

Our File/N/Réf. (23) 14-96.0014  
Your File/V/Réf.

DATE 29 September 1998

TO/DEST. Co-ordinator, Planning & Environment Committee

FROM/EXP. Planning and Development Approvals Commissioner

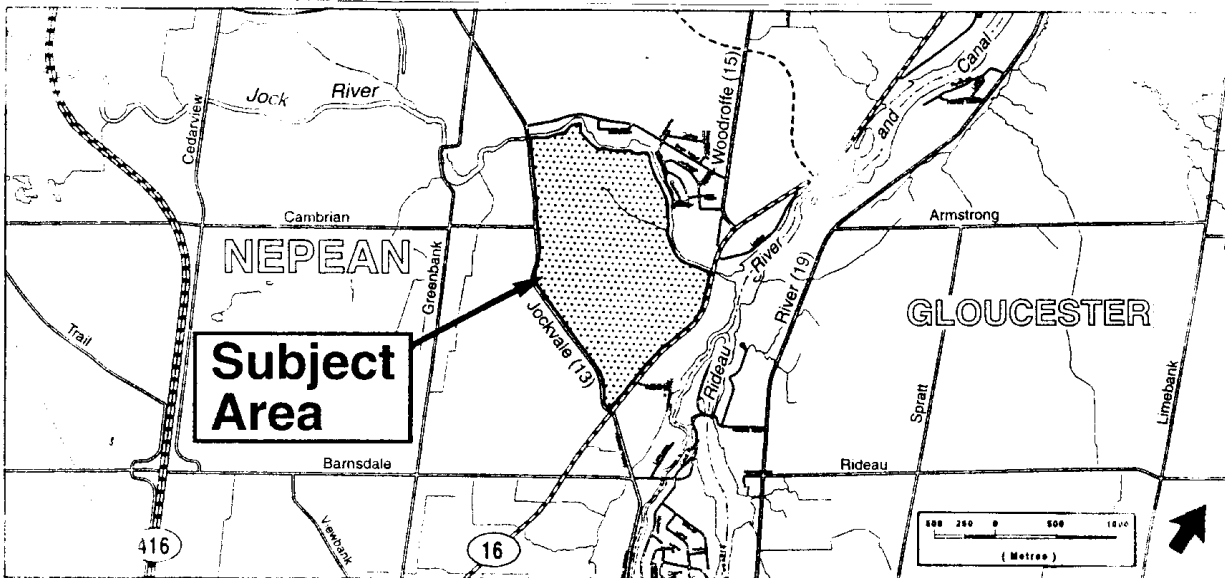
SUBJECT/OBJET **LOCAL OFFICIAL PLAN AMENDMENT 9  
CITY OF NEPEAN (MONARCH DEVELOPMENT CORP.)**

**DEPARTMENTAL RECOMMENDATION**

**That the Planning and Environment Committee recommend that Council approve local Official Plan Amendment 9 to the City of Nepean Official Plan subject to the modifications outlined on the approval pages attached as Annex 1 to this report.**

**BACKGROUND**

The City of Nepean adopted local Official Plan Amendment (LOPA) 9 on 11 Dec. 1997 and subsequently submitted same to the Region for approval under Section 17 of the Planning Act, 1990 (i.e., the Bill 20 version) on 22 Dec. 1997. Regional staff were not in a position to take action on Nepean's LOPA 9 until the Ontario Municipal Board issued its order approving those sections of the 1997 Regional Official Plan pertaining to the South Nepean community.



## THE AMENDMENT

Nepean's LOPA 9 applies to approximately 130 ha (321 ac.) of land within the South Nepean community (see Annex II). The subject lands are bounded by the Jock River to the north and east, Jockvale Rd. on the west and Regional Rd. 73 (former Highway 16) on the south. Nepean's LOPA 9 represents one of fifteen secondary planning areas within the overall planning framework for the South Nepean community established by Nepean's LOPA 7.

Monarch Development Corp., is the principal landowner involved with Nepean's LOPA 9, and would like to develop a golf course community within a system of public greenspace and waterfront open space. Nine holes of the golf course and 700 dwelling units are to be built in the first phase of the development (i.e., Area 12A). The second nine holes and an additional quantum of dwelling units are to be built at a later date following the approval of a Regional Official Plan Amendment and another LOPA for Area 12B.

## EXTERNAL AGENCY COMMENTS

Nepean's LOPA 9 was circulated to a number of agencies and utilities. While no objections were received from any of the circulated agencies, the substantive comments received are summarised as follows.

### Ottawa Carleton District School Board

The Ottawa-Carleton District School Board (OCDSB) has indicated that there is no requirement for an elementary school site within Area 12 based on a projection of 700 dwelling units for Area 12A and a further 250 dwelling units for Area 12B. Future enrolment will be accommodated in schools north of the Jock River.

### Comment

The concerns of the OCDSB are addressed through Modification Nos. 2 and 16.

### Township of Rideau

Rideau Twsp. staff have commented on Nepean's LOPA 9 insofar as the implications the South Nepean Master Servicing Plan holds for Manotick. In this context, Rideau Twsp. has advised that the proposed trunk services should be sized to provide for the sanitary sewerage and water demands of Manotick as spelled out in the Manotick Servicing Options Study.

### Comment

Regional staff have confirmed that the development of the lands associated with Nepean's LOPA 9 will not prejudice servicing options being pursued by the Township of Rideau for Manotick.

## OBJECTION

In the course of preparing the Planning and Environment Committee report on Nepean's LOPA 7, it became apparent that Mrs. Sinha had also objected to Nepean's LOPA 9. Rather than attempt to summarise all of Mrs. Sinha's issues, as some of these pre-date LOPAs 7 and 9, only those issues which have a direct bearing on Nepean's LOPA 9 are paraphrased in the following points. Mrs. Sinha's submission to Nepean is appended as Annex 3.

- How will the rest of the South Nepean community relate to the lands described by Nepean's LOPA 9 and how will the LOPA 9 lands relate to Manotick?
- How many bridges and roads will be provided and where will the "Outer Ring Road" be in relation to the lands described by Nepean's LOPA 9?
- Who will pay for the required infrastructure?

## Comment

The lands described by Nepean's LOPA 9 have been planned as an integral component of the South Nepean community. While these lands represent the first phase of serviced development south of the Jock River, in the fullness of time, these lands will be joined by development in Areas 11, 13, 14 and 15. The relationship with Manotick is different. The South Nepean community and Manotick currently exist as separate development envelopes while sharing some infrastructure (e.g., Regional roads) and there is no proposal to allow these communities to coalesce.

The transportation infrastructure for the South Nepean community is outlined the South Nepean Master Transportation Plan. Only one new crossing of the Jock River is proposed for the southern extension of the "Rapid Transit Corridor". The other crossings will likely involve realignment or upgrading. There will be a number of new roads constructed but the overall thrust of the South Nepean MTP remains to minimise auto usage through land use planning and the promotion of alternative modes of travel. The "Outer Ring Road" has been deleted from the 1997 ROP and has not been identified on any schedule associated with Nepean's LOPAs 7 or 9.

The cost of the major infrastructure will be borne by developers for project specific infrastructure and the purchasers of residential and non-residential property within Nepean and the Region , through development charges, for more significant infrastructure. Any shortfall in these revenue sources will likely be made up through a combination of user charges and the general property tax levy.

## STAFF COMMENT

The 1997 Regional Official Plan (ROP) added 54 ha (134 acs.) to the "General Urban Area" designation on Schedule B, to accommodate the first phase of fully serviced development in Nepean south of the Jock River. Regional staff have considered Nepean's LOPA 9 in this context. Although Nepean's LOPA 9 contemplated approval of urban lands in excess of that permitted by the 1997 ROP, Regional staff are only recommending approval of a first phase (i.e.,

Area 12A) of development to include 700 dwelling units, a 9 hole golf course as well as a greenway and waterfront open space system.

In terms of servicing for the lands associated with Nepean's LOPA 9, water will initially be provided from a feedermain in Jockvale Rd. and wastewater by a temporary sanitary sewer connecting to the Region's pumping station at Carleton Lodge. These piped services will place temporary restrictions on development within Area 12A such that only 230 dwelling units can be accommodated prior to a second watermain feed being provided and only 400 dwelling units until the extension of the West Rideau Collector Sewer to this area or other sewer improvements are completed. While the road network does not require any substantial alteration, transit service will likely be provided on a contract basis for the foreseeable future, similar to the Riverside Community in Gloucester. Phasing of development within Area 12A and the details surrounding these servicing matters will be confirmed prior to draft approval of any plans of subdivision.

Consistent with the above-noted comments, Regional staff have proposed a number of modifications to Nepean's LOPA 9 to bring it into conformity with the 1997 ROP. By way of a motion at Nepean's 29 Sept. 1998 Planning & Development Committee, Nepean Council has concurred with the modifications proposed by Regional staff. Monarch Development Corp. has also indicated that it agrees with the modifications proposed.

## **PROPOSED TEXT MODIFICATIONS**

### **GENERAL AMENDMENT**

#### **Modification No. 1**

PART II, THE AMENDMENT, be modified to delete all references to "District 12A" and "Highway 16" in the text and replace them with references to "Area 12A" and Regional Road 73 (former Highway 16)" respectively.

#### Comment

Modification No. 1 is proposed to make references to Area 12 and Regional Rd. 73 consistent throughout LOPA 9 which in turn needs to be consistent with the references to planning "Areas" and Regional Rd. 73 in Nepean's LOPA 7.

#### **Modification No. 2**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.1, Land Use Components, Policy vi), Institutional Uses, be modified by deleting the last sentence of the first paragraph and replacing it with the following:

"While no school sites are required in Area 12A, the requirements for school sites will be reviewed prior to the approval of a further local Official Plan Amendment for the balance of the lands in Area 12."

Comment

Modification No. 2 proposes to defer the determination of the need for a school site/school sites in Area 12 until the LOPA for the balance of the Area 12 lands is dealt with.

**Modification No. 3**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.2, Population, be modified by deleting the text contained therein and replacing it with the following:

“Area 12 has been designed to accommodate 1,700 dwelling units and 340 jobs at build-out. The first phase of development within Area 12 (i.e., Area 12A) will comprise approximately 700 dwelling units with Area 12B accounting for another 250 dwelling units. Notwithstanding the dwelling unit projections for Areas 12A & B, Area 12A shall be limited to 230 dwelling units until additional trunk servicing capacity for Area 12A has been identified by the Region. Development of Area 12B and the balance of lands in Area 12 will also require the identification of sufficient trunk servicing capacity as well as amendments to the 1997 Regional Official Plan and the City of Nepean’s Official Plan.

Given the expected age profile of the residents in Area 12, a relatively low average household size of 2.5 - 2.7 ppu is anticipated, which would result in a first phase population of approximately 1,750 to 1,890 people. At build-out, Area 12 is expected to be home to some 4,250 to 4,590 people.”

Comment

Modification No. 3 is proposed to clarify what the dwelling unit, job and population limitations are on Area 12 with special emphasis on what can be developed within the Area 12A in the short term. These figures conform with the 1997 ROP as well as Nepean’s LOPA 7.

**Modification No. 4**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, be modified by deleting the first sentence of the second paragraph contained in the preamble and replacing it with the following:

“In the planning and development of the transportation system, emphasis will be placed on facilitating pedestrian, cyclist and transit movement through the golf course community.”

Comment

Modification No. 4 is proposed to confirm that transit service will also be addressed in the transportation system for Area 12.

**Modification No. 5**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, Policy i), Roads, be modified by deleting the third paragraph contained therein.

Comment

As the “Outer Transportation Corridor” and the “Rideau River Crossing” projects are no longer addressed in the 1997 ROP, there is no need to raise these matters in LOPA 9. Modification No. 9 confirms this fact.

**Modification No. 6**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, Policy i), Roads, be modified by deleting the reference to “1995” contained in the first paragraph and replacing it with reference to “1997”.

Comment

Modification No. 6 is proposed to correct the reference to the year in which the South Nepean Urban Area Master Transportation Study was finalised.

**Modification No. 7**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, Policy i), Roads, be modified by deleting the second paragraph contained therein and replacing it with the following:

“While sufficient capacity exists on Jockvale Road to accommodate the traffic demand projected to be generated by Area 12, provision for realignment and widening of Jockvale Road will be made within abutting plans of subdivision, severances and site plans.”

Comment

The 1997 ROP established the right-of-way for Jockvale Rd. at 34 metres however, Regional staff are aware that a wider right-of-way may be necessary to accommodate cycle lanes, wider sidewalks and snow storage. Notwithstanding that Jockvale Rd. can accommodate the traffic generated by the development of Area 12, Modification No. 7 is proposed to ensure that the ultimate requirements for Jockvale Rd. can be secured through plans of subdivision, severances and site plan approval.

**Modification No. 8**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, Policy iii), Pedestrian Movement, be modified by deleting the third sentence of the first paragraph and replace it with the following:

“Sidewalks will be provided on both sides of all roads designed to carry transit and considered on all other roads as warranted given the number of dwelling units accessed by local road and length of the particular road.”

#### Comment

The policies of the 1997 ROP, require sidewalks on both sides of roads designed to carry transit. Modification No. 8 is proposed to ensure conformity with the policies of the 1997 ROP.

#### **Modification No. 9**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, be modified by deleting all the bullets in the preamble and replacing them with the following bullets:

- “RMOC Water Master Plan, 1997
- RMOC Wastewater Master Plan, 1997
- South Nepean Urban Area Master Servicing Study (J.L. Richards)
- South Barrhaven Serviceability Study, 1993 (Cumming Cockburn Ltd.)
- South Nepean Phase III Lands, Master Drainage Plan, 1997 (CH2M Gore & Storrie)”

#### Comment

Modification No. 9 is proposed to include reference to the Region’s Water and Wastewater Master Plans as well as correct reference to the South Nepean Urban Area Master Servicing Study and the South Nepean Phase III Lands, Master Drainage Plan.

#### **Modification No. 10**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, Policy i), Watermains, be modified by deleting the first sentence in its entirety and replacing it with the following:

“Area 12 is to be serviced with water by extensions from the existing 750 mm watermain located at the corner of Strandherd Drive and Greenbank Road, approximately paralleling the existing 400 mm Manotick service.”

#### Comment

Modification No. 10 is proposed to correct the size of the existing watermain at Strandherd Dr. and Greenbank Rd. and the direction of watermain extensions to service Area 12.

**Modification No. 11**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, Policy i), Watermains, be modified by adding a third paragraph as follows:

“Based on the growth projections of the 1997 Regional Official Plan, expansion to the existing trunk water capacity is expected by 2006.”

Comment

As the development within Area 12 is ultimately limited by the infrastructure phasing policies of the 1997 ROP, Modification No. 11 is proposed to clarify the timeframe for expansions to watermain capacity.

**Modification No. 12**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, Policy ii), Sanitary Sewers, be modified by deleting the first paragraph and replacing it with the following:

“The sanitary sewer options for South Nepean, which includes Area 12, are outlined in the South Nepean Urban Area Master Servicing Study prepared by J.L. Richards. The report reviewed alignments, sizing options, costs and environmental impact of development for all of South Nepean. Based on growth projections of the 1997 Regional Official Plan, expansion to the existing trunk sanitary sewer capacity is expected by 2006.”

Comment

As the development within Area 12 is ultimately limited by the infrastructure phasing policies of the 1997 ROP, Modification No. 12 is proposed to clarify the timeframe for expansions to sanitary sewer capacity as well as correct reference to the South Nepean Urban Area Master Servicing Study.

**Modification No. 13**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, Policy iii), Stormwater Management, be modified by deleting the first sentence of the first paragraph and replace it with the following:

“The Master Drainage Plan for the Area 12 was completed by CH2M Gore & Storrie in 1997. This document reviewed the stormwater management options for the portion of South Nepean south of the Jock River.”



Comment

Modification No. 13 is proposed to update LOPA 9 to reflect that the master drainage plan for Area 12 has been completed to the satisfaction of all impacted agencies.

**Modification No. 14**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.5, Environmental Protection Measures, be modified by deleting the first bullet contained therein and replacing it with the following:

“all development of lands within Area 12 shall be supported by appropriate studies indicating that no adverse impact on fish habitat will occur during all phases of construction and post-construction. Such studies shall be required in support of subdivision/condominium applications.”

Comment

Modification No. 14 is proposed to clarify that, as Area 12 drains to the Jock River, all development within Area 12 shall be supported by appropriate studies to demonstrate how no adverse impact on fish habitat will result due to any construction activity.

**Modification No. 15**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.7, Phasing of Development, be modified by deleting the first paragraph and associated bullets and replacing them with the following:

“Area 12A represents the first phase of development. Area 12A shall provide for:

- the first nine holes of the golf course and clubhouse;
- the major open space system along the Jock River and related community/neighbourhood park;
- 230 dwelling units initially and 700 dwelling units when sufficient trunk servicing capacity has been identified by the Region;
- a double-entry collector road system serving the residential precincts; and
- the parkettes and trail system included therein.”

Comment

Modification No. 15 is proposed to establish the current development limitations for Area 12A.

**Modification No. 16**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.7, Phasing of Development, be modified by deleting the second and third paragraphs contained therein and replacing them with the following:

“Development within Area 12A will be controlled through the draft plan of subdivision approval process. No development beyond 230 dwelling units will be permitted within Area 12A until sufficient trunk servicing capacity has been identified by the Region. Development of Area 12A up to 700 dwelling units will be permitted without amendment to this plan once the Region has identified the required trunk servicing capacity.

The development of Area 12B and the balance of Area 12 will be permitted following the identification of sufficient trunk servicing capacity by the Region and the approval of amendments to the 1997 Regional Official Plan and the City of Nepean’s Official Plan. This next stage of development will identify a reserve for a school site, if deemed necessary by a board of education, and accommodate any realignment or widening requirements for Cambrian and Jockvale Roads.”

Comment

Modification No. 16 is proposed to outline what needs to be done before development of the balance of Area 12 can take place.

**Modification No. 17**

PART II, THE AMENDMENT, Section 6, IMPLEMENTATION, be modified by deleting second paragraph contained therein.

Comment

As the master drainage plan for Area 12 has now been completed, there is no longer any need to make any statement regarding when plans of subdivision or zoning by-law amendments will be processed. As such, Modification No. 17 proposes to delete this statement.

**PROPOSED SCHEDULE MODIFICATIONS****Modification No. 18**

SCHEDULE A4, LAND USE, AREA 12A, be modified by moving the “Collector Road” symbol from the eastern portion of the property to a more central location as identified on SCHEDULE A4.

Comment

Modification No. 18 is proposed to optimise transit routing through Area 12A by minimising the length of road buses would need to travel in order to serve the population.

**Modification No. 19**

SCHEDULE A4, LAND USE, AREA 12A, be modified by deleting reference to “Phase 2”, introducing a symbol and boundary for Area 12A and Area 12B.

Comment

Modification No. 19 is proposed to introduce a graphic distinction between Areas 12A and 12B and delete reference to “Phase 2” as it is not relevant to the partial approval of LOPA 9.

**Modification No. 20**

SCHEDULE B4, RESIDENTIAL UNIT TARGET, AREA 12A, be modified by deleting the symbols and boundaries associated with “Sub Areas 1 and 2” and replacing them with a symbol and boundary for Area 12A and Area 12B.

Comment

Modification No. 20 is proposed to confirm that LOPA 9 no longer makes a distinction between “Sub Area” for the purposes of allocating dwelling units but planning areas (i.e., Areas 12A and 12B).

**Modification No. 21**

SCHEDULE B4, RESIDENTIAL UNIT TARGET, AREA 12A be modified by deleting the reference to “Target Units” in the legend and replacing them with reference to “700 Dwelling Units” within the Area 12A boundary only.

Comment

Modification No. 21 is proposed to confirm that Area 12A has been planned to accommodate 700 dwelling units ultimately.

**Modification No. 22**

SCHEDULE A4, LAND USE, AREA 12A and SCHEDULE B4, RESIDENTIAL UNIT TARGET, AREA 12A, be modified to delete reference to “Highway 16” and replace it with “Regional Road 73 (former Highway 16)”.

Comment

Modification No. 22 has been proposed to correct reference to Highway 16 as it is now a Regional Rd.

**Modification No. 23**

SCHEDULE A4, LAND USE, AREA 12A, be modified to move the “Open Space/Park” designation in the centre of Area 12A from the north edge of the surrounding “Low Density Residential” designation to the south edge of the same designation and redesignate the lands on which the “Open Space/Park” designation was previously on “Low Density Residential”.

**Modification No. 24**

SCHEDULE A4, LAND USE, AREA 12A, be modified to move redesignate the “Low Density Residential” parcel of land at the northeast corner of the northernmost intersection of Jockvale Road and the proposed collector “Medium Density Residential”.

Comment

Modification Nos. 23 and 24 are proposed to implement changes to the land use designations requested by the developer that Nepean staff concur with.

CONSULTATION

Public meetings required by Section 17(15) of the Planning Act, 1990 were held at Nepean City Hall on 27 May 1997 and 3 June 1997. The only significant issue raised at these meetings involved the timing for the completion of the Master Drainage Plan in support of Nepean’s LOPA 9. The Master Drainage Plan for Nepean’s LOPA 9 was completed in Nov. 1997 and as such, Nepean Council adopted LOPA 9 shortly thereafter.

FINANCIAL IMPLICATIONS

The approval of Nepean’s LOPA 9 will permit the development of the first phase of a golf course community in South Nepean. This development will generate development charge revenue and assessment for the Region.

*Approved by*

*N. Tunnacliffe, MCIP, RPP*

**APPROVAL PAGE  
AMENDMENT NO. 9 TO THE OFFICIAL PLAN  
OF THE CITY OF NEPEAN**

I hereby certify that Amendment No. 9 to the Official Plan of the City of Nepean, which has been adopted by the Council of the City of Nepean, was approved by the Council of the Regional Municipality of Ottawa-Carleton on \_\_\_\_\_ 1998, under Sections 17 and 21 of the Planning Act, 1990 except:

A. the following which was modified under Section 17(34) of the Planning Act, 1990:

**Modification No. 1**

PART II, THE AMENDMENT, is modified to delete all references to “District 12A” and “Highway 16” in the text and replace them with references to “Area 12A” and Regional Road 73 (former Highway 16)” respectively.

**Modification No. 2**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.1, Land Use Components, Policy vi), Institutional Uses, is modified by deleting the last sentence of the first paragraph and replacing it with the following:

“While no school sites are required in Area 12A, the requirements for school sites will be reviewed prior to the approval of a further local Official Plan Amendment for the balance of the lands in Area 12.”

**Modification No. 3**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.2, Population, is modified by deleting the text contained therein and replacing it with the following:

“Area 12 has been designed to accommodate 1,700 dwelling units and 340 jobs at build-out. The first phase of development within Area 12 (i.e., Area 12A) will comprise approximately 700 dwelling units with Area 12B accounting for another 250 dwelling units. Notwithstanding the dwelling unit projections for Areas 12A & B, Area 12A shall be limited to 230 dwelling units until additional trunk servicing capacity for Area 12A has been identified by the Region. Development of Area 12B and the balance of lands in Area 12 will also require the identification of sufficient trunk servicing capacity as well as amendments to the 1997 Regional Official Plan and the City of Nepean’s Official Plan.

Given the expected age profile of the residents in Area 12, a relatively low average household size of 2.5 - 2.7 ppu is anticipated, which would result in a first phase population of approximately 1,750 to 1,890 people. At build-out, Area 12 is expected to be home to some 4,250 to 4,590 people.”

#### **Modification No. 4**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, is modified by deleting the first sentence of the second paragraph contained in the preamble and replacing it with the following:

“In the planning and development of the transportation system, emphasis will be placed on facilitating pedestrian, cyclist and transit movement through the golf course community.”

#### **Modification No. 5**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, Policy i), Roads, is modified by deleting the third paragraph contained therein.

#### **Modification No. 6**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, Policy i), Roads, is modified by deleting the reference to “1995” contained in the first paragraph and replacing it with reference to “1997”.

#### **Modification No. 7**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, Policy i), Roads, is modified by deleting the second paragraph contained therein and replacing it with the following:

“While sufficient capacity exists on Jockvale Road to accommodate the traffic demand projected to be generated by Area 12, provision for realignment and widening of Jockvale Road will be made within abutting plans of subdivision, severances and site plans.”

#### **Modification No. 8**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.3, Transportation, Policy iii), Pedestrian Movement, is modified by deleting the third sentence of the first paragraph and replace it with the following:

“Sidewalks will be provided on both sides of all roads designed to carry transit and considered on all other roads as warranted given the number of dwelling units accessed by local road and length of the particular road.”

**Modification No. 9**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, is modified by deleting all the bullets in the preamble and replacing them with the following bullets:

- “RMOC Water Master Plan, 1997
- RMOC Wastewater Master Plan, 1997
- South Nepean Urban Area Master Servicing Study (J.L. Richards)
- South Barrhaven Serviceability Study, 1993 (Cumming Cockburn Ltd.)
- South Nepean Phase III Lands, Master Drainage Plan, 1997 (CH2M Gore & Storrie)”

**Modification No. 10**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, Policy i), Watermains, is modified by deleting the first sentence in its entirety and replacing it with the following:

“Area 12 is to be serviced with water by extensions from the existing 750 mm watermain located at the corner of Strandherd Drive and Greenbank Road, approximately paralleling the existing 400 mm Manotick service.”

**Modification No. 11**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, Policy i), Watermains, is modified by adding a third paragraph as follows:

“Based on the growth projections of the 1997 Regional Official Plan, expansion to the existing trunk water capacity is expected by 2006.”

**Modification No. 12**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, Policy ii), Sanitary Sewers, is modified by deleting the first paragraph and replacing it with the following:

“The sanitary sewer options for South Nepean, which includes Area 12, are outlined in the South Nepean Urban Area Master Servicing Study prepared by J.L. Richards. The report reviewed alignments, sizing options, costs and environmental impact of development for all of South Nepean. Based on growth projections of the 1997 Regional Official Plan, expansion to the existing trunk sanitary sewer capacity is expected by 2006.”

**Modification No. 13**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.4, Services & Stormwater Management and Utilities, Policy iii), Stormwater Management, is modified by deleting the first sentence of the first paragraph and replace it with the following:

“The Master Drainage Plan for the Area 12 was completed by CH2M Gore & Storrie in 1997. This document reviewed the stormwater management options for the portion of South Nepean south of the Jock River.”

**Modification No. 14**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.5, Environmental Protection Measures, is modified by deleting the first bullet contained therein and replacing it with the following:

“all development of lands within Area 12 shall be supported by appropriate studies indicating that no adverse impact on fish habitat will occur during all phases of construction and post-construction. Such studies shall be required in support of subdivision/condominium applications.”

**Modification No. 15**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.7, Phasing of Development, is modified by deleting the first paragraph and associated bullets and replacing them with the following:

“Area 12A represents the first phase of development. Area 12A shall provide for:

- the first nine holes of the golf course and clubhouse;
- the major open space system along the Jock River and related community/neighbourhood park;
- 230 dwelling units initially and 700 dwelling units when sufficient trunk servicing capacity has been identified by the Region;
- a double-entry collector road system serving the residential precincts; and
- the parkettes and trail system included therein.”

**Modification No. 16**

PART II, THE AMENDMENT, Section 5, DEVELOPMENT POLICIES, Subsection 5.7, Phasing of Development, is modified by deleting the second and third paragraphs contained therein and replacing them with the following:

“Development within Area 12A will be controlled through the draft plan of subdivision approval process. No development beyond 230 dwelling units will be permitted within Area 12A until sufficient trunk servicing capacity has been identified by the Region. Development of Area 12A up to 700 dwelling units will



be permitted without amendment to this plan once the Region has identified the required trunk servicing capacity.

The development of Area 12B and the balance of Area 12 will be permitted following the identification of sufficient trunk servicing capacity by the Region and the approval of amendments to the 1997 Regional Official Plan and the City of Nepean's Official Plan. This next stage of development will identify a reserve for a school site, if deemed necessary by a board of education, and accommodate any realignment or widening requirements for Cambrian and Jockvale Roads."

#### **Modification No. 17**

PART II, THE AMENDMENT, Section 6, IMPLEMENTATION, is modified by deleting second paragraph contained therein.

#### **Modification No. 18**

SCHEDULE A4, LAND USE, AREA 12A, is modified by moving the "Collector Road" symbol from the eastern portion of the property to a more central location as identified on SCHEDULE A4.

#### **Modification No. 19**

SCHEDULE A4, LAND USE, AREA 12A, is modified by deleting reference to "Phase 2", introducing a symbol and boundary for Area 12A and Area 12B.

#### **Modification No. 20**

SCHEDULE B4, RESIDENTIAL UNIT TARGET, AREA 12A, is modified by deleting the symbols and boundaries associated with "Sub Areas 1 and 2" and replacing them with a symbol and boundary for Area 12A and Area 12B.

#### **Modification No. 21**

SCHEDULE B4, RESIDENTIAL UNIT TARGET, AREA 12A is modified by deleting the reference to "Target Units" in the legend and replacing them with reference to "700 Dwelling Units" within the Area 12A boundary only.

#### **Modification No. 22**

SCHEDULE A4, LAND USE, AREA 12A and SCHEDULE B4, RESIDENTIAL UNIT TARGET, AREA 12A, is modified to delete reference to "Highway 16" and replace it with "Regional Road 73 (former Highway 16)".

**Modification No. 23**

SCHEDULE A4, LAND USE, AREA 12A, be modified to move the “Open Space/Park” designation in the centre of Area 12A from the north edge of the surrounding “Low Density Residential” designation to the south edge of the same designation and redesignate the lands on which the “Open Space/Park” designation was previously on “Low Density Residential”.

Dated this        day of October, 1998

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Clerk, Regional Municipality of Ottawa-Carleton

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

## II THE AMENDMENT

### **5. DEVELOPMENT POLICIES**

District 12A, located east of the Jockvale Road, contains the first 9 holes of an ultimate 18 hole golf course community to be constructed on a 700 acre land holding located in the South Nepean. The recreationally-based community takes advantage of the many natural environmental amenities of the site and preserves public waterfront open space. Initial planning considerations would suggest that the main school/major park complex, together with other complementary institutional facilities will be located in that part of the holding to be developed in conjunction with the second 9 holes of the golf course. Specifically, it is anticipated, subjected to more detailed planning which will take place at that time, that the complex will be located in the southeast quadrant of the Greenbank/Cambrian Road intersection and immediately south of the medium density residential portion of the Activity Centre south of the Jock River. Convenience commercial facilities to serve the whole community will be situated in the same central location.

#### **5.1 Land Use Components**

Schedule A4 is the Land Use Plan for the Jockvale Golf Course Community (District 12A). Its components are:

##### **i) The Golf Course**

Will be nine holes initially and expanding to eighteen, threading through and around the residential fabric. The clubhouse is expected to serve as a social centre.

##### **ii) Residential**

Will include two categories:

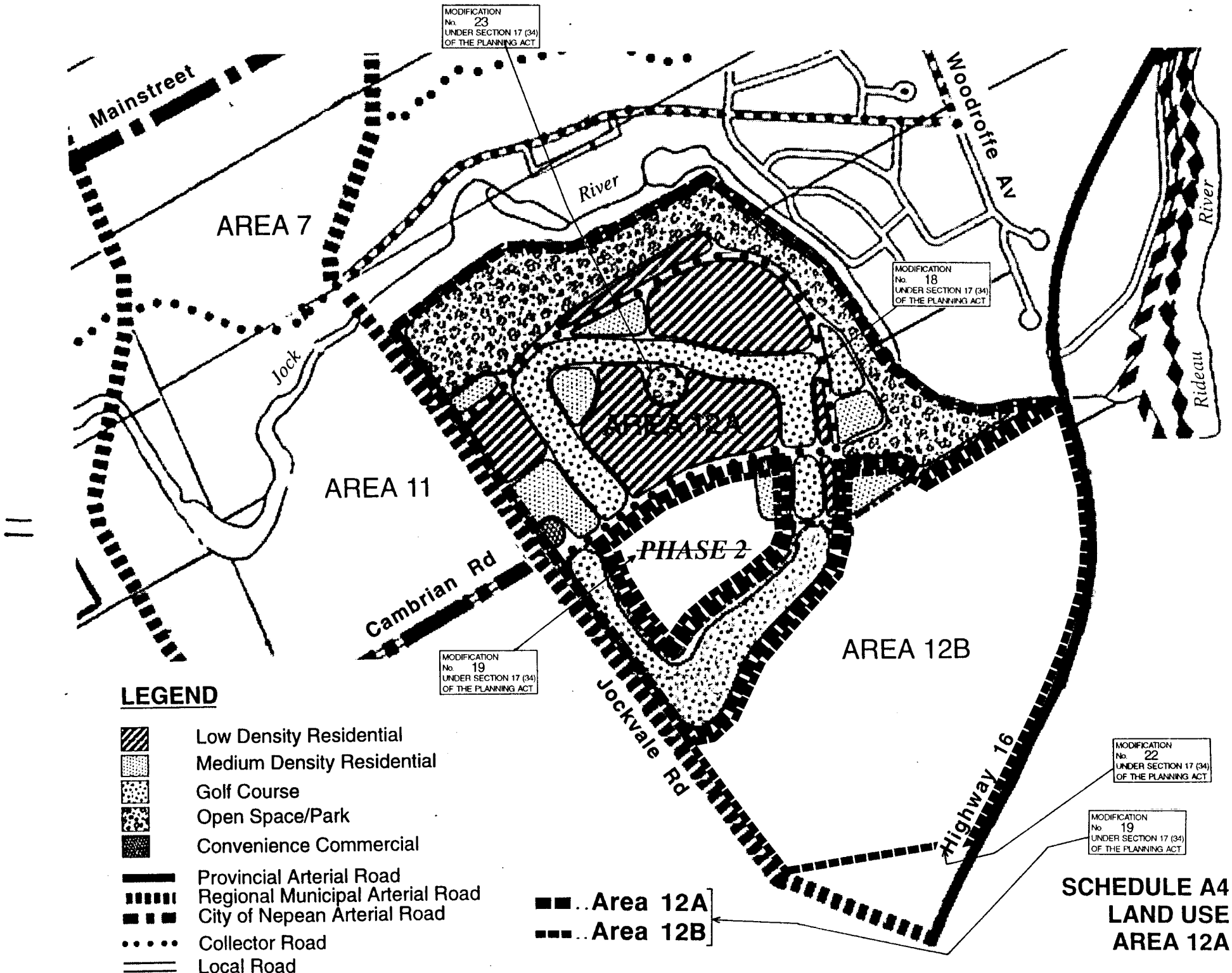
- o Low Density (i.e. up to 16 uph net, including single detached dwellings).
- o Medium Density (i.e. up to 35 uph net, including ground oriented townhouses or 'golf villas') arranged in clusters to maximize exposure to the golf course and to the open space system.

##### **iii) Open Space**

Will include a continuous swath of public land along the south bank of the Jock River (incorporating a sizable tract of City-owned land) which is intended as a pedestrian and bicycle link between the South Nepean Activity Centre and the Rideau River open space system extending south to Manotick.

Although not expected to be connected to the riverfront walkway, the Capital Memorial Gardens will add significantly to the sylvan backdrop for the recreational community.

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT



MODIFICATION  
No. 23  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT











MODIFICATION  
No. 18  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

MODIFICATION  
No. 19  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

MODIFICATION  
No. 22  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

MODIFICATION  
No. 19  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

**LEGEND**

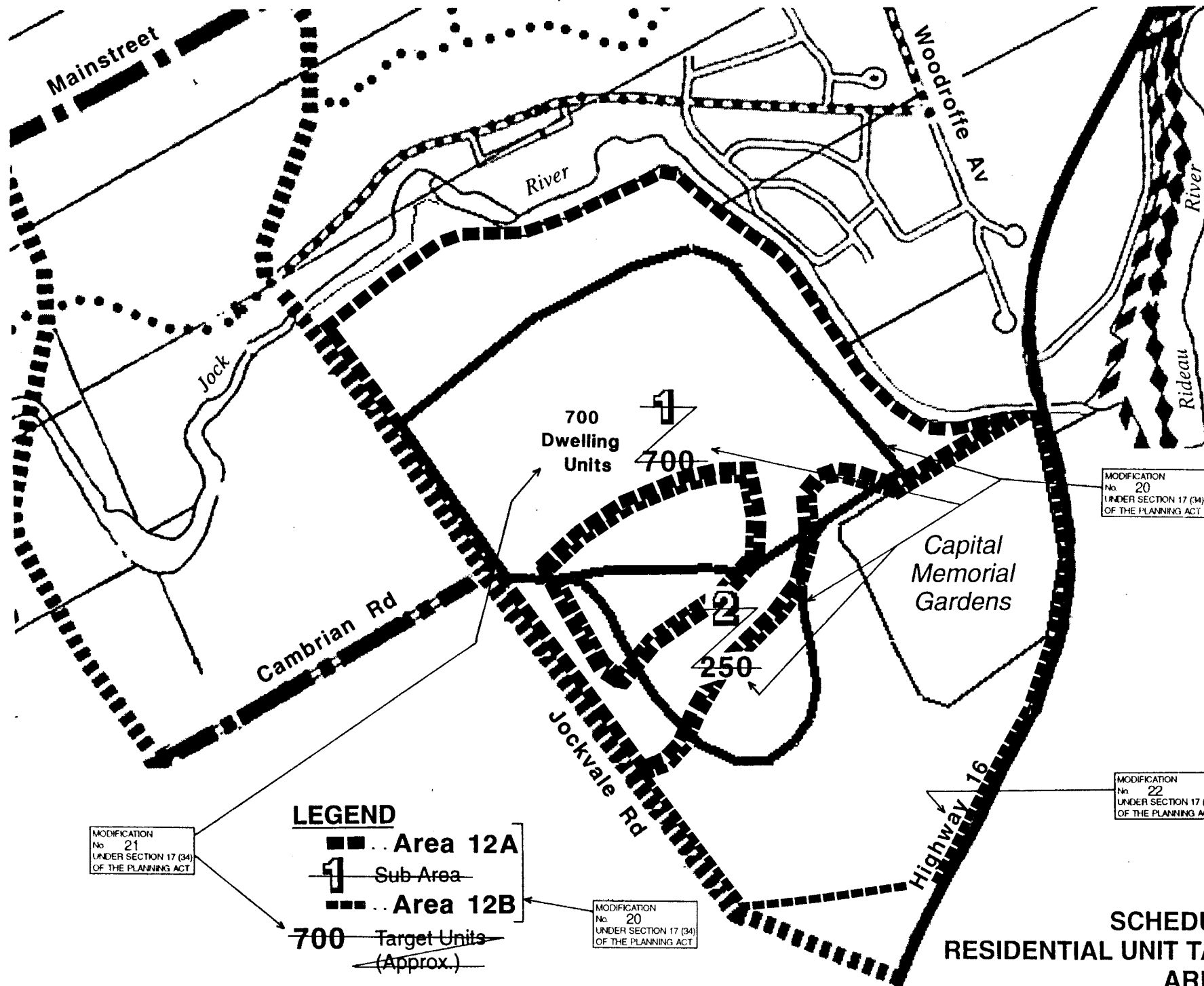
-  Low Density Residential
-  Medium Density Residential
-  Golf Course
-  Open Space/Park
-  Convenience Commercial
-  Provincial Arterial Road
-  Regional Municipal Arterial Road
-  City of Nepean Arterial Road
-  Collector Road
-  Local Road

 .. Area 12A ]

 .. Area 12B ]

**SCHEDULE A4  
LAND USE  
AREA 12A**

12



MODIFICATION  
No. 21  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

- LEGEND**
- ■ ■ Area 12A
  - 1 Sub-Area
  - · · Area 12B
  - 700 Target Units (Approx.)

MODIFICATION  
No. 20  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

MODIFICATION  
No. 20  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

MODIFICATION  
No. 22  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

**SCHEDULE B4  
RESIDENTIAL UNIT TARGET  
AREA 12A**

iv) Parks

Parkland shall be provided on the basis of a minimum of .8 ha/1,000 persons for neighbourhood facilities, and a minimum of 0.4 ha/1,000 persons for community park space.

The two will be integrated as part of the continuous open space system adjacent to the Jock River. If a school site is required, a second neighbourhood park of sufficient size to accommodate a selected program of active recreation facilities will be positioned adjacent to it.

As well, a network of parkettes linked by a trail will connect all parts of the residential precinct to the major open space system along the river's edge.

v) Local Commercial

Given the small size and relatively low gross density of the community, it is expected that only convenience commercial uses will be provided within the Secondary Plan Area. Higher order commercial facilities are expected to be readily available with the concurrent development of larger and more conventional communities currently being planned north of the Jock River.

vi) Institutional Uses

Experience in other golf course communities suggests that the households most likely to be attracted to the lifestyle will be maturing families with relatively few children in their school-attending years, particularly at the elementary level. ~~Nevertheless an elementary school site will be reserved, if required, within the Secondary Plan area in order not to foreclose options for the boards of education.~~

MODIFICATION  
No. 2  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

Religious institutions (including daycare facilities if needed), will be permitted at highly visible locations on the collector road system.

**5.2 Population**

~~The unit count for District 12A is expected to be about 950 at full development in a mix of low and medium density housing types. The first phase will comprise some 700 units, roughly in equal proportions of detached homes and golf villas. The unit targets identified on Schedule B4 are approximate and are intended primarily for monitoring purposes.~~

~~Given the expected age profile of the residents, a relatively low average household size of 2.5-2.7 ppu is anticipated, which would result in a District 12A population of about 2,400-2,600. The first phase population is expected to be in the 1,750-1,900 range.~~

MODIFICATION  
No. 3  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

### 5.3 Transportation

Schedule A4 also shows the circulation system planned for the community. The locations shown for collector roads are approximate only and subject to adjustment as part of the detailed subdivision design.

MODIFICATION  
No. 4  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

~~In the planning and development of the transportation system, emphasis will be placed on facilitating pedestrian and cyclist movement within and through the golf course community. The transportation system will also provide for ease of pedestrian and cyclist access to complementary institutional and local commercial facilities.~~

#### i) Roads

The proposed collector and arterial road system providing access to the community is consistent with the recommendations of previous studies, including the South Nepean Urban Area Master Transportation Study (1995) and the Concept Design Report for the Nepean South Urban Activity Centre (1994).

MODIFICATION  
No. 6  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

~~Sufficient capacity currently exists on Jockvale Road to accommodate traffic demand generated by the community, north to Greenbank Road and south to Highway 16. Thus the planned upgrading of Jockvale Road, while complementing the development, is not a requirement of the plan.~~

MODIFICATION  
No. 7  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

~~Studies of the Outer Transportation Corridor and of the Rideau River Crossing have progressed to the point where it is clear that the alignments of these facilities will not affect the secondary plan. In fact, it is understood that the Outer Transportation Corridor is not currently under consideration in the Region's Master Transportation Plan.~~

MODIFICATION  
No. 5  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

Local streets will be organized by direct access to the collectors. The road system will be designed so as to maximize vistas toward the golf course and open space components.

#### ii) Public Transit

It is expected that the community will be served by bus transit, connecting to the extended transitway serving South Nepean.

The internal collector system has been arranged to permit the spacing of transit stops within 400 metres walking distance of all parts of the community.

iii) Pedestrian Movement

The on-street sidewalk system will be supplemented by an internal trail network that will divide the large blocks created by the golf course, and will connect the community to the riverside trail system. Walking distances to transit stops will thereby be shortened. ~~Sidewalks will be provided on all collector roads, and considered on one side of local streets as deemed necessary depending upon the number of housing units accessed by the local road and length of the particular road.~~

MODIFICATION  
No. 8  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

The cart paths along the fairways will not be part of the public walkway system because of the potential hazards for casual strollers.

**5.4 Services & Stormwater Management and Utilities**

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

Internal and external servicing constraints for Secondary Plan District 12A have been identified and consideration given to the phasing of external services. The following reports were used in the review:

MODIFICATION  
No. 9  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

- ~~South Nepean Urban Area Master Servicing Plan (Draft) (J.L. Richards)~~
- ~~South Barrhaven Serviceability Study, 1993 (Cumming Cockburn Ltd.)~~
- ~~Preliminary Master Drainage Plan for the Lands South of the Jock River, 1995 (Oliver, Mangione, McCalla)~~

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

Water, stormwater, sanitary sewage facilities and utilities are either available or can be readily brought to District 12A, as described below. Proposed locations for servicing as shown on Figure 5 - Servicing and Stormwater Management.

i) Watermains

MODIFICATION  
No. 10  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

~~The intended service for this development would be to extend the existing 36 inch watermain located at the corner of Strandherd Drive and Greenbank Road, paralleling the existing 400 mm Manotick service.~~

The Regional Municipality of Ottawa-Carleton (RMOC) has identified the future requirement for an elevated tank to service future communities within the City of Nepean both north and south of the Jock River. The estimated size for this elevated tank would be in the order of 3.4 million litres.

MODIFICATION  
No. 11  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

ii) Sanitary Sewers

MODIFICATION  
No. 12  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

~~The sanitary sewer options for the South Nepean, which includes Secondary Plan District 12A, were evaluated for the City of Nepean, and presented in the Master Servicing Plan (J.L. Richards). The report reviewed alignments, sizing options, costs and environmental impact to allow development of all of the South Nepean.~~



The preferred route resulting from the study, (Option 3CP modified to eliminate the pumping station) has the ability to service the entire South Nepean urban area.

Further work is required with respect to finalizing this option which includes the required investigations to assess the construction techniques for two river crossings, paying specific attention to the woodlot (under which the sewer will be tunnelled) on the north side of the Jock River adjacent to the Hearts Desire Community that has been identified as being significant. This investigation will have to identify the exact alignment required for the sewer, along with the appropriate construction techniques to ensure that any impacts are avoided or minimized. This investigation will also have to identify the concerns of the existing residents in Hearts Desire.

iii) Stormwater Management

MODIFICATION  
No. 13  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

~~A Preliminary Master Drainage Plan was prepared by Oliver, Mangione, McGalla & Associates Limited which reviewed stormwater management options for the portion of the South Nepean located south of the Jock River. It identified the need for source controls to be implemented within proposed developments. As these were found to be unable to satisfy the discharge criteria of the Jock River, end of pipe treatment was also deemed to be necessary.~~

The two end of pipe treatment systems identified were wet ponds and wetland applications. The report identified that treatment subsequent to the wet ponds would probably be required. With respect to the wetland area, a monitoring program would have to be established to ensure that the wetland met the criteria. Both options have the recommendation of providing provisions for the incorporation of disinfection should it be required. The report also recognizes changes in technologies and recommends that any new technologies be reviewed before a final decision is made with respect to the stormwater management system.

The study established three scenarios for a stormwater management system which influence the required stormwater management system on the proposed Secondary Plan District 12A. The scenarios include three various tributary drainage areas and the corresponding ponds to accommodate the different drainage areas. The report also identified the need to complete environmental assessments with respect to fish habitat at the outlets of the stormwater management facility. The report recommended a 30 metre buffer strip along all rivers and that a slope stability analysis be completed in the area of the Hearts Desire weir.

As well, the developer shall undertake a geotechnical study, prepared by a qualified geotechnical engineer, to determine appropriate development setbacks. The geotechnical study shall be submitted in support of any applications for plans of subdivision adjacent to the neighbourhood park upstream of the Jock River weir. This shall be to the satisfaction of the Rideau Valley Conservation Authority.

The final design of the stormwater management facility should maintain base flows to the river and the concept of the major/minor system should be maintained for the development with the minor system making up the sewer distribution system which should be designed for a 1:5 year storm occurrence with a development being capable of handling a 1:100 year storm event without creating any basement flooding, erosion, or any other public safety concerns.



MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

Figure 5 shows a stormwater management pond system incorporated into the design of the golf course. Concurrent with the approval of the Secondary Plan for ~~District 12A~~ an environmental assessment for the stormwater management solutions will be undertaken. This environmental assessment would have to address which of the three above-mentioned scenarios would be appropriate for the development. The proposed concept can incorporate any of the proposed stormwater management scenarios. It would also have to finalize the pond configurations and determine whether wetlands, wet ponds, or some alternate type of stormwater management would be required to service these lands.

iv) Consumers Gas

Currently, Consumers Gas have high pressure mains at the intersection of Jockvale Road and Strandherd Drive and at the intersection of Woodroffe Avenue and Strandherd Drive. These mains have the capability of servicing the 500-700 homes planned for the first phase of ~~District 12A~~. It is also noted that there are proposals to extend the mains through Hearts Desire and the Carleton Lodge.

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

v) Bell Canada

Bell would extend their lines north from the Village of Manotick. Currently, with respect to the Bell distribution system, the Jock River represents the boundary between the Manotick/Jockvale exchange.

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

vi) Rogers Cablevision

Rogers currently have cablevision service to the homes on the east side of ~~Highway 16~~ opposite Jack May. As with Bell they would extend their services north with a possible future connection to Nepean as the South Nepean urban area.

vii) Nepean Hydro

Nepean Hydro currently has lines located at the intersection of Greenbank Road and Strandherd Drive and they also have another line located along Woodroffe Avenue in the vicinity of the existing Strandherd Drive. From these two locations, a looped system would be required extending down south from Strandherd Drive along Jockvale Road and back up along the ~~Highway 16~~ corridor, north along Woodroffe tying into the other existing system. This proposed system would have the capability of servicing not only ~~District 12A~~, but also additional lands within South Nepean.

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

Staging opportunities for this line are possible and would be established based on staging of the future development.

Figure 5 shows the servicing system and stormwater management facilities planned.

## 5.5 Environmental Protection Measures

Requirements of all levels of government for environmentally responsible construction will adequately protect and enhance the remnant natural features on site and the adjacent aquatic habitat. Areas of especial concern include:

MODIFICATION  
No. 14  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

- ~~all work near or within the Jock River will require special care that the important fish habitat is maintained and that timing of construction avoids critical biological activities such as spawning.~~
- servicing options for the development must include controls to ensure that the high quality woodlot within the development planning area, and the important woodlot adjacent to Hearts Desire, are not adversely affected through temporary construction impacts or long term changes to site hydrogeology. Tree preservation, protection and enhancement plans shall be required prior to any site preparation and/or servicing and in support of applications for plans of subdivision.
- a golf course management and design plan shall be prepared which will assess the environmental impacts of golf course development, operation and maintenance on natural features/functions of the site and provide recommendations for appropriate mitigative measures, including proper turf management practices.
- prior to commencement of site-grading for Phase 1 of the proposed golf course, an erosion and sedimentation control plan shall be prepared which clearly identifies the measures which will be utilized during the construction period and until such time as all disturbed areas have been revegetated.
- future land use and development in the watershed should be consistent with the recommendations of the Jock River Watershed Plan.
- all development concepts should incorporate open space or parkland adjacent to the Jock River corridor. The vegetation in this area will be protected from incompatible uses and enhanced through plantings where possible.
- a geotechnical study shall be prepared by a qualified geotechnical engineer to determine appropriate development setbacks. The study, to the satisfaction of the Rideau Valley Conservation Authority, shall be submitted in support of any applications for plans of subdivision adjacent to the neighbourhood park upstream of the Jock River weir.

## 5.6 Urban Design Policies

When considering zoning by-law amendments and site plans, Council shall consider the following guidelines:

- i) different housing types are best integrated by being situated in layers or clusters, to provide a transition from one type to another;
- ii) similar types of units should face each other to give the streetscape character and continuity, however a long row of townhouses should be avoided in order to encourage diversity in the built-form;
- iii) a variety of streetscapes throughout the community should be created in order to foster a sense of identity, especially at the entrances to the community and at highly visible locations along collector roads;
- iv) the provision of adequate on-street parking by examining street layout and mix of unit types;
- v) existing dwellings should be integrated into the overall community design and adjacent streetscape where possible;
- vi) housing designs should minimize the projection of garages beyond the main front wall of the dwelling, entry features should be afforded prominence, and double driveways across the curb should be discouraged in order to reduce the dominance of automobiles on the streetscape;
- vii) prominent buildings accommodating local commercial uses, churches, etc. should be positioned close to the street, with parking areas located to the side or rear;
- viii) collector roads shall be designed in such a way as to discourage through traffic from traversing the community but provide for some through movement, as well as direct access to adjacent lots. They shall be aligned to afford vistas of prominent buildings, the golf course, open spaces and parks, and environmental features that are to be preserved;
- ix) neighbourhood service streets shall be designed so that traffic on those streets is largely exclusive to those blocks. They should also be arranged to maximize vistas towards significant buildings, the golf course and prominent natural features.

## 5.7 Phasing of Development

~~The first phases of development are shown on Figure 5. Phase 1 shall provide for:~~

- ~~o the first nine holes of the golf course and clubhouse;~~
- ~~o the major open space system along the Jock River and related~~

MODIFICATION  
No. 15  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

MODIFICATION  
No. 15  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

- ~~o community/neighbourhood park;~~
- ~~o some 500 to 700 dwelling units;~~
- ~~o a double-entry collector road system serving the residential precincts;~~
- ~~o the parkettes and trail system included therein.~~

MODIFICATION  
No. 16  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

~~The second phase will complete the remainder of the residential precinct within the completed collector loop road and increase the potential unit count to about 950. Phase 2 will be subject to an (H) Holding Zone, to be removed only upon completion of studies satisfactory to Council demonstrating the adequacy of social and physical services and major road capacities, and approval of a draft plan of subdivision detailing the layout of local streets and lots.~~

~~Subsequent phases of residential development shall be subject to an amendment to this Secondary Plan and will include a reserve school site if desired by a board of education. Provision shall be made for the realignments of Cambrian Road and Jockvale Road as a part of land development proposals, where applicable.~~

## 6. IMPLEMENTATION

Plans of subdivision and zoning by-law amendments shall reflect the contents of this Secondary Plan. The preparation and development of such plans of subdivision will necessitate continuous consultation with the City of Nepean and the Regional Municipality of Ottawa-Carleton until such plans are finalized.

MODIFICATION  
No. 17  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

~~Applications for plans of subdivision and/or zoning by-law amendments will not be considered for approval by the City of Nepean and the Regional Municipality of Ottawa-Carleton until such time as the Master Drainage Plan for the lands within South Nepean south of the Jock River has been completed and approved by the City and the relevant authorities, so as to ensure that the design of any proposed plan of subdivision for District 12A will be consistent with the optimum stormwater management strategy which will be identified in the Master Drainage Plan.~~

MODIFICATION  
No. 1  
UNDER SECTION 17 (34)  
OF THE PLANNING ACT

The design of any proposed plan of subdivision for District 12A will be consistent with the optimum stormwater management strategy which has been identified in the Master Drainage Plan.

An EA will be required in order to finalize the type and size and locations (including future relocations) of ponds necessary as part of the stormwater management system.

Except for conventional individual lots for one and two-family dwellings, all residential, commercial and institutional lands shall be developed in accordance with site plan control pursuant to Section 40 of the Planning Act.

## 7. INTERPRETATION

As far as location and boundaries of the land use designations are concerned, Schedule A4 is intended only to provide general guidelines. These designations should be interpreted in the light of related policies. If an additional park or school site is deemed to be necessary, no amendment to this Plan will be required.

OBJECTION TO AMENNDMENT # 7 and 9 AND OTHER PLANNING ITEMS

- 1.0 The 71 acre parcel at the confluence of the Rideau River and Mud Creek owned by Mr. Stinson has been identified as part of Nepean's Manotick Village and granted residential status under Amendment 21 of 1991 to Nepean Official Plan. I object to Nepean creating a new village and naming it Manotick Village. This is a deliberate attempt to mislead councillors and public into believing that this new village is part of existing Manotick village in township of Rideau. This will cause confusion. Are residents of original Manotick aware that it is proposed to develop a new name sake village on their door step. We already have some 30 villages within the RMOC jurisdiction. What criteria are used to create a village.
- 1.1 This Nepean Manotick village -MV on Schedule 1 (Ex. / ) is within the RMOC river corridor with part agriculture and part hazard land zoning and I fail to understand how it can be zoned residential.
- 1.2 Did Nepean get approval from Ministry of Agriculture. What was the response.
- 1.3 Under excuse of protecting the Rideau River, Nepean passed By-law 14-75 down zoning and expropriating all lands between Jock River along the Rideau to Bankfield border between Nepean and Rideau Township to provide Open Space for the proposed satellite community south of the Jock River. 80% of the lands within the satellite community south of the Jock River are owned by Jockvale-Monarch Enterprises. Lands, homes, farms were down zoned and expropriated for the benefit of Jockvale-Monarch Enterprises. Curiously, Stinson's 71 acres and Mr. Petite's (member Nepean Committee of Adjustment) 2 acre at confluence of Jock and Rideau also within jurisdiction of by-law 14-75 were exempted from downzoning and expropriation.
- 1.4 Object to approval of any development within Mr. Stinson's 71 acres, as this might prejudice any future bridge crossing at Bankfield, therefore these lands should be placed within a 'holding zone'. Ex 2

2. Object to approval of Nepean's Amendment #7 of 1997 Master Transportation Plan closing, relocating, realigning parts of numerous existing established regional and major arterial roads:

Cedarview Road	Regional 23
Woodroffee Avenue	Regional 15 from intersection with proposed realigned Strandherd Road
Jockvale Road	Regional 13
Strandherd Road	a major arterial has been relocated to intersect with Fallowfield and realigned to meet HWY 416

It is acknowledged that of all the infrastructure services, transportation is one of the most expensive item. It takes a lot of planning, engineering, public participation, environment assessment, OMB, expropriation of innocent peoples lands, homes. I do not understand the logic for such unnecessary expense just to close one road and start another to provide transportation access routes.

3. Object to relocation of industrial park from going along the railway and proposed O.C. Transpo route west of Barrhaven to HWY 16 going along the Rideau River designated a scenic route.
4. ROP 1974 Sec 3 clearly indicates transportation to be the most expensive item in developing a new community. Therefore availability of transportation should be given the highest score in deciding location of any new community. The provincial government is spending millions of dollars to construct the HWY 416 to connect Ottawa to Toronto. Therefore instead of Barrhaven extending upto HWY 416, it is wise and sound planning for Barrhaven to also extend west beyond the HWY 416 and the new community to be both east and west of HWY 416. *instead of going south of Jock River*
- 5.0 Object to Amendment #9 N.O.P. extension of Phase II satellite city south of the Jock River. Notification re: proposed Amendment #9 indicates that the owners-developer (Jockvale-Monarch Enterprises) have undertaken a feasibility study approved by City of Nepean to develop a residential community integrated with a golf course. This is asking the fox to look after the chickens coops. It is also worth while to remind members of Nepean Planning Committee that the golf course is land stolen by Nepean in 1975 through expropriation of active farms to provide parks and recreation facilities for the community south of the Jock



River, 80% of the land being owned by Jockvale-Monarch Enterprises. It is normal practice that a developer donates 5% of land to the municipality for recreational and other uses. Why should the taxpayers of Nepean be penalized to pay for recreation lands within the urban area south of the Jock River.

- 5.1 How will Barrhaven and communities of Davidson, Longfield and community south of proposed Strandherd, all north of the Jock River relate to Phase 2 satellite city south of the Jock River. Will this highly publicized community south of the Jock River be a distinct society from the communities north of the Jock River.
- 5.2 How many bridges and roads will be provided. Where will the location of the Outer Ring Road be, in relation to the community south of the Jock River.
- 5.3 Who will pay for roads, sewer, water and transportation infrastructure. The cost to the taxpayers will be astronomical. It is too big a sacrifice to ask taxpayers to foot the bill for Jockvale-Monarch Enterprises, when Nepean still has 3000 acres of approved urban land north of the Jock River where services already exist. In addition there is another 3500 acres of land west of HWY416. This area west of Cedarview Road was the original location of the satellite city approved under Nepean Official Plan of October 2, 1972 and RMOC Draft Official Plan of 1974 (Ex. ). Mr. Haydon, then Reeve of Nepean as a political favour to a friend convinced the RMOC Planning Committee and Council to move the satellite city from north of Jock River to south of the Jock River.
- 5.4 How will the the satellite city south of the Jock River relate to agricultural village of Manotick in Rideau Township with no buffer zone between urban and rural areas.
- 5.5 Lands south of the Jock River are totally land locked with:
  - a. Jock River to the north
  - b. Rideau River immediate east. The subject land is at the confluence of Jock River and Rideau River (Ex. )
  - c. Manotick (Rideau Township) is to the immediate south with no buffer zone. ROP states that an urban community must not be close to an agricultural village without a buffer zone.
  - d. highest quality sand and gravel deposits and 700 acres of regional dump located to the west

e. other than a few farm houses and a big cemetery there exists nothing south of the Jock River  
f. Nepean O.P. 1972 designated Barrhaven to extend westward onto marginal lands to eventually amalgamate with Bridlewood to become a community of 100,000 persons (Ex. ). Report by K.H.King, Engineers (1972) identified Barrhaven west as the best location for a satellite community in Nepean, as opposed to high quality agricultural lands south of the Jock River. The 1979 verdict by the OMB panel on ROP stated "... agricultural lands should remain in agriculture use as long as possible ..." . In light of this why not extend development to west of HWY416 onto marginal lands.

6. Object to moving the location of the Outer Ring Road from north to south of the Jock River.  
Between 1974 - 1991 the Outer Ring Road was designated to go north of the Jock River to directly connect to Kanata, what prompted Nepean to change the location of the Outer Ring Road from north of the Jock River where the growth is located to south of the Jock River where there is no growth.
7. I object to upgrading of Lots 22, 23, 24, 25 Con.4 and parts of Lots 23, 24, 25 Con. 5 from provincially significant wet lands in Nepean Stoney Swamp to commercial zoning. These lands were also designated Nature and Wild life Class 1 (Ex. ) under ROP 1974.
  - A. I once again reiterate my objection to Amendments 7 and 9 Nepean Official Plan and request to be notified if and when these amendments are approved as I intend to appeal to the OMB.
  - B. Could you also provide a copy of the by-law that approved laying of West Rideau Collector sewer from HWY16 to proceed westerly along the railway, instead of going along the Rideau River as originally proposed.

May 27, 1997

M. Sinha

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