	20 m	0.00 m	Yes/Oui
Rideau	King Edward & Sussex	30 m	1.75 m	No/Non
Stewart	Waller & King Edward	20 m	0.86 m	Yes/Oui
Mackenzie	Rideau & Col By/Sussex	20 m	0.00 m	Yes/Oui
Sussex	St. Patrick & Mackenzie	20 m	0.00 m	Yes/Oui
Nicholas	Rideau & Laurier	20 m	1.70 m	Yes/Oui
Waller	Besserer & Laurier	23 m	1.54 m	No/Non
Wilbrod	Waller & Nicholas	20 m	1.00 m	Yes/Oui

Shaded sections are additions to the table.

* A maximum of 7 metres may be required. This may be obtained or reduced by a combination of surface easements and right-of-way widenings, based on mutually agreeable easement/encroachment/aerial rights, etc. arrangements.

* Un maximum de 7 mètres pourrait être requis. Il serait possible de l'obtenir ou de le réduire en combinant les servitudes en surface et les élargissements d'emprises, selon une entente sur les servitudes, empiètements, droits aériens, etc.

** Note that there is a jog in the road.

** Notez qu'il y a un cahot dans la chaussée.

**SCHEDULE "7" (CONT'D) OF AMENDMENT 66 OFFICIAL PLAN (1988) OF
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

**LA CARTE LÉGALE "7" (SUITE) DE L'AMENDEMENT 66 AU PLAN DIRECTEUR
(1988) DE LA MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON**





**UNEQUAL WIDENINGS
ÉLARGISSEMENTS INÉGAUX**

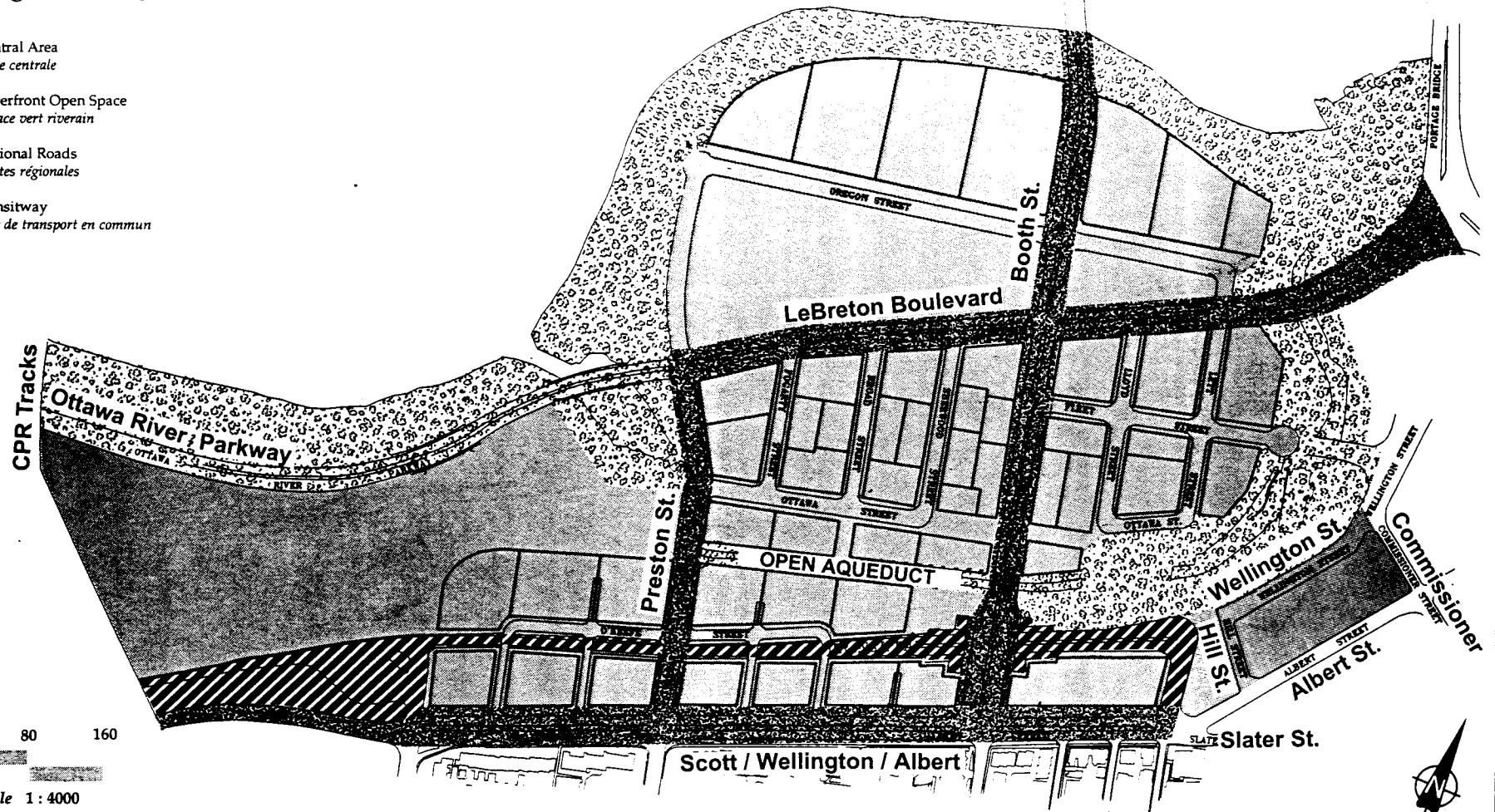
ROAD NAME	LIMITS, BETWEEN	MAXIMUM LAND REQUIREMENT, MEASURED FROM CENTRE LINE (in metres)			
NOM DE RUE	LIMITES ENTRE	SUPERFICIE MAXIMUM REQUISE, MESURÉE À PARTIR DE LA LIGNE CENTRALE (mètres)			
		NORTH SIDE CÔTÉ NORD	SOUTH SIDE CÔTÉ SUD	EAST SIDE CÔTÉ EST	WEST SIDE CÔTÉ OUEST
MONTREAL	CHURCH & ST. LAURENT	9.0 m	17.0 m		
REGIONAL ROAD 47	LOT C, CON. X AND ½ LOT 1, CON. X			20.0 m	17.0 m
INNES	REGIONAL ROAD 47 & DIVISION LINE BETWEEN THE EAST AND WEST HALF OF LOT 1, CON. XI CUMBERLAND	14.0 m	26.0 m		
	ROUTE RÉGIONAL 47 ET LIGNE DE DÉMARCATIION ENTRE LES PARTIES EST ET OUEST DU LOT 1, CONC. XI, CUMBERLAND				
FALLOWFIELD	HOLITMAN & MERIVALE	13.5 m	20.5 m		
RICHMOND	NCC PARKWAY & GOLDEN	7.5 m	18.5m		
	PROMENADE DE LA CCN ET GOLDEN				
CYRVILLE	INNES RD. & AP. 100 M NORTH OF MAXIME ST.	15.0 M	19.0 M		
	CH. INNES ET UN POINT SITUÉ À ENVIRON 100 M AU NORD DE LA RUE MAXIME				
HOPE SIDE	EAGLESON & RICHMOND	27.0 m	13.0 m		
HUNT CLUB	LORRY GREENBERG AND APPROX. 270 m WEST OF CAHILL	18.25 m	21.75m		
	LORRY GREENBERG ET POINT À ENV. 270 M À L'OUEST DE CAHILL				
	CONROY & ESSON	30.0 m	10.0 m		
RIVER ROAD	LOT LINE BETWEEN LOTS 18 AND 19 BF CONC. GLOUC. & S ½ LOT 21 BF CONC. GLOUC.			20.0 m	17.0 m
SCOTT/WELLINGTON/ ALBERT	CPR TRACKS AND EMPRESS AVENUE	30 m			

Overview of LeBreton Flats Concept

Annex B

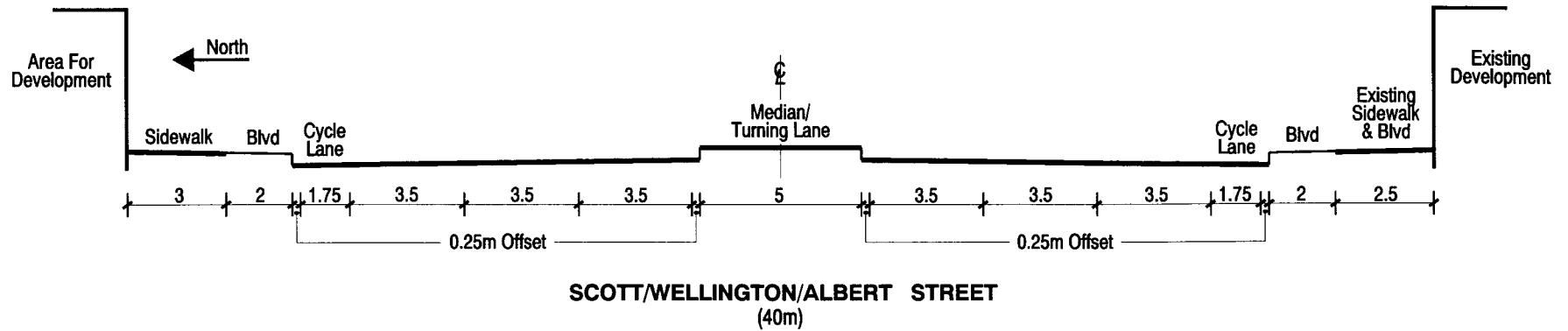
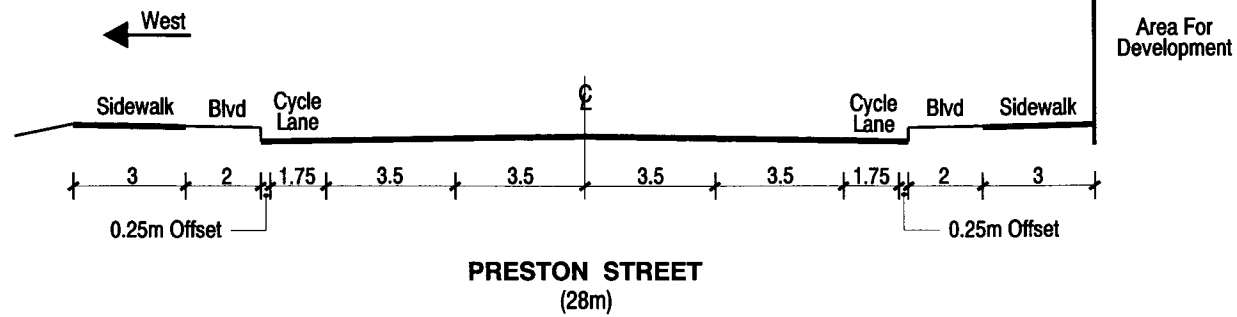
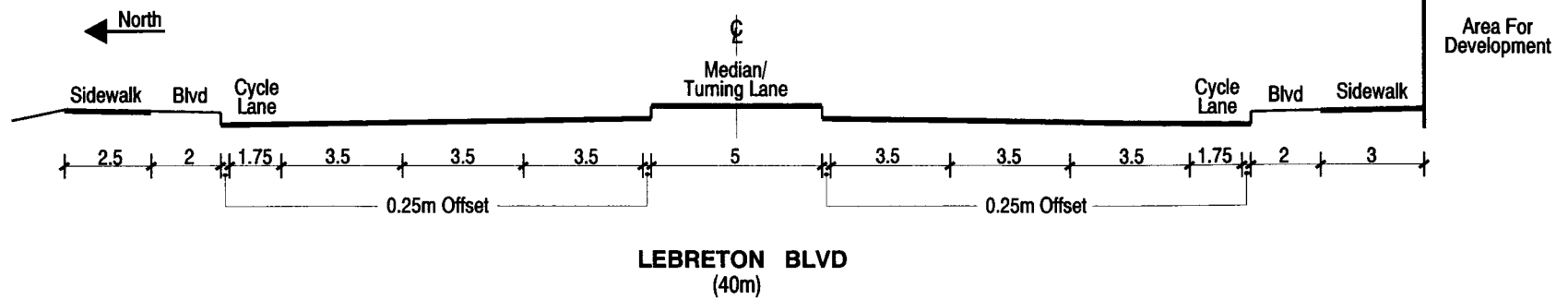
Legend / Légende

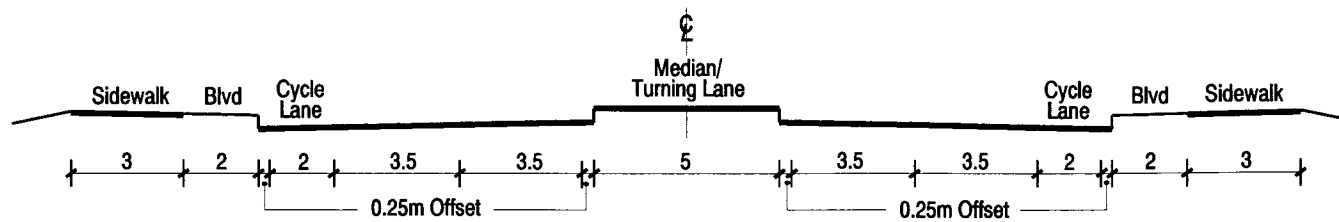
-  Central Area
Zone centrale
-  Waterfront Open Space
Espace vert riverain
-  Regional Roads
Routes régionales
-  Transitway
Voie de transport en commun



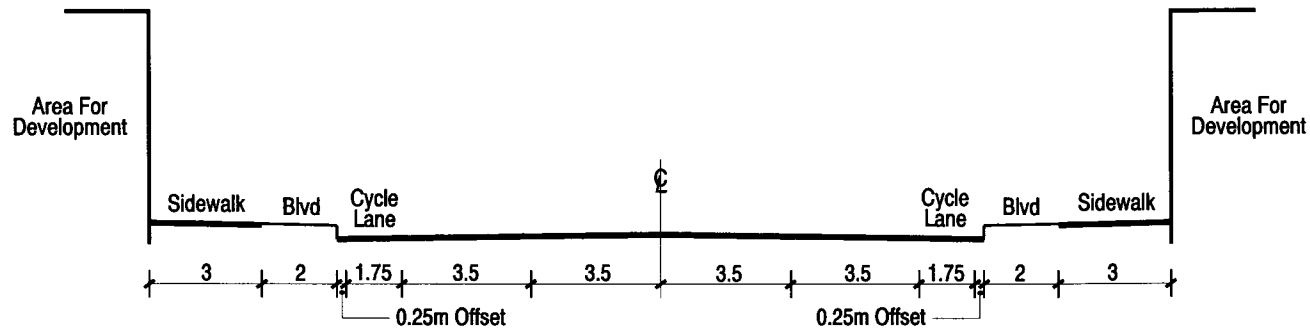
80 40 0 80 160

Scale / Échelle 1 : 4000

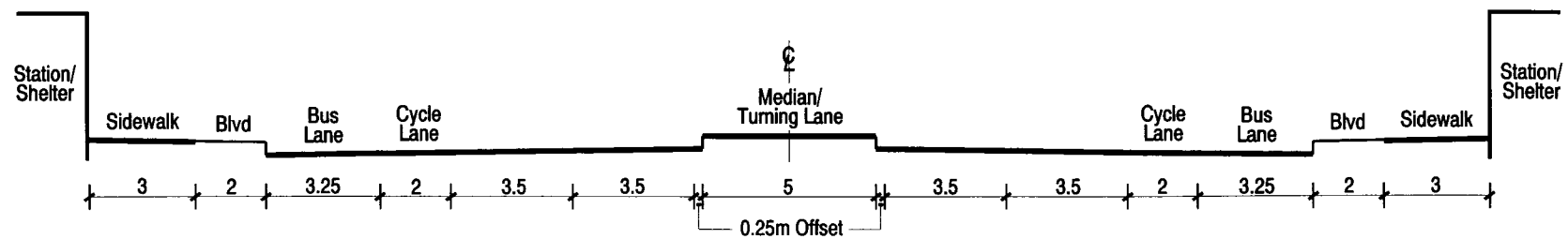




BOOTH STREET (Fleet Street to Chaudiere Bridge)
(34m)



BOOTH STREET (Aqueduct to Fleet Street)
(28m)



BOOTH STREET (Scott/Wellington/Albert to Aqueduct)
(40m)

PROPOSED CROSS-SECTIONS