

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

REPORT
RAPPORT

Our File/N/Réf. (23)15-94.0205
O6T-94025

Your File/V/Réf. 08-96-0069
OLV-1994-002

DATE 2 April 1997

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

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **REFERRAL TO THE ONTARIO MUNICIPAL BOARD
4160 RIVERSIDE DRIVE, CITY OF OTTAWA
UPLANDS HOLDING CORPORATION
(D.C.R. PHOENIX MANAGEMENT)**

DEPARTMENTAL RECOMMENDATIONS

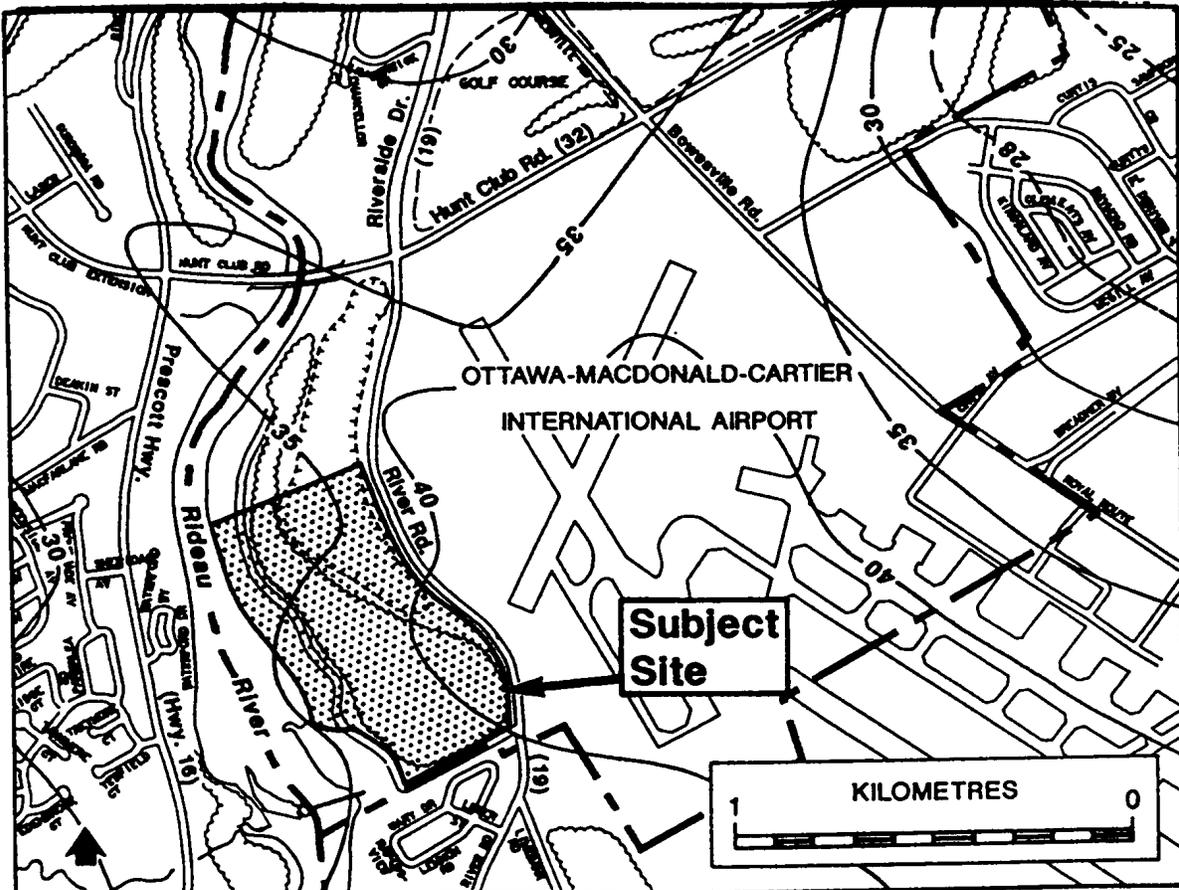
1. That the Planning and Environment Committee recommend that Council approve the request by R.W. McKinley, solicitor for Uplands Holding Corporation, to refer Subdivision Application 15-94.0205 (06T-94025) to the Ontario Municipal Board (OMB) pursuant to the provisions of Section 51(15) of the Planning Act;
2. That the OMB be notified of Transport Canada's support of a referral of this subdivision application and of its desire to have standing at the Hearing;
3. That the subdivision application be refused because it is not in conformity with the policies of the Regional Official Plan;
4. That the Region support the City of Ottawa in refusing the subdivision application on the basis that it does not conform to all of the land use designations and policies in the Ottawa Official Plan (as detailed in their staff report dated 7 Jan 97-approved by City Council on 5 Feb. 97);
5. That the subdivision application be refused because it is located above the 30 NEF/NEP contour and is not infill development, and therefore does not conform to the Provincial Policy Statement released on 1 Feb. 97;
6. That the subdivision application be refused because, in the opinion of Transport Canada, portions of the property would be exposed to NEF levels of 35 and greater;

The noise measurements significantly exceed accepted noise impact criteria for speech and sleep interference in both the outdoor and the indoor environment. As such, residential development is considered an inappropriate land use for the subject site, and does not conform to MOEE criteria for residential development adjacent to airports;

7. That approval of the subdivision application is premature due to the many major issues which have not been addressed by the applicant to the satisfaction of the appropriate authorities, as detailed in this report;
8. That the physical layout of the subdivision application, and its location within the City of Ottawa, is deficient in terms of the conservation of natural resources, the adequacy of utilities and municipal services, the adequacy of school services and the minimum requirements for safe and efficient road access;
9. That the OMB be advised that the Regional Municipality of Ottawa-Carleton recommends that the subdivision application be refused under the provisions of Section 51(13) of the Planning Act for the reasons noted above.

INTRODUCTION

The general location of the proposed subdivision is indicated below:



DEPARTMENTAL REVIEW OF REFERRAL REQUEST

Under the provisions of Section 51(15) of the Planning Act, "the Minister may, and upon application therefor shall, refer the draft plan of subdivision to the Municipal Board unless, in the Minister's opinion, such request is not made in good faith, or is frivolous or vexatious or is made only for the purpose of delay." The Regional Planning and Development Approvals Department has reviewed the referral request (see Annex A) and in its opinion the request is not frivolous or vexatious or made for the purpose of delay and should be approved.[Note: The Referral request was received on 20 Feb. 96; Regional staff prepared a draft report dated 18 Mar. 96 but was requested verbally by Mr. McKinley not to submit the report to Regional Planning and Environment Committee pending resolution of some of the major issues raised by the development review agencies in their comments to the Regional Planning and Development Approvals Department. Subsequent to this verbal deferral request, the City of Ottawa received a request, in writing, from Mr. McKinley (Sept. 96) to suspend the processing of the rezoning and subdivision applications until further notice. - See Annex B. The Referral request has now been reactivated.]

BACKGROUND

Proposed Land Uses

Application for the approval of Draft Plan of Subdivision (Draft Plan) 06T-94025 was submitted to the City of Ottawa on 25 Aug. 94 by D.C.R. Phoenix Management, agent for the owner. As shown in Annex C, Draft Plan 06T-94025 consisted of the division of the subject site into 44 Blocks, as detailed in **Table 1**.

Table 1

<u>Block</u>	<u>Proposed Use(s)</u>	<u>Area (ha)</u>
1-35	514 Row Townhouse Units	13.28
39	Future Development	.21
40,41	Commercial	2.03
42	Industrial	5.10
36-38,43,44	Parks & Open Space	8.81
	Roads	<u>5.52</u>
	Total	34.95

Planning History

City of Ottawa

Official Plan Amendment No. 172

Official Plan Amendment No. 172 redesignated a wedge-shaped portion of the subject site from "Temporary Open Space Area" to "Residential Area". The Amendment was approved by Regional Council on 27 Feb. 91, as modified by the following:

Modification No. 2 (in part)

"plans of subdivision, plans of condominium, and zoning by-laws shall contain provisions to ensure that the acoustic design criteria and other requirements of "Land Use Policy near Airports, 1978" within the airport noise zones will be implemented including appropriate landscaping and berming, building placement and height, and building design and construction methods."

The developer has put forward the argument that the subdivision application should be approved because Amendment 172 was approved on 27 Feb. 91 after the 1994 NEF contour was released. While the 1994 NEF report was completed in 1990, the contour was not released until July 1991, after approval of Amendment No. 172 (see letter from Ms. Helen McKiernan, Airport General Manager, dated July 17, 1991, attached as Annex E-sample of letter sent to P Sweet, E. Robinson, W. Wright, J. Reid)

Ottawa Official Plan, 1991

Section 6.15 of the new Official Plan makes it a requirement for the City to consult with Transport Canada and Ministries of Municipal Affairs and the Environment and Energy, and to ensure that the acoustic design criteria and other requirements of the Provincial government as set out in the publication "Land Use Policy near Airports, 1978" within the airport noise zones will be implemented.

Volume II of the Ottawa Official Plan, 1991 contains site specific policies for the Uplands/Riverside South area. Section 3.0 Uplands/Riverside South, subsection 3.1.1 states:

"With respect to the intensity of development in the subject area, it is intended to use as a general guide, a gross overall floor space index of 0.5 for all uses as applied to any lands held under one ownership as of May 15, 1985. Actual net floor space indices will be determined at the time of rezoning and site plan approval and may exceed this general guideline on portions of the site when development is clustered. Building heights will be controlled to ensure that flight paths out of the Ottawa International Airport are respected."

The above-noted provision would permit the development of over 900 dwelling units, well in excess of the 514 units applied for.

Zoning By-law Z2K

The subject site is zoned M1-x(1.0). This is a light industrial zone permitting some public, commercial and a range of industrial type uses. The "x" suffix denotes an exception that in this case permits only uses that existed prior to 1964. Since the subject site is undeveloped, the exception, in effect, precludes any development of the lands. The owner has applied for an amendment to the Zoning By-law, and this application has also been refused by the City of Ottawa and has been referred to the Ontario Municipal Board.

Regional Municipality of Ottawa-Carleton

RMOC Official Plan-1974

The subject site was designated "Interim River Corridor " on Schedule "B" to the 1974 Regional Official Plan. This designation was amended to "Special Policy Area-2" by Regional Official Plan Amendment No. 20 (approved 20 Oct. 86). Regional Official Plan Amendment No. 62 removed the Special Policy Area-2 designation for the Riverside Drive frontage and the shoreline area of the site and replaced it with "Restricted Industry" and "Waterfront Open Space" designations. At that time Regional staff were opposed to a proposal to redesignate a wedge-shaped portion of the site as "Residential District" in order to permit residential uses, and the "Special Policy Area -2" designation was retained. The Minister approved Amendment No. 62 on 6 Apr. 87. In June 1987 Transport Canada officially accepted a noise study prepared for the previous property owners showing that the topography of the site acted to reduce aircraft noise below the 35 NEF contour, thereby permitting residential development of the property under Section 5.6.7 (6) of the 1974 Regional Official Plan. On 28 Sept. 88 Regional Council adopted Regional Official Plan Amendment No. 70, which replaced the "Special Policy Area-2" designation with a "Residential District" designation. [At the time of adoption of Amendment No. 70, Regional staff were opposed to permitting residential uses on the site due to : land use incompatibility with future industrial uses permitted in the "Restricted Industry" designation; the site's excellent location for industrial park development, with easy access to the freight and passenger facilities of Ottawa International Airport and access to interprovincial highways; difficulty in providing efficient transit service to future residents; and Ministry of the Environment and Energy opposition to residential uses in close proximity to the Airport.] Regional Official Plan Amendment No. 70 was not approved by the Minister of Municipal Affairs due to the adoption of the new Regional Official Plan on 13 July 88 by Regional Council.

RMOC Official Plan-1988

The 1988 Regional Official Plan incorporated the land use designation of ROPA 70 for the subject site; the currently approved designation is "General Urban Area" (for the portion of the

subject site being proposed for residential uses, "Extensive Employment Area" (for the portion being proposed for commercial, industrial and future development uses), and "Waterfront Open Space" (for the properties being proposed for Park and Open Space uses). As such, the proposed development would conform to the land use policy designations of the Regional Official Plan depending on the issue of aircraft noise as discussed below..

Policy 14 of Section 7.2.3 of the Regional Official Plan states:

“Local official plans, plans of subdivision, plans of condominium, and zoning by-laws in municipalities affected by airport noise zones designated on schedule G shall contain provisions to ensure that acoustic design criteria and other requirements of *Land Use Policy Near Airports, 1978* within the airport noise zones will be implemented including appropriate landscaping and berming, building placement and height, and building design and construction methods.”

Policy 15 of Section 7.2.3 of the Regional Official Plan states:

“In deciding whether or not a proposed development is permitted, Council shall

- a) have regard to the NEF and NEP maps approved by Transport Canada;
- b) seek the advice of Transport Canada and the Ministries of the Environment and of Municipal Affairs;
- c) determine that the designation on Schedules A or B permits the proposed development.”

Furthermore, the text of Section 7.2.3 goes on to state:

“The Region can apply the noise guidelines for outdoor recreation areas of new residential development when approving plans of subdivision. Conditions of approval can be used to ensure that noise control measures to reduce indoor noise levels are implemented. Conditions can also ensure that prospective purchasers are advised of a possible noise problem.”

Policy 16 of Section 7.2.3 permits the Region to approve residential development above NEF/NEP 35 "if it is demonstrated that the site's specific natural topography, ground conditions.... provides sufficient attenuation of ground based aircraft noise to reduce the NEF/NEP values for the site to less than 35, when all other pertinent criteria involved in the calculation of the NEF/NEP values have been included." The requirements of policies 14-15 above shall then apply.

Aircraft Noise Studies

There is conflicting technical advice contained in the McRostie Genest Middlemiss Noise Levels And Their Attenuation study, the Morrison Hershfield noise study, the Transport Canada noise study, and the Marshall Macklin Monaghan noise study.

The **McRostie Genest Middlemiss study** concluded that:

"ground-to-ground propagation of noises such as aircraft run-up operations is specially attenuated by the steep downhill topography in the property being studied....it is logical that the 300 ft contour be taken as the NEF 35 contour"

It was on the basis of this study that the Region approved Ottawa's Official Plan Amendment No. 172, and proceeded to amend its own Official Plan.

The **Morrison Hershfield study** concluded that:

"The roof height of all proposed residential buildings on the site inside the revised NEF 30 contour will be below the elevation of Riverside Drive, and the houses will therefore be protected by the slope against noise from the airport. The proposed design and materials of the houses are adequate in general to provide sufficient attenuation against the exterior noise levels, but evaluations of specific buildings which are exposed to higher levels on the site should be conducted.....This study confirms that the evaluation of factors relating to attenuation of noise impact on the site considered in the original residential land use designation for this property have not been altered, and therefore the residential land use designation should remain in effect."

While the Morrison Hershfield study confirmed the results of the previous owner's noise consultant, Transport Canada's position was that the Morrison Hershfield noise study was based on the outdated 1988 NEF; since 1988 the activities at the Airport have changed and a new 1994 NEF contour developed. Further, Transport Canada had "cautioned the municipality that the extra noise attenuation [due to topography] only applied at ground level", and now advises that the NEF calculation itself does not take into consideration such factors as reverse thrust [air braking used on landing], run-up [running engines up to full throttle prior to brake release just before take-off], and the "startle" effect of small aircraft who suddenly appear overhead with little warning to observers on the ground. Transport Canada agreed to undertake a noise study of their own to determine if the 1987 results were still valid.

The new **Transport Canada noise study** was conducted over a three-day period in 1995, and concluded the following:

"Consistent with the developer's argument that topography would reduce the noise of Runway 14 departures, the 1994 NEF was re-plotted without Runway 14 departures to

indicate the best possible noise climate. The results indicated that portions of the property would still be exposed to NEF levels of 35 and greater....The noise measurements significantly exceed accepted noise impact criteria for speech and sleep interference in both the outdoor and the indoor environment. Such intrusions will generate noise complaints and demands for airport operational concessions.....This residential proposal jeopardises the operational integrity of the Airport. Transport Canada strongly recommends against approving the residential development proposal."

The **Marshall Macklin Monaghan Airport Noise Review study** (commissioned by the City of Ottawa in 1996) concluded that:

"The McRostie Study did not account for many important and basic principles in acoustics. After a thorough analysis of the methodologies used in this study, we do not support the conclusions of this report.

Although the Morrison Hershfield study was geared towards verifying the topographical conditions of the land in question, it contained some acoustical analysis and recommendations regarding the control of airport noise but fell short of establishing the correct acoustical insulation factors, sound transmission classes and factors that govern the airport noise attenuation. Therefore, this study does not provide the required technical information to support the contention that the site will be within the NEF 35 contour.

We confirm the measurement procedure and methodology undertaken by Transport Canada in the vicinity of the proposed development.

Based on our review of the various reports, our noise measurements, study analysis and impact assessment, we conclude that the subject site is located in the zoned exceeding the 35 NEF contour line, even with applying an adjustment to account for attenuation of aircraft ground noise by ground topography. Therefore, these lands are not suitable for residential development."

Both the 1987 NEF and the 1994 NEF contours are plotted on the reduced map of the subdivision application attached as Annex C.

COMMENTS FROM CIRCULATED AGENCIES

City of Ottawa

On 5 Feb. 97 the City of Ottawa recommended refusal of the subdivision application and refused the rezoning application on the basis that the proposed development does not conform to the policies of the Ottawa Official Plan. A copy of the staff report is attached as Annex F for information purposes.

City of Gloucester

The City of Gloucester had no objections, but requested additional information on the types of uses that were being proposed for the industrial and commercial component of the subdivision, and had concerns with respect to the potential impact of these uses on industrial lands within the South Urban Community.

Transport Canada

In a letter dated 10 Nov. 95, Transport Canada advised that it was "compelled to object to the designation of these lands for residential purposes"(see Annex D). This position was reconfirmed in a letter dated March 20, 1996, where they said they support a referral to the Board and are prepared to participate as an objector. The Regional Planning and Development Approvals Department considers these letters as a "referral request" under the provisions of Section 51(15) of the Planning Act and have addressed Transport Canada's position in Recommendation 2. On page 9 of Transport Canada's noise study accompanying the 10 Nov. 95 letter is the concluding statement that, "The noise measurements significantly exceed accepted noise impact criteria for speech and sleep interference in both the outdoor and the indoor environment."

A previous letter dated 24 Nov. 94 from Transport Canada also raised concerns with respect to the Airport Zoning Regulations (i.e. height of buildings, structures and other obstructions to aviation traffic), and protection of the ILS localizer, part of the Navigational Aids, Radar and Communications systems utilised at the airport.

Ottawa Macdonald-Cartier International Airport Authority

On 7 Feb. 95 Mr. David Gavsie, Chairman of the Airport Authority, advised that it has significant concerns with respect to the residential component of the subdivision; the Chairman requested the Region and City to advise him as to what safeguards were being taken with respect to the existing and projected noise levels from aircraft and other aviation-related activities, and the significant increase in same being contemplated.

National Capital Commission

The NCC advises that "The level of information provided, regarding both the plan of subdivision and rezoning, is insufficient for a comprehensive assessment and response. Specifically, the Commission had concerns about stormwater management, slope stability, floodplain elevations, environmental assessment, and requested details on how the City's policies on the Greenway System were going to be implemented.

Parks Canada

Parks Canada requested that the developer provide a study addressing the following issues:

- The density of development and the potential impact of this development on the environment....a full scale environmental impact [should]be undertaken to determine the on site and off site impacts of the development proposal. As there are possible impacts on areas of federal jurisdiction, the environmental assessment should address the requirement of the Federal Environmental Assessment and Review Process.
- An analysis of the visual impact of the development should be undertaken to determine how visible the townhouses will be from the Canal and the lockstation, and what measures may be required to mitigate the impact.
- The impact of a potential 1500 residents on the natural environment of shoreline area, the licensees of Parks Canada land, and possible conflicts with boaters needs to be addressed.

Ministry of Environment and Energy

In a letter dated 15 Nov. 95, the MOEE advises that "Based on this information [Transport Canada's position], the Ministry of Environment and Energy is not prepared to support the proposed plan of subdivision which would permit Group 1 land uses to be located in an area above the 35 NEF contour." In a letter dated 13 Oct. 95 the MOEE advised that the proposed use of "infiltration storage units" and an in-line constructed wetland to treat stormwater runoff is not acceptable to the Ministry.

Ministry of Natural Resources

In a letter dated 27 Oct. 95 the MNR indicated the following concerns:

- The MEER report lacks depth in its appraisal of the role of this riparian woodlot and the local ecosystem **off-site** (e.g. connectivity, integrity, migration movement, energy flow, refuge potential for animals).
- The stormwater management concept by Oliver Mangione McCalla was found to be "highly conceptual".
- A 30m undisturbed setback from the Rideau River will be required.

Potential degradation of the shoreline by human activity is a concern. A larger parkland dedication adjacent to the river is highly recommended not only as a protection for fish habitat but to maintain the ecological function of both the lands adjacent to the river and the upland forested areas.

The City of Ottawa should consider implementing measures to protect the wildlife values of this property.

- This area serves as a vital link for animal movement within the Rideau valley and permits interaction with smaller forested areas off-site. This woodlot is one of the most healthy irreplaceable riparian areas remaining on the banks of the Rideau River downstream of the Black Rapids dam. The placement of a large populated neighbourhood immediately adjacent to this area will inevitably lead to degradation of this ecosystem.

In a letter dated 15 Jan 96, the MNR indicated that they still had not received from the owner the information requested in their previous letter.

Rideau Valley Conservation Authority

On 29 Nov. 94 the RVCA stated that they required the following additional information in order to evaluate the proposed development: i) A conceptual stormwater design plan; ii) Geotechnical information to establish slope stability and appropriate development setbacks; iii) An assessment of the environmental impacts of the development on the Rideau River and its tributary watercourses; iv) Information on the proposed ownership and use of the opens space lands as well as shoreline/river access; and v) Information on the timing for the provision of municipal services (sewer and water).

On 10 Oct. 95 the RVCA wrote to the City of Ottawa advising that:

- The RVCA does not accept the MEER conclusion that there are no "significant" vegetative, aquatic or wildlife habitats on the site, nor the proposed mitigation measure. The MEER underestimates the ecological value of the site within the context of its larger ecosystem.
- The Authority questioned the adequacy of the parkland/open space area in terms of maintaining the ecological function and value of the site.
- The Authority is not satisfied that adequate consideration has been given to integration of urban design with natural features and functions.
- Opportunities to maintain the lower and upper reaches of the numerous tributary ravines and adjacent tablelands should be explored.
- The geotechnical reports for this site identify unstable and marginally stable slopes. The 1992 Golder report includes slope stability calculations and offers three options to enhance stability. The Authority will not look favourably upon the flattening of slopes or the installation of toe berms as a solution to ensure the required degree of stability. If such works are required then the development is too close to the crest of the slopes. A further detailed geotechnical review is required to ensure that adequate setbacks are provided. This study

must be provided prior to draft approval since adjustments to the proposed lot boundaries may be warranted.

- Stormwater design details are not provided at this stage, but more detailed information will be required to address the following issues:
 - Under "erosion control" the report states that "erosion control measures will include "stabilization of local riverbanks, where applicable." "Where applicable" and the need for such works requires further explanation. Bio-engineering techniques must be used if erosion control measures are proposed.
 - The stormwater quantity control criteria have not been discussed in the section entitled "Applicable Storm Water Management Criteria". The RVCA accepts that development of this type will not increase flood risk potential, but the impacts of any increase in runoff rates in the natural creek or ravine near the south end of the property needs to be examined.
 - The possibility of groundwater mounding associated with infiltration basins (the proposed method of stormwater management) must be reviewed by a qualified hydrogeologist with regard to its effects on slope stability prior to draft approval.
 - The artificial wetland component of the stormwater management system must be in the native clay deposits underlying the sand deposits, or a clay or synthetic liner will have to be used to maintain the permanent pool. More elevation information is required.

The Authority concluded that it is not satisfied that the design and layout of this subdivision has had adequate consideration for the natural features, functions and values of the site.

On 5 Dec. 95 the Authority advised the Regional Planning and Property Department that it had not received a response to the concerns raised in their letter of 10 Oct. 95.

Air Transportation Association of Canada

On 21 Aug. 95 the Association advised that "we cannot support residential development that is clearly incompatible with current and future operations of Ottawa International....We want to avoid a situation in which new residential construction in this area results in serious negative impacts on the operation and capacity of Ottawa International."

Ottawa Board of Education

The OBE advises that it does not provide transportation for Intermediate (grades 7 & 8 elementary) students or for Secondary school students. The OBE therefore requires that sidewalk access be provided along the west side of Riverside Drive to its intersection with Hunt

Club Road prior to the issuance of building permits. The proposed development would have significant capital and operating cost implications for the OBE.

Regional Environment and Transportation Department-Environment

The owner will be required to construct a 406mm watermain in Riverside Drive from Hunt Club Road to Street #1 (north intersection). Any development above elevation 95m may experience pressures below 40 psi. Therefore, the owner will be required to install minimum 25mm water services to the single family residences and repump the private water services to Blocks 39 to 42 inclusive which lie above elevation 95m. A stormwater design plan must be prepared that is in conformity with the stormwater mater drainage plan for the area. Fourteen additional conditions have been requested by the Department.

Regional Environment and Transportation Department-Transportation

The Department advises that the proposed development is of insufficient size and density for OC Transpo to provide a viable transit service. The Department recommends that an alternate land use be considered for these lands in light of OC Transpo's comments. Additional conditions requested include: a traffic impact study to address site access issues and modifications to Riverside Drive; a noise study recommending noise control features mitigating traffic noise from Riverside Drive and aircraft noise; staging of the subdivision. The traffic impact study must be undertaken as soon as possible since preliminary results indicate that one of the intersections will operate at level F; amendments to the subdivision design may be required prior to final registration.

Ottawa Hydro

On 1 Dec. 94 Ottawa Hydro advised the City that it has insufficient electrical capacity in this area for any development, and that at least 12 months notice of request for power is required to provide for budgeting and the extension of facilities.

Current Status of Above-Noted Comments

All of the comments represent the current position of each agency. That is, since the date of the March 96 staff report on the original referral request of February, 1996, the applicant has not dealt with any of the issues raised by the review agencies in their previous correspondence with the Regional Planning and Development Approvals Department.

Other Agencies

The following agencies either had no objection to the proposed subdivision or requested standard conditions:

Bell Canada
 Rogers Cablevision
 Canada Post
 Consumers Gas
 Ottawa-Carleton French Catholic School Board
 Ottawa-Carleton French Public School Board
 Ottawa Separate School Board
 Ontario Hydro

FINANCIAL IMPLICATIONS

There are no immediate financial implications. In that commercial or industrial uses would not be precluded by the concern for aircraft noise, the recommendation to refuse the subdivision application does not constitute a prohibition of development of the site. On this basis there appears no reason for the OMB to regard the refusal as a "taking" where compensation might be applicable.

CONSULTATION

The subdivision application has been processed under the procedures of the Planning Act (pre Bill 163 and Bill 20); only Federal, Provincial and Local development review agencies, and utility companies have been circulated for comment.

CONCLUSION

Due to the technical advice of Transport Canada concerning aircraft noise, as confirmed by the Marshall Macklin Monaghan study, and the lack of additional technical information on such matters as stormwater management, slope stability, and environmental impact, the Regional Planning and Development Approvals Department has concluded that the proposed subdivision application does not conform to the policies of the Regional Official Plan. Should the OMB decide to approve the subdivision application, the Board should be made aware of the fact that the Regional Planning and Development Approvals Department is not in a position at this time to prepare draft Regional Conditions for Final Approval for submission to the OMB.

*Approved by
 B. Edgington on behalf of
 N. Tunnacliffe, MCIP, RPP*

RH/

- ANNEX A** Referral Request
- ANNEX B** City of Ottawa Inter-Departmental Correspondence re Applicant's request to suspend further processing of the rezoning and subdivision applications.
- ANNEX C** Subdivision Application
- ANNEX D** Letter dated 10 Nov. 95 from Transport Canada advised that it was "compelled to object to the designation of these lands for residential purposes"
- ANNEX E** Letter dated July 17, 1991 from Ms. Helen McKiernan, Airport General Manager
- ANNEX F** City of Ottawa staff report dated January 7, 1997, approved by City Council on February 5, 1997

NOTE:

***ANNEXES A TO F
ISSUED SEPARATELY***