

ANNEXES A TO F

- 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

Hebert McKinley Ramonat

Barristers & Solicitors

Brian Hebert

Robert W. McKinley

Roger J. Ramonat

Daniel C. Fernandes

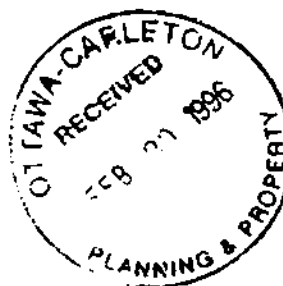
Robert W. McKinley
Direct Line: (613) 228-4201

File Reference: 5,012

BY COURIER

February 20, 1996

Ms. Mary Jo Woollam
Regional Clerk
Regional Municipality of Ottawa-Carleton
111 Lisgar Street
Ottawa, Ontario
K2P 2L7



Dear Ms. Woollam:

**Re: Referral Request of an Application for Draft Approval of a Subdivision applied for on August 24, 1994 by the then owner Ottawa Uplands Limited for the then Beneficial Owners Uplands Holding Corporation for the Lands legally described as Parcel 7-1 R.F. and Part Lot 8, Conc. 1 Twp. of Gloucester being Parts 4 and 5 on Plan 5R-13806, Municipally known as 4160 Riverside Drive, City of Ottawa, Regional Municipality of Ottawa-Carleton.
Regional file Reference No. 15-94-94025
Prov. File No. 06T-94-94025
City of Ottawa File Nos. OLV1994/027 and OZP1994/027**

The subject property as described above is now owned by Uplands Holding Corporation, (hereinafter referred to as "Uplands"). We act as the solicitors for Uplands, and in our capacity as such, we respectfully request the Regional Municipality of Ottawa-Carleton refer the application as referenced in the subject matter to the Ontario Municipal Board pursuant to the provisions of Section 51(15) of the Planning Act, R.S.O. 1990. The reasons for the request are set out herein.

On the 24th day of August, 1994, the then owner Ottawa Uplands Limited submitted a formal application on behalf of the beneficial owner of Uplands to the City of Ottawa for approval of a plan of subdivision on the aforementioned lands. On the same day, Ottawa Uplands Limited filed an application for a zoning by-law amendment. The amendment was necessary to accommodate the development anticipated by the plan of subdivision. Both the application for the plan of subdivision and the zoning by-law amendment were in conformity with Official Plan amendment No. 172 of the Corporation of the City of Ottawa. The Official Plan Amendment had been developed through the combined planning efforts of the City of Ottawa, Regional Municipality of Ottawa-Carleton, and Ottawa Uplands Limited. Official Plan Amendment No. 172 was approved and adopted by the Regional Municipality of Ottawa-Carleton on the 27th day of February, 1991.

Prior to the passing of Official Plan Amendment No. 172 the development potential of the land for residential purposes was questioned because of the proximity of the land to the McDonald Cartier International Airport. Based upon information received by the City of Ottawa and the Regional Municipality of Ottawa-Carleton from the owners and Transport Canada it was deemed appropriate to make the amendment. The control of the airport is now in transition, moving from Transport Canada to an authority composed of private citizens ("The Airport Authority"), which has once again raised the issue.

It is anticipated that there are likely to be conditions of approval imposed that will require satisfying, prior to final approval being granted; however, the entire approval process has come to an abrupt halt as a result of this issue.

In addition to the foregoing, we bring to the attention of Regional Council that the owner has appealed the City of Ottawa's refusal to act in regard to the application for zoning by-law amendment. We enclose a copy of this notice of appeal for your records.

Should you have any questions or if it is determined that further information is necessary, please do not hesitate to contact the undersigned.

Yours very truly,

HEBERT, MCKINLEY, RAMONAT


Robert W. McKinley

/sm
Encl.

cc: Barry Edgington, Director of Plans Administration ✓
Division, Regional Municipality of Ottawa-Carleton
James Sevigny, Commissioner of Planning, Economic
Development and Housing, City of Ottawa

THE CITY OF OTTAWA / LA VILLE D'OTTAWA *W. Lake*
INTER-DEPARTMENTAL CORRESPONDENCE / CORRESPONDANCE INTERNE *E.*

TO/DEST :	DATE:	OF/ND
Your Worship Mayor Holzman and All Members of Council/ Son honneur le maire Holzman et les membres du Conseil	1996.10.21	OZP1994/027 OLV1994/002 YF/VD

FROM/EXP.:	SUBJECT/OBJET:
Commissioner of Planning, Economic Development and Housing/ Commissaire, Urbanisme, Expansion économique et Logement	Rezoning and Subdivision Applications - 4160 Riverside Drive/ Demandes de rezonage et de lotissement - 4160, prom. Riverside

On July 30, 1996, the Planning and Economic Development Committee approved the following motion:

Le 30 juillet 1996, le Comité de l'urbanisme et de l'expansion économique a approuvé la motion suivante :

"That the Commissioner of Planning, Economic Development and Housing bring forward the re-zoning and subdivision agreements in October, 1996, unless the applicant requests in writing, that the City not proceed; and,

«Que le commissaire, Urbanisme, Expansion économique et Logement soumette les ententes de rezonage et de lotissement en octobre 1996, à moins que le requérant ne demande par écrit à la Ville d'interrompre le processus; et,

that the environmental assessment for 4160 Riverside Drive proceed to Committee in September, 1996."

que l'évaluation environnementale visant le 4160, promenade Riverside soit présentée au Comité en septembre 1996.»

This is to confirm that the environmental assessment for 4160 Riverside Drive was brought forward to the September 24, 1996, meeting of the Planning and Economic Development Committee. As the applicant has filed a written request that the City suspend the processing of the rezoning and subdivision applications until further notice, reports on this matter have not been scheduled for the October 29, 1996 meeting.

Je confirme donc que l'évaluation environnementale du 4160, promenade Riverside a été soumise au Comité de l'urbanisme et de l'expansion économique à sa réunion du 24 septembre 1996. Comme le requérant a demandé par écrit que la Ville suspende le traitement des demandes jusqu'à nouvel ordre, les rapports à cet égard ne figureront pas à l'ordre du jour de la réunion du 29 octobre 1996.

Jim Sevigny
Jim Sevigny



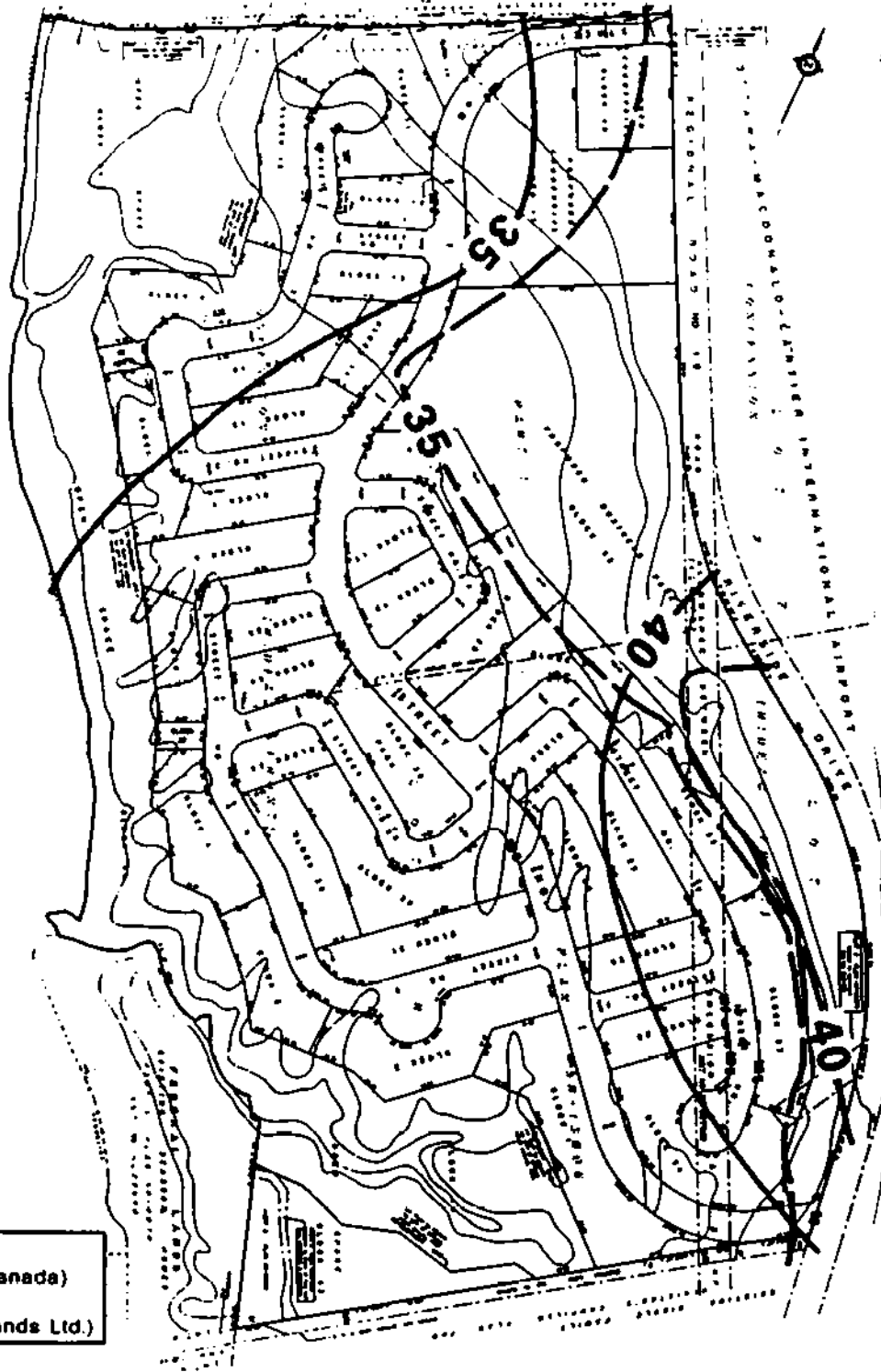
JAH:sk-1
PD3C0164

c.c. J. Burke
Chief Administrative Officer

Department Heads

J. Burke
Directeur général

Chefs de Service



35 — 1994 N.E.F.
(Transport Canada)
35 — 1987 N.E.F.
(Ottawa Uplands Ltd.)

UPLANDS HOLDING CORPORATION (D.C.R. PHOENIX)

SUBDIVISION

15-94-0205

CITY OF OTTAWA

06T-94025

NOTE
THIS REDUCED ILLUSTRATION IS FOR
GENERAL INFORMATION PURPOSES
ONLY. THE ORIGINAL ENLARGED
PLAN IS ON FILE WITH THE PLANNING
DEPARTMENT FOR REFERENCE IF
REQUIRED



Planning Department
Regional Municipality of Ottawa-Carleton
Ottawa-Carleton Centre
111 Lisgar Street, (Corner Square)
Ottawa, Ontario K2P 2L7

Service de l'urbanisme
Municipalité régionale d'Ottawa-Carleton
Centre Ottawa-Carleton
111, rue Lisgar (Place Carlier)
Ottawa (Ontario) K2P 2L7



4490-83
OLV 1994-002

OTTAWA OFFICE USE ONLY / RÉSERVÉ AU BUREAU (OTTAWA)

Date Received / Date de réception _____ Application Complete / Demande complète yes / oui no / non Receipt No. / N° de reçu 1017166

File Cross Reference (s) / Renvois _____ FILE NOS. / N° DES DOSSIERS _____

Revised Application / Demande révisée yes / oui no / non Revised Plan / Plan révisé yes / oui no / non ONTARIO _____

Application Accepted by / Demande reçue par _____ OTTAWA _____

Please type or print / Veuillez dactylographier ou écrire en lettres moulées
NOTE SEE APPENDICES I AND II FOR DIRECTIONS / GUIDANCE / NOTA: VOIR ANNEXES I ET II POUR OBTENIR DES DIRECTIVES.

1. Complete and check the primary contact. / Remplir le tableau et cocher le nom du contact principal.

	NAME / NOM	TELEPHONE NUMBER & ADDRESS, CITY & POSTAL CODE NUMÉRO DE TÉLÉPHONE, ADRESSE, VILLE ET CODE POSTAL	PRIMARY CONTACT (check one only) CONTACT PRINCIPAL (cocher un seul nom)
Registered Owner Propriétaire enregistré	Ottawa Uplands Limited	20 Runtwood Court Ottawa, Ontario K1V 0R3	<input type="checkbox"/>
Applicant / Agent Auteur de la demande / représentant	DCR/Phoenix Management (Paul Skvor)	240-117 Centrepointe Drive Nepean, Ontario K2G 5X3 (613)723-9227	<input checked="" type="checkbox"/>
Solicitor / Avocat	Piazza Polovin Brooks & Siddons	66 Lisgar Street Ottawa, Ontario K2P 0C1 (613)238-2244	<input type="checkbox"/>
Ontario Land Surveyor Arpenteur-géomètre de l'Ontario	Annis O'Sullivan Vollebakk Ltd.	500-14 Concourse Gate Nepean, Ontario K2E 7S6 (613)727-0850	<input type="checkbox"/>

Parts 1, 2, 3, 4 & 5

2. Legal Description: Lot No. _____ Concession No. _____ Registered Plan No. 5R-13806
Description légale: N° de lot _____ N° de concession _____ N° de plan enregistré _____
3. Municipal Address / Adresse municipale: West side of Riverside Dr. at Black Rapids
4. Regional Official Plan Designation / Désignation du Plan directeur de la MROC: Extensive Employment Area & General Urban Area & Water Front open space
5. Ottawa Official Plan Designation / Désignation du Plan directeur (Ottawa): Major Industrial Area, Residential Area & Major open space area
6. Ottawa Zoning category / Catégorie de zonage (Ottawa): M1-X (1.0) (2) Industrial Holding Zone
a re-zoning application has been submitted.
7. Indicate the proposed land use (s) / Indiquer l'(les) utilisation(s) proposée(s) du terrain:

Intended Use Utilisation proposée	Number of Residential Units Nombre de logements	Numbers of the Lots or Blocks shown on the plan Numéros des lots ou des blocs indiqués sur le plan	Area in Hectares Superficie en hectares
RESIDENTIAL / RÉSIDENTIELLE			
Single detached / Maisons unifamiliales			
Semi-detached / Maisons jumelées			
Row housing / Maisons en rangée	514	Blks 1 - 35	13.28
Apartments / Immeubles d'appartements			
NON RESIDENTIAL / NON RÉSIDENTIELLE			
Institutional (specify) / Institutionnelle (préciser)			
Commercial / Commerciale		Blks 40 & 41	2.03
Industrial / Industrielle		Blk 42	5.10
Park and open space / Parcs et espaces libres & walkways		Blks 36, 37, 38, 43, 44	8.81
Roads / Routes			5.52
Other / Autre		Blk 39	0.21
Future Development			
TOTAL TOTAL			34.95

8. Indicate the existing use of land / Indiquer l'utilisation actuelle du terrain :

Vacant

9. Indicate what services are proposed / Indiquer les services proposés :

(a) Water Supply / Alimentation en eau :

- piped water / par tuyaux
- individual wells / puits individuels
- other (describe) / autre (décrire)

Has an engineering study been prepared?
 Est-ce qu'une étude technique a été réalisée?

yes / oui no / non

NOTE: IF WELLS ARE PROPOSED, YOU ARE REQUIRED TO SUBMIT A HYDROGEOLOGY STUDY PREPARED BY QUALIFIED HYDROGEOLOGIST.
 NOTA: DANS LE CAS DE PUIS, IL FAUT PRÉSENTER UNE ÉTUDE HYDROGÉOLOGIQUE PRÉPARÉE PAR UN HYDROGÉOLOGUE AGRÉÉ.

(b) Sewage Treatment / Épuration des eaux d'égout :

- sewers / égouts
- septic tanks / lits bact.
- other (describe) / autre (décrire)

Has an engineering study been prepared?
 Est-ce qu'une étude technique a été réalisée?

yes / oui no / non

NOTE: IF SEPTIC TANK AND TILE BEDS ARE PROPOSED, YOU ARE REQUIRED TO SUBMIT A TERRAIN ANALYSIS STUDY.
 NOTA: DANS LE CAS D'UNE FOSSE SEPTIQUE ET DE TUYAUX DE DRAINAGE, IL FAUT PRÉSENTER UNE ÉTUDE D'ANALYSE DU SOL.

(c) Storm Drainage / Évacuation des eaux pluviales :

- sewers / égouts
- open ditches / fossés
- other (describe) / autre (décrire)

Has an engineering study been prepared?
 Est-ce qu'une étude technique a été réalisée?

yes / oui no / non

10. Is there direct access to a public road? / Y a-t-il un accès direct à une route publique?

If not, please explain how access is to be provided / Dans la négative, prière d'expliquer comment il sera possible d'y avoir accès :

yes / oui no / non

11. (a) Has a traffic study been prepared? / Est-ce qu'une étude de la circulation a été réalisée? yes / oui no / non

(b) Has a noise study been prepared? / Est-ce qu'une étude de bruit a été réalisée? yes / oui no / non

If any of the above studies (9 & 11) have been prepared, please attach six copies of each study. / Si l'une des études susmentionnées (questions 9 ou 11) a été réalisée, prière de joindre six exemplaires de chaque étude.

12. Owner's Authorization / Autorisation du propriétaire :

If an agent is applying, the owner must submit a letter of authorization or complete the following authorization:
 Si le propriétaire se fait représenter, il doit présenter une lettre d'autorisation ou remplir l'autorisation suivante :

I, Ottawa Uplands Limited being the registered owner of
 étant le propriétaire enregistré

(Type or print name of owner / dactylographier le nom du propriétaire ou écrire en lettres moulées)

the subject lands, hereby authorize

du terrain qui fait l'objet de la demande, autorise par la présente DCR/Phoenix Management
 (Type or print name of agent / dactylographier le nom du représentant ou écrire en lettres moulées)

to prepare and submit a draft plan of subdivision for approval, on my behalf.
 à préparer et à présenter en mon nom un projet de plan de lotissement pour approbation.

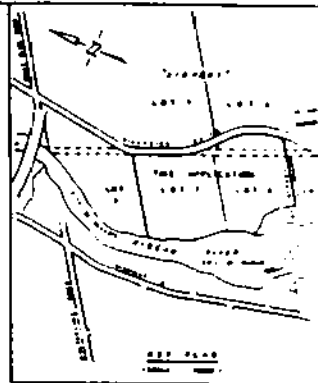
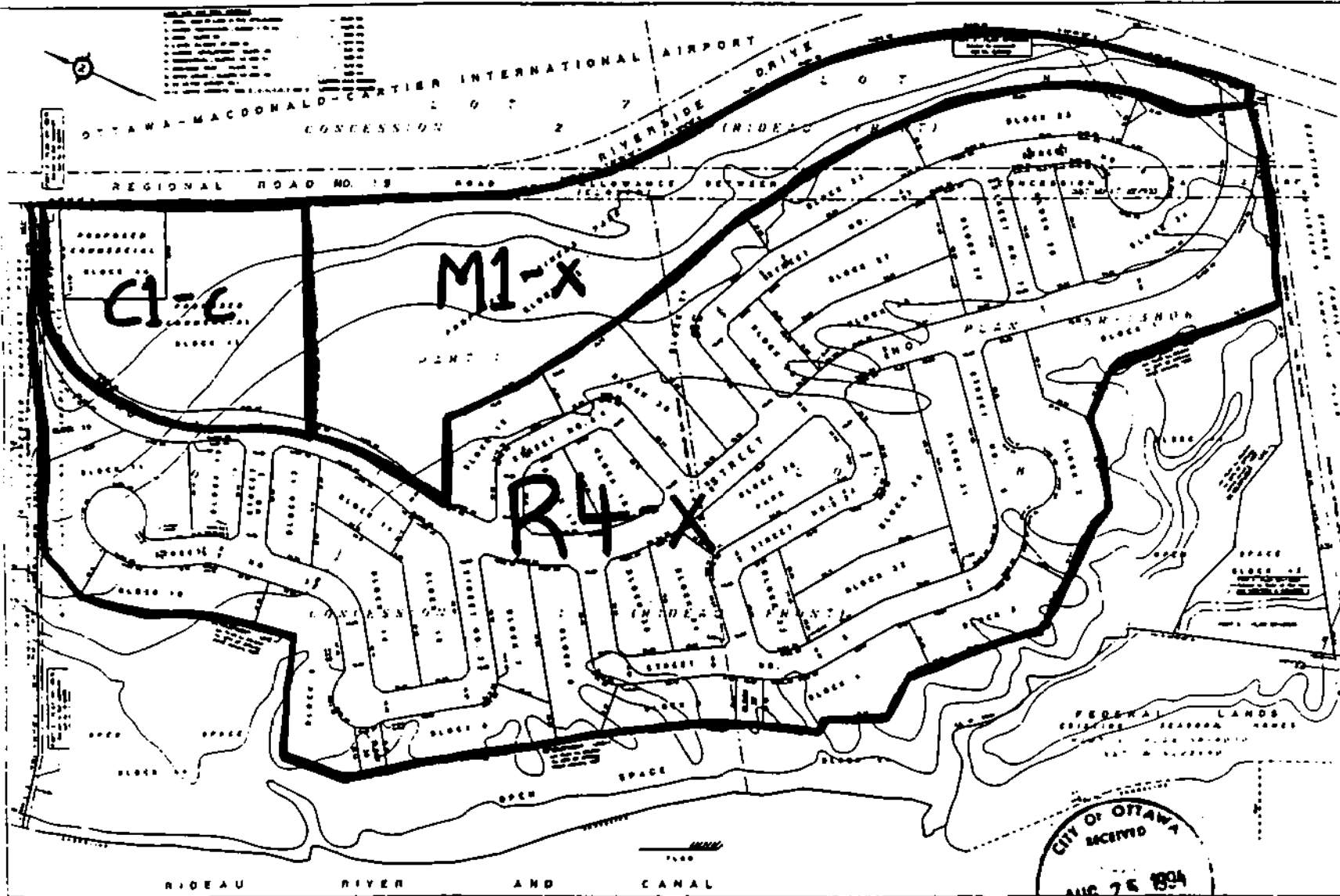
signature / signature

23 August 1994
 day / jour month / mois year / année

Personal information on this form is collected under the authority of the Planning Act, and will be used to process this application. Questions about this collection of personal information should be directed to the Senior Planner, Site Planning Section, Land Development Branch, Ottawa City Hall, 111 Sussex Drive, Ottawa, Ont., K1N 5A1, Telephone (613) 564-1662.

Les renseignements personnels indiqués sur cette formule sont recueillis conformément à la Loi sur l'aménagement du territoire et seront utilisés pour traiter cette demande. Les questions relatives à la collecte de renseignements personnels devraient être adressées à l'urbanisme principal, Section des plans d'aménagement, Direction de l'aménagement du sol, Hôtel de ville d'Ottawa, 111 prom. Sussex, Ottawa (Ont.).

PROPOSED ZONING SCHEDULE



DRAFT PLAN OF SUBDIVISION OF
 LOT 7 AND PART OF LOT 6
 CONCESSION 1 (Rear) Front) AND
 PART OF WEST HALF OF LOTS 7 AND 8
 CONCESSION 2 (Rear) Front) AND
 PART OF THE ROAD ALLOWANCE BETWEEN
 CONCESSIONS 1 AND 2 (Rear) Front)
 Town of Ottawa
 FOR CITY OF OTTAWA
 Planning Department of Ottawa-City

SCALE 1:1000

DATE: 1994-08-26

- 1. All lots shown on this plan are subject to the provisions of the Planning Act.
- 2. All lots shown on this plan are subject to the provisions of the Planning Act.
- 3. All lots shown on this plan are subject to the provisions of the Planning Act.
- 4. All lots shown on this plan are subject to the provisions of the Planning Act.
- 5. All lots shown on this plan are subject to the provisions of the Planning Act.
- 6. All lots shown on this plan are subject to the provisions of the Planning Act.
- 7. All lots shown on this plan are subject to the provisions of the Planning Act.
- 8. All lots shown on this plan are subject to the provisions of the Planning Act.
- 9. All lots shown on this plan are subject to the provisions of the Planning Act.
- 10. All lots shown on this plan are subject to the provisions of the Planning Act.

APPROVED: [Signature]

R706 15 44-0205
 P230 201-94125
 OLV-1944-002

CITY OF OTTAWA
 RECEIVED
 AUG 26 1994

FROM THE OFFICE OF
 ANNIS, O'SULLIVAN, VOLLEBERG & CO.
 REALTY INC.



Transport Canada
Transports Canada

Airports Aéroports

Ottawa - Macdonald-Cartier
International Airport

Ottawa - Aéroport international
Macdonald-Cartier

Gloucester, Ontario
K1V 9B4

Your file Votre référence

97KBD5168-2-7

NOV 10 1995

Ms. Christine Creighton
Planner
Planning Branch
Department of Planning, Economic Development
and Housing
City of Ottawa
111 Sussex Drive
Ottawa, Ontario
K1N 5A1

Subject: Subdivision Application, 4160 Riverside Drive, Transport Canada
Comments

Dear Ms. Creighton:

Further to the meeting of November 8, 1994 with the City of Ottawa, the RMOC and MOEE regarding 4160 Riverside Drive, the following represents Transport Canada's official position with respect to the suitability of 4160 Riverside Drive for residential development.

In November of 1994, the Airport was circulated a planning application to facilitate residential development at 4160 Riverside Drive. At the time, the Airport alerted the City of Ottawa to the fact that the lands in question were affected by the 1994 NEF. Indeed, a portion of the property is shown as lying between the 35-40 NEF and another portion inside 40 NEF. Transport Canada does not recommend residential development in these areas due to the aircraft noise impact, nor does Provincial Policy permit it. The Regional Official Plan requires that Council "have regard to the NEF and NEP maps approved by Transport Canada".

In May of 1995, the Airport learned that a study had been conducted for this property in 1986 based on the 1988 NEF indicating that because of topographical features on the site, the NEF value for portions of the property was reduced to between the 30-35 NEF. A site specific contour was accordingly produced for the area. Since 1988, however, the activities at the Airport have changed and a

new contour developed. The new 1994 contour, which reflects more current operations at the airport, is the approved NEF.

The Airport immediately advised the City that all previous contours produced for the Airport were no longer valid and that the 1994 NEF superseded any previous contour maps, including the site specific contour produced for 4160 Riverside Drive. At the request of the City, Transport Canada agreed to review the 1986 noise study and reexamine the implications of the 1994 NEF. It became apparent during this process, that the portions of the property would still be affected by the 35 NEF. As a result, Transport Canada undertook a noise monitoring exercise during the week of October 17, 1995, which represents a realistic analysis of the impact on the site. Attached is a report outlining the findings of the noise measurements that were gathered. Essentially, the report demonstrates that residents in the area would be exposed to unacceptable levels of noise from several different sources, both airborne traffic (departing and arriving traffic) and other operations once aircraft are on the ground (taxiing, reverse thrust, and runup noise). Noise readings sufficiently high to interfere with speech and sleep were recorded by Transport Canada leading us to conclude that residential development would not be appropriate in this area.

Of particular concern to the Airport is the impact of departures from Runway 32 on 4160 Riverside Drive. This property is located immediately adjacent to Runway 14-32. It is the longest runway at the Airport and is used when winds dictate, or when its length is required to accommodate aircraft heavily loaded, travelling long distances. These aircraft climb more slowly and are often noisy. This runway is considered our noise sensitive runway (the majority of our noise complaints are received from residents located along the extended centreline of the runway). As a result, the use of the runway is restricted for Runway 32 departures and Runway 14 arrivals whenever possible. Nevertheless, despite the fact that noise abatement procedures are followed for this runway, there will always be a need for its use. In 1994, Runway 32 (departures and landings) movements accounted for 32.4% of the total itinerant movements at the Airport. On October 17, the first day of noise monitoring, 135 movements occurred on Runway 32, 32 of which were departures. The majority of the departures took place between 6:07 and 7:10 (early morning is frequently a source of complaint). The rest were scattered throughout the day with the last departure at 19:15. The previous day, Runway 32 became the active runway at about noon with virtually all movements occurring on that Runway. There were 88 departures from Runway 32 throughout the day, the last one occurring at 20:34. On October 18, 28 departures occurred between 17:22 and 19:35, another time of the day when sensitivity to noise is high.

In view of the proximity of 4160 Riverside Drive to Runway 14-32, there is

nothing that can be done to minimize the noise problem short of imposing curfews.

It is important to note that the Airport has been receiving noise complaints from residents located along the River just North of 4160 Riverside Drive, south of the Hunt Club bridge. In fact, the Uplands on the Rideau Residents Association (which represents some dozen or so residents in the area) has written in the past year to the Airport regarding excessive noise levels resulting from Runway 32 departures.

In addition, some time ago, the Airport received a petition from a development in the Nepean area called Wellesmere Court requesting that operational procedures be introduced at the Airport to address noise concerns from Runway 32 departures. Wellesmere Court is located between the 30-35 NEF and is much further away from the Airport than 4160 Riverside Drive.

It is a fact that residents will purchase in an area to later learn that noise levels are unacceptable, notwithstanding notification. This was indeed the case with Wellesmere Court, where residents commented that they underestimated the problem. It is not unreasonable to expect that out of another 500 residents, there will be sufficient numbers, combined with an already active group, to form a strong lobby group that will pressure the airport to make changes to their benefit.

Any action to limit commercial operations at Ottawa will have a direct impact on the travelling public and will frustrate recent initiatives of the business community to improve services to the Region. Since the Open Skies agreement, the number of flights per day for transborder services has increased by anywhere from 36 to 46 movements per day. Flights start as early as 6:30 in the morning and continue up to 23:00 hours.

In addition, an Airport Authority, sanctioned by the RMOC and the municipalities, is currently negotiating with the Federal government to assume control of the operation of the Airport with the clear objective of improving services to the Ottawa Region. The Airport Authority has indicated an interest in exploring the feasibility of developing the Airport for overnight cargo flights. This is not something that was foreseen and was not factored into the 1994 NEF. Nevertheless, it will have a significant impact on anyone located in the area of 4160 Riverside Drive.

A second issue of major concern to the Airport relates to the impact of general aviation activities on 4160 Riverside Drive. A portion of the site is directly in line with the centreline of Runway 04-22 and is subject to departures from Runway 22 and landings on Runway 04, both of which take aircraft immediately over the

property. This runway is used by general aviation aircraft primarily for pleasure flying and flight training (circuits). The aircraft are reasonably low when they cross the property due to its proximity to the Runway 04 threshold and often loud. Movements are frequent. On the first day of noise monitoring there were 45 itinerant departures from Runway 22 and on the second day 29. On the third day, there were 45 arrivals on Runway 04. These figures do not include local movements which for the most part are associated with aircraft conducting circuits. Unfortunately, local movements are not sorted by runway. However, it is more than reasonable to assume that the majority of these activities occur on Runway 04-22. Tower records show that there were 166, 150 and 296 local movements for the days that monitoring was conducted.

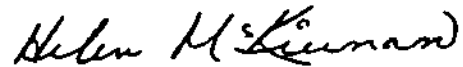
General aviation activities can be an enormous source of irritation aside from noise levels. During noise monitoring, the majority of the residents located at the base of the river took the opportunity to visit two of the sites to discuss noise issues. Unanimously, these residents identified general aviation as extremely bothersome. Monitoring confirmed that the noise levels were high, especially from floatplanes which traversed the property. Several residents expressed concerns with the height of the aircraft over their property. It should be noted that approximately 50% of perceived safety issues are expressed in terms of noise complaints. The sentiments of these people are a good indication of what future residents located even closer to the Airport would feel.

It is the Airport's opinion that the continued future of Runway 04-22 would be at risk if residential development proceeds at 4160 Riverside. If residents were successful in having Runway 04-22 closed, the impact will be felt by the small aviation businesses housed in the North Field. These businesses are only now recovering from a significant recessionary period. Indications are that business has begun to improve and a substantial increase in activities is forecast over the next year. One of our North Field operators is currently working with Algonquin College to develop a two-year business, airport management program and expects the program to be in place by July of 1996. This will double the hours flown between 1995 and 1996 for this operator and therefore increase substantially the number of movements over the site. The Ottawa Flying Club is also predicting a considerable increase in the number of hours flown over the next year. Any move to limit activity on Runway 04-22 could well put the smaller operators out of business.

In conclusion, I would like to stress that Transport Canada is not opposed to development at 4160 Riverside Drive per se. However, in view of the foregoing, I am compelled to object to the designation of these lands for residential purposes. The reality is that residents at 4160 Riverside Drive will be exposed to unacceptable levels of aircraft noise and we must not lose sight of this

fact. Nor should the impact on the Airport be ignored. It is well known that airports are a major economic benefactor to the region they serve. Constraints imposed on Ottawa - Macdonald-Cartier International Airport will affect the health of the Region as a whole. This point must not be dismissed lightly.

Sincerely,



Helen McKiernan
Airport General Manager
Attachments (1)

cc: Roger Hunter, RMOC



Transport
Canada

Transports
Canada

Airports Group Groupe des aéroports

Ottawa International Airport
Aéroport international d'Ottawa
Gloucester, Ontario
K1V 9B4
Fax/Télécopieur
613 954-2136

ANNEX E

Your file Votre référence

Our file Notre référence

July 17, 1991

IKBO1590-7

Ms. P. Sweet, M.C.I.P.
Director, Policy and Program Division
Regional Municipality of Ottawa-Carleton
Ottawa-Carleton Centre
111 Lisgar Street (Cartier Square)
Ottawa, Ontario
K2P 2L7

Subject: Noise Exposure Forecasts - Ottawa International Airport

Dear Ms. Sweet:

Transport Canada's Aviation Group has recently updated the noise exposure forecasts for Ottawa International Airport and has provided us with a 1994 NEF. A copy is attached for information. I have also enclosed a mylar copy of the NEF.

I would like to advise that on July 11, 1991, a briefing was given to real estate/development associations in the Ottawa-Carleton area on the Ottawa International Airport Master Plan recommendations as part of the Master Plan public consultation process. The new NEFs were distributed at the briefing. As a result, the RMOC may begin to receive requests for clarification of the impact of the new NEFs on developments in the vicinity of the Airport. If we can be of any assistance in responding to those requests, or interpreting the NEFs, please do not hesitate to call Mr. Joël Hugues at 998-4909 or Dianne Waller at 998-0959. We also have a copy of the NEF report which can be made available if you require.

Sincerely,

Helen McKiernan
Airport General Manager

Enclosures (2)

Canada

CITY OF OTTAWA/VILLE D'OTTAWA

From/De: Department of Planning,
Economic Development
and Housing

Ref.: ACS1997/1301-002 PDIC0661

Administrative Action
Exécution administrative

Date:
January 7, 1997

Ward/Quartier
OT-8 - Mooney's Bay

Interpretation/Interprétation []

[1] Planning and Economic Development
Committee/Comité de l'urbanisme
et de l'expansion économique

[2] City Council
Conseil municipal

SUBJECT/OBJET

4. Zoning - 4160 Riverside Drive
Subdivision - 4160 Riverside Drive

Zonage - 4160, promenade Riverside
Lotissement - 4160, promenade Riverside (OZP1994/027 and OLV1994/002)

RECOMMENDATION

That the Subdivision and the Zoning By-law amendment application to permit a mixed use development at 4160 Riverside Drive be REFUSED.


James L. Sevigny,
Commissioner of Planning,
Economic Development and Housing


Approved By:
John S. Burke
Chief Administrative Officer

JH:ks-4

Contact: Jeff Hunter 244-5300 ext. 3865

FINANCIAL COMMENT

N/A



 Director of Corporate Finance
and City Treasurer

BH/SA:gkd 97/01/

EXECUTIVE REPORT

Agent: DCR/Phoenix Management Attention: Mark Purchase

REASONS BEHIND RECOMMENDATION

The applications are being recommended for refusal as a result of conflicts with Official Plan policy in addition to a wide variety of issues which have been raised by technical agencies. The following is a summary of the primary policies and issues of concern as they relate to the Subdivision and Zoning applications:

Official Plan Conformity: Land Use

The applications do not conform to all of the land use designations in the Official Plan. In this regard, the lands are designated Environmentally Sensitive Area, Residential Area and Business Employment Area. The proposed C1-c zoning of Blocks 40 and 41 would result in general commercial uses being permitted in a Business Employment Area. Although some minor commercial businesses which are supportive or accessory to industrial business park development would conform to the Business Employment Area designation, the full range of commercial uses would be in direct conflict with the Official Plan. As such, the proposed C1-c zoning should not be approved.

Official Plan Conformity: Airport Noise

The applications do not conform to Official Plan policy 6.15.2 which relates to airport noise. The policy states that residential development shall not be permitted within areas affected by noise above the 35 NEF/NEP (noise exposure forecast/noise exposure projection). However, the lands fall within the official 35-40 NEF/NEP as mapped by Transport Canada. Although residential development is permitted where sufficient attenuation exists (i.e., topography of a site) to reduce the NEF/NEP values to less than 35, a 1986 noise study upon which the applicant is relying, fails to satisfy this policy. In this regard, several measurement locations yielded NEF values higher than 35 even after factoring in topographical attenuation.

Transport Canada and Ministry of Environment and Energy

The Official Plan indicates that City Council shall have regard for the NEF/NEP contour maps approved by Transport Canada as well as the comments from Transport Canada and Ministry of Environment and Energy. The 1986 study was based upon the official 1988 NEF/NEP contours which were subsequently amended. Any proposal must be based upon the amended official 1994 NEF/NEP contours as mapped by Transport Canada. Transport Canada has recommended against approving this development while the Ministry of Environment and Energy has indicated that the noise exposure forecast (NEF) for airport noise is in excess of 35 based upon their most current data dated 1988 by CMHC (see comments in Document 6). It should also be noted that the applicant was advised that the development applications would have to be considered in light of the official 1994 NEF/NEP contours. However, the applicant has taken the position that they intend to rely on the results of the 1986 study. As such, the proposal does not conform to the Official Plan policy requiring City Council to consider the NEF/NEP contours which are approved by Transport Canada.

Airport Noise Study

A noise consultant retained by the Department reviewed the 1986 study and has advised that it did not consider low frequency (roar of jet exhaust) or high frequency (whine of engine fans or turbines) sounds which are characteristic of jet aircraft. In addition, the 1986 study measurements were based upon both a noise source and a noise receptor which were located near the ground whereas aircraft noise sources are typically two to four metres above the ground and residential homes are two storeys in height. The noise source location and the clustering of measurement sites closer to Riverside Drive also yielded results which maximized sound reduction in the 1986 study. Given that the technical approach and procedures used in the 1986 study are questionable, the City's noise consultant was unable to support their findings. In fact, based upon a review of various reports, undertaking noise measurements, study analysis and impact assessment, the City's noise consultant concluded that the lands are located in the zone exceeding the 35 NEF contour line, even after accounting for ground topography attenuation of aircraft ground noise. The City's noise consultant, therefore, recommended that residential development should not be allowed on the site. The consultant's findings further demonstrate that the proposal does not conform to the Official Plan policy prohibiting residential development above the 35 NEF/NEP contour line.

Ottawa Airport Electronic Zoning

The noise consultant retained by the Department has indicated that the official 1994 NEF/NEP contours as mapped by Transport Canada could permit the development of commercial/industrial uses on the property provided that all buildings incorporate appropriate acoustical insulation in their design. Transport Canada has advised that the property is affected by electronic zoning regulations which protect an Instrument Landing System (ILS) localizer that is situated at the end of runway 14-32. These regulations establish height restrictions which ensure that objects do not interfere with signals being provided to aircraft. Transport Canada recommended that the developer review these regulations. Based upon discussions with Transport Canada, it would appear that a 1.2 metre height limit for metallic objects and a 2.5 metre height limit for non-metallic objects may affect a portion of Blocks 40 and 41 where commercial/industrial uses are proposed (see Document 3). The applicant was made aware of this issue but has not provided any analysis of the precise location of the electronic zoning height restrictions nor have they indicated how they intend on addressing the problem. As such, the proposal does not conform to the Official Plan policy which requires that the policies of the Provincial Government, as set out in the publication Land Use Policy Near Airports, 1978 (electronic zoning) be respected.

Exterior Noise Levels

Some weight should also be given to Official Plan policy 6.15.2f) which states that in the case of proposals for new residential development close to road or rail traffic, the exterior noise level should not exceed a sound level of Leq 55 DBA daytime (7 a.m. to 11 p.m.) and Leq 50 DBA nighttime (11 p.m. to 7 a.m.) and the interior level should not exceed a day/night median sound level of Leq 45 DBA. Although this policy does not specifically relate to airport noise, it is worthwhile noting that Transport Canada submitted a noise study which found several occurrences indicating that noise levels would interfere with

speech and sleep (i.e., Site 3 yielded 16 hourly averages which exceeded 55 DBA) not only for the outdoor environment but also the indoor environment for typically constructed homes. While the proposal to develop residential homes on lands subject to these noise levels is not in conflict with Official Plan policy, the study results clearly demonstrate that the lands are not suitable for residential development.

Transportation Deficiencies

A preliminary analysis of the two proposed intersections with Riverside Drive indicate that the northern most access will operate at a level-of-service "F". This means that the operation of the intersection is unacceptable to most drivers due to very long traffic delays. The proximity of the proposed accesses with the two existing roads which are located immediately to the north and south of this site is also of concern. It should also be noted that no internal road scheme was identified indicating how cars would access the industrial and commercial uses located on Blocks 40, 41 and 42 and that the development fronts onto that portion of Riverside Drive where it becomes a single lane. In addition, the property is located along an "S" curve where the posted speed limit is 80 kilometres per hour. In view of the potentially dangerous situation which would be created, any development proposal would have to ensure that the proposed accesses are safe and function at an acceptable level of service.

School Bussing/Public Transit Deficiencies

The Ottawa Board of Education has advised that it will not be providing transportation for intermediate students (grades 7 and 8) or for secondary school students living in the proposed development. OC Transpo has also indicated that it will not be providing service to the proposed development because it is of insufficient size and density to provide a viable service. In the absence of basic services such as public transit, the site is not considered to be a desirable candidate for residential intensification.

Stormwater Management Deficiencies

The Ministry of Environment and Energy (MOEE) have advised that they are not prepared to approve the applicant's stormwater management plan. In this regard, the use of "infiltration storage units" and an in-line constructed wetland has not been proven to meet the Ministry's bacteriological criteria for the Rideau River.

Compatibility of Proposed Uses

The current performance standards of the requested R4-x zone on Blocks 19 to 24 where low density residential homes are proposed immediately adjacent to an M1-x zone permitting a wide variety of industrial uses on Block 42 are inadequate to address the incompatibility of these uses. Typical rear yard setbacks for residential or industrial buildings would be 7.6 metres resulting in a minimum distance of 15.2 metres between buildings. In view of the fact that industrial operations would be situated within 7.6 metres of the rear yard amenity areas of residential units, fencing and landscaping are not considered to be adequate buffers to ensure a quality living environment for future homeowners.

Slope Stability

The Official Plan designates the site as being an area having an unstable slope. Policy 6.17.2b) indicates that City Council may permit development on lands on, or adjacent to, unstable slopes provided a Municipal Environmental Evaluation Report (MEER) is prepared. Such report shall be used as the basis to establish the setback for development from the unstable slope. The Official Plan also indicates that City Council shall seek the advice of the Ministry of Natural Resources (MNR) and the Rideau Valley Conservation Authority (RVCA) when considering a development proposal in areas of unstable slopes. In this regard, the RVCA has advised that the 1986 geotechnical report upon which the applicant is relying, recommends that detailed slope stability analysis should be completed where proposed development is to occur within 60 metres of the slope crest. As Blocks 1 to 11 follows the limit of development line established in the 1986 Golder report, it is impossible to know what kind of setback is needed within the requested R4-x zoning to protect residents from erosion or landslides. As the MEER submitted by the applicant did not provide a detailed analysis of this issue, the proposal does not conform to the Official Plan policy regarding unstable slopes. In this regard, the Department is unable to support approval of Blocks 1 to 11 of the subdivision or the R4-x zoning because it has not been clearly demonstrated that the blocks being created and the development which would be permitted on them will not be impacted by unstable slopes situated on the property. In view of the foregoing, the application is being recommended for refusal.

Compatibility With 2020Z

The recommendation in this report to refuse the requested R4-x zoning will not impact the draft 2020Z By-law.

ENVIRONMENTAL IMPACT

A Municipal Environmental Impact Checklist was completed and the applicant indicated that potential adverse environmental impacts were identified, but mitigable by current acceptable technology. The applicant also filed a Municipal Environmental Evaluation Report (MEER) in support of the applications. The MEER for this proposal has not yet been finalized. Comments on the MEER from the Environmental Management Branch and from approvals agencies provided in October, 1995 have not been addressed by the applicant.

FISCAL/ECONOMIC IMPACT STATEMENT

The recommendation to refuse the application for residential development has no economic impact since the site retains its existing use. However, if the site were to be developed as proposed then the question of completing an economic impact analysis on the basis of alternative land uses could be justified.

PUBLIC INPUT

Five comments, including a petition bearing seven signatures, in opposition to the application were received in response to the notification sign posted on the property. Two comments which did not indicate a position were also received.

One individual simply wanted more information on the project whereas the other individual had specific comments relating to the proposed road configuration.

A public meeting was arranged by the Ward Councillor in conjunction with the agent on March 22, 1995. Three area residents and planning staff were in attendance. The purpose of the meeting was to provide a more detailed overview of the project and to answer the questions of residents.

DEPARTMENTS CONSULTED

All relevant Departments have been consulted and their comments have been incorporated in this submission.

DISPOSITION

Department of Corporate Services, Statutory Services Branch, to notify the agent (117 Centrepointe Drive, Suite 240, Nepean, Ontario, K2G 5X3), the Corporate Finance Branch, Revenue Section, Assessment Control Supervisor and Regional Municipality of Ottawa-Carleton, Plans Administration Division of City Council's decision.

LIST OF SUPPORTING DOCUMENTATION

- Document 1 - Summary of Application
- Document 2 - Location Map
- Document 3 - Draft Plan of Subdivision
- Document 4 - Municipal Environmental Evaluation Report (MEER) (on file with City Clerk)
- Document 5 - Compatibility With Public Participation Policy
- Document 6 - Input From Other Government Agencies

PART II**SUPPORTING INFORMATION****SUMMARY OF APPLICATION**

Document 1

An application for a plan of subdivision and an application for zoning amendment have been submitted for the property located at 4160 Riverside Drive. The subject property, shown as the hatched area on the attached Location Map, is located between Riverside Drive and the Rideau River and abuts the City of Gloucester boundary to the south. The applications for rezoning and subdivision have also been appealed to the Ontario Municipal Board and consequently, this report will establish a Council position when a hearing date is set to consider the appeals.

The property currently is vacant and is comprised of natural wooded and grassed areas. The site has an area of 35.2 hectares (87 acres). Topographically, the land slopes down from Riverside Drive to the Rideau River.

The proposed mixed use development is to be comprised of 514 townhouse units, two commercial blocks including a gas station and a commercial plaza as well as an industrial business park. Also, the lands which are located along the waterfront are to be conveyed to the City as public open space.

On May 15, 1985, City Council considered the Uplands-Riverside Development Plan. The Plan recommended that the lands south of the Hunt Club Bridge, between Riverside Drive and the Rideau River, be designated for Major Industrial Use and Open Space. The Plan sought to ensure the preservation of this area for future airport oriented commercial industrial use. City Council, however, in consideration of a request by Ottawa Uplands Ltd. which was supported by the 1986 noise study, amended the Development Plan to permit residential uses on part of the lands owned by Ottawa Uplands and directed staff to prepare the appropriate Official Plan Amendment.

Official Plan Amendment Number 172 which established a "Residential Area" designation on a portion of the subject property was approved by the Region in February 1991. This designation was carried over into the current Official Plan which received Regional approval in April 1994. Notwithstanding that a portion of the lands are currently designated "Residential Area", the development proposal must conform to the policies governing airport noise which are contained within the Environmental Management chapter of the current Official Plan.

Plan of Subdivision

The proposed plan of subdivision is comprised of 44 blocks. Blocks 1 through 35 are the residential blocks which accommodates approximately 514 townhouse units. Blocks 36, 37, 38, 43 and 44 are park, open space and walkway blocks. Blocks 40 and 41 are commercial blocks and a gas station and a commercial plaza are proposed on these Blocks. Block 42 is an industrial block which will accommodate the proposed business park and Block 39 is for future undetermined development. The proposed subdivision will be served by a new collector road identified as Street Number 1. This road will link to Riverside Drive at the northerly and

southerly property lines. Streets 2, 3, 4, 5, 6 and 7 are local streets which will provide access to the residential blocks.

Current Zoning

The property is currently zoned M1-x(1.0)[2]. The M1 zone is a light industrial zone which permits limited public and commercial uses as well as a broad range of industrial uses. In this particular case however, the "x" suffix denotes that only the uses which were existing in the zone on April 20, 1964, are permitted. Given that these lands are undeveloped, the current zoning effectively precludes any development from occurring on the site. The (1.0) floor space index limits the total gross floor area of buildings on the site to one times the area of the lot.

Requested Zoning

The requested zoning is R4-x for the proposed residential and open space blocks, C1-c for the commercial blocks and M1-x for the business park block.

The R4 zone is a medium density residential zone which permits a range of both public uses such as a park or playground and residential uses including single family, duplex and row dwellings. In the case of row dwellings, the density may not exceed 37.5 units per hectare. The applicant has requested that an "x" suffix be attached to the proposed residential zoning. It should be noted however, that no details were provided for exceptions to this designation.

The C1-c zone, which is proposed for two of the blocks, is a general commercial zone which would permit the proposed gas station and commercial plaza. The "c" suffix denotes an exception to the standard C1 zoning but as noted above, no details have been provided for this designation. A height limit would be in effect for a portion of the commercial blocks as a result of electronic zoning associated with the airport, however, the applicant has not provided any details on the extent to which the commercial blocks are impacted.

Finally, the requested zoning for the business park block is M1-x(1.0). As previously noted, the M1 zone is a light industrial zone which permits limited public and commercial uses as well as a broad range of industrial uses. No details such as setbacks from the residential uses or building heights for the industrial zone have been provided by the applicant.

ENVIRONMENTAL IMPACT

Summary of the Municipal Environmental Evaluation Report:

The MEER for these development applications has not yet been finalized. A summary of the MEER as submitted to date by the applicant is as follows:

Approximately 80 percent of the 35.2 hectare site is a predominantly maple forest with two main stands, one approximately 75 years old and the other approximately 53 years old. Intermittent tributaries and gullies converge on a main ravine that drains to the Rideau River in the south side of the site. A corridor of land adjacent to the shoreline will be dedicated to the City of Ottawa for public access purposes.

All species found during site visits were considered common on a national, provincial, regional and local level. The ravine system was found to have little potential for supporting fish habitat. The subject lands are indicated on Schedule F of the Official Plan - Environmental Constraint Area/Sites due to unstable slopes, pit and quarry uses, and noise exposures. Air quality on the site may be affected by adjacent aircraft activity. The results of the Transport Canada report dealing with noise impacts were not addressed in the MEER.

Approval of the latest conceptual plan of subdivision would result in the removal of approximately 22.2 hectares of forest, or approximately 73 percent of the forest currently on site. This will result in a concomitant loss in wildlife habitat. These impacts were deemed non-mitigable impacts in the MEER. Most of the treed ravine and associated tributaries and gullies will remain intact, but will be altered for stormwater and erosion control purposes. Air quality and noise impacts are proposed to be mitigated through building construction. Present groundwater levels are proposed to be maintained through infiltration trenches for stormwater management. A monitoring program for water quality and quantity will form part of the stormwater design plan.

In their review of the MEER, the Environmental Management Branch found that although the MEER stated that all species found during site visits were considered common at a local level, no definition for local significance was provided. A review of bird species found on the site were generally not considered to be common within the City of Ottawa. Two of these species may actually breed on site. In addition, although the MEER stated that the ravine system was found to have little potential for supporting fish habitat, it empties into a section of the Rideau River known to support approximately 35 fish species.

Environmental Significance

Staff of the Environmental Management Branch, Department of Engineering and Works undertook a preliminary significance evaluation of the woodlot at 4160 Riverside Drive in response to a motion received at Committee on July 30, 1996. The report documenting the results of this evaluation was carried at Planning and Economic Development Committee on September 24, 1996 (ACS1996/0807-085).

The four criteria used in the significance evaluation are based on the Implementation Guidelines released by the Ministry of Natural Resources to accompany environmental protection policies enacted under the Planning Act in March 1995. Although the policies supported by the Guidelines are no longer in affect and do not apply to the subject site, the criteria under the Guidelines were used as they represent the most accepted and reviewed criteria to date.

The evaluation concluded that the woodlot at 4160 Riverside Drive should be considered significant as it:

- i) exceeds the provincial size criteria for identification as a significant woodlot;
- ii) contains other natural heritage features (i.e. shoreline, ravine system, possibly wildlife habitat);

- iii) is most likely of a composition, age size, or site quality that is uncommon to the planning area; and
- iv) provides a linkage function to other natural areas, and is important to slope stability, erosion prevention, and to maintenance of hydrological processes.

Criteria for the comparative evaluation of woodlots throughout the City, as directed through Official Plan Policy 6.9.2 p), is currently being established through the Natural and Open Spaces Study, which is scheduled for completion in June 1997. The final evaluation of this woodlot and it's value relative to all other woodlots in the city will be determined at that time.

Environmental Management Branch Position

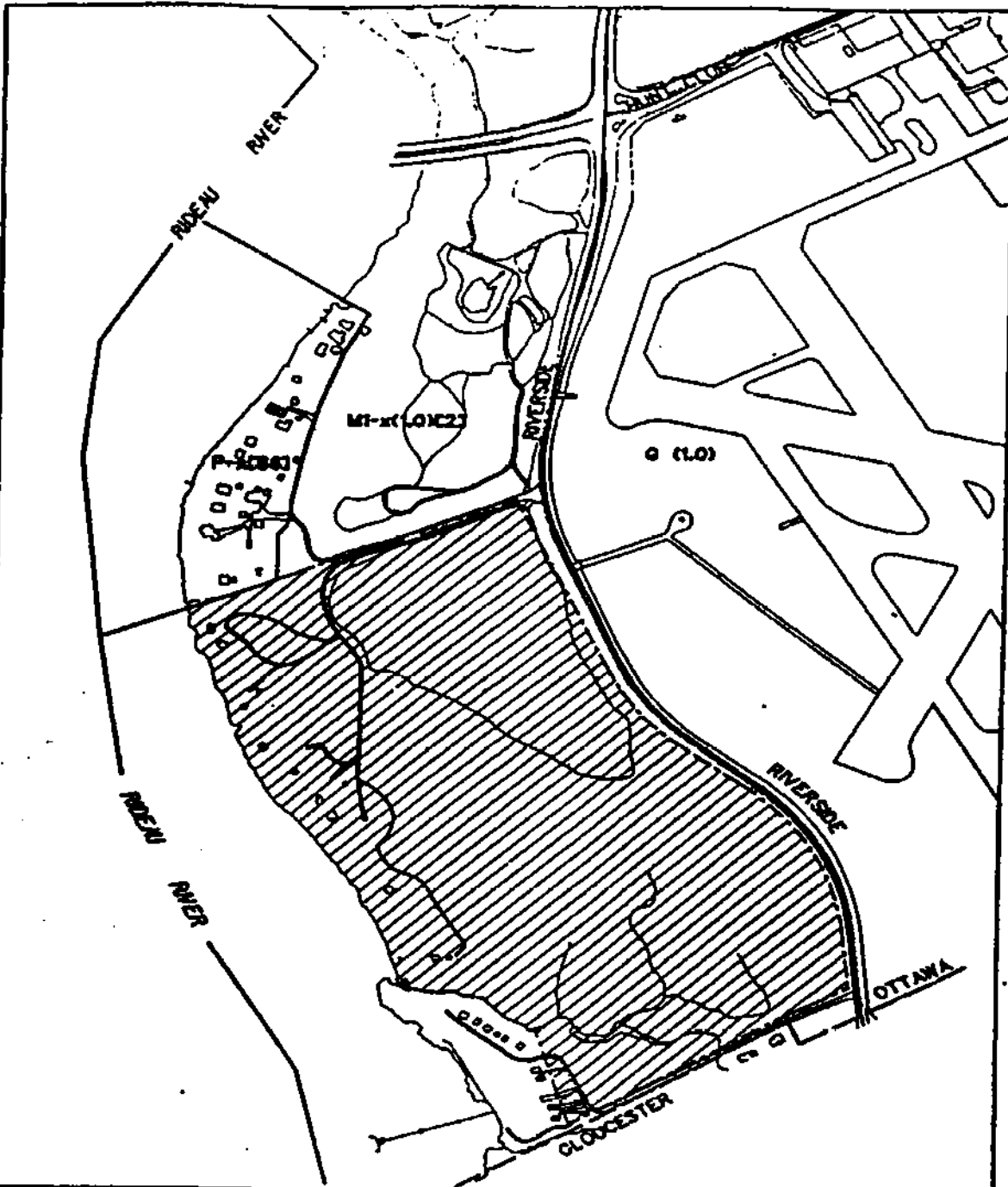
The upland deciduous forest ecosystem currently on the site will be eliminated as a consequence of this development, except for a portion adjacent to the Rideau River shore. The forest contributes to the overall biodiversity and wildlife habitat in the City. It is the third largest contiguous area of forest within the City of Ottawa, and is the largest forested area on the banks of the Rideau River downstream of the Black Rapids Dam. The woodlot is healthy, relatively undisturbed, and serves as a wildlife link within the Rideau River corridor. Preliminary analysis of the woodlot indicates that it could be considered significant.

This view is generally supported by a number of approvals agencies. Concerns regarding the application expressed by other approval agencies have not been addressed to date. The concerns are significant and include:

- i) the requirement to review the applications under the Federal Environmental Assessment Process to address potential impacts to adjacent federally owned lands;
- ii) mitigation of the visual impact of shoreline development;
- iii) consistency of the proposed plan with accepted designs for development along the Rideau River; and
- iv) slope stability, erosion control and stormwater management issues.

Additional analyses and reports would be needed to address the concerns.

The technical information provided by the applicant for some aspects of the plan of subdivision is insufficient to make informed decisions at this time. The Branch recommends that the plan of subdivision and rezoning application on the subject site not be approved until such time as all concerns expressed by approval agencies are met.

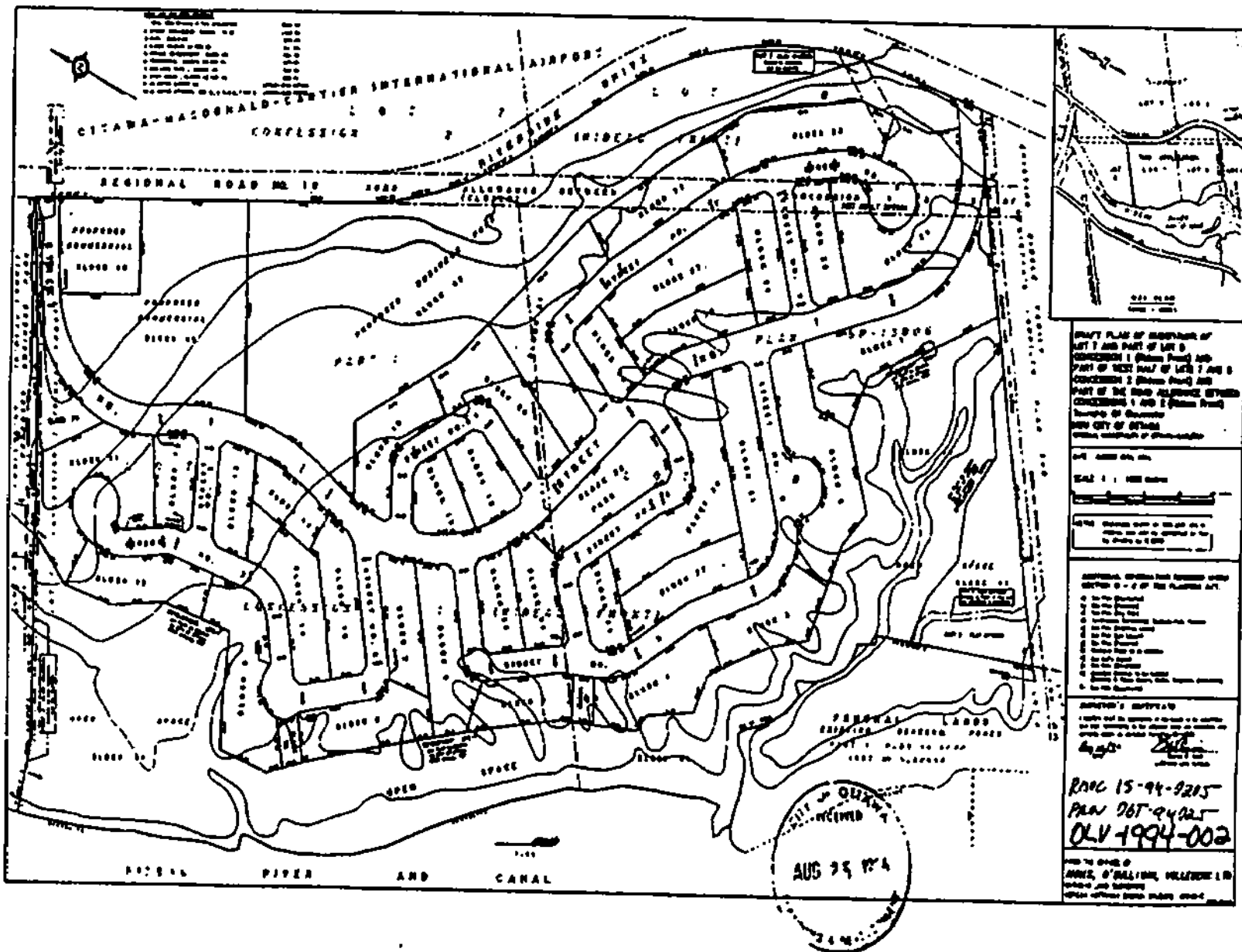


 **City of Ottawa**
SEPTEMBER 12, 2004
DATE
05-1-04-002



LOCATION MAP
PROPOSED ZONING CHANGE
4160 RIVERSIDE


SCALE
N.T.S.
METRES



PART PLAN OF SUBDIVISION OF
 LOT 7 AND PART OF LOT 8
 CONCERNING 1 (Green Field) AND
 PART OF WEST HALF OF LOTS 7 AND 8
 CONCERNING 2 (Green Field) AND
 PART OF THE ROAD ALLOCATED BETWEEN
 CONCERNING 1 AND 2 (Green Field)

TOWN OF QUINCY
 COUNTY OF QUINCY
 STATE OF MISSOURI
 SCALE: 1" = 100'

APPROVED FOR THE CITY OF QUINCY
 BY THE CITY ENGINEER

 CITY ENGINEER

APPROVED FOR THE CITY OF QUINCY
 BY THE CITY COMMISSIONER

 CITY COMMISSIONER

PLAN 15-94-9215
 PLAN 267-94-025
 OLV 1994-002

PREPARED BY
 JAMES O'BALLIAN, SURVEYOR & R.
 JAMES O'BALLIAN SURVEYING & R.
 1000 N. 10TH ST. QUINCY, MO. 64601

COMPATIBILITY WITH PUBLIC PARTICIPATION POLICY

Document 5

NOTIFICATION AND CONSULTATION PROCESS

Procedure Number PDD/PPP/N&C #1 (In accordance with the On-site Information Sign Policy and General Guidelines Approved by City Council on June 3, 1992).

SUPPLEMENTAL NOTIFICATION

The Environmental Advisory Committee was sent a copy of the technical notification but did not provide a comment on this proposal.

Summary of Public Input

Five comments, including a petition bearing seven signatures, in opposition to the application were received in response to the notification sign posted on the property. The reasons for opposition are as follows:

1. The earth in this landfill site is too unstable to support construction of any kind. How will storm run-off be dealt with on such a fragile landscape?
2. The proposed construction of 514 townhouse units would surely mean the destruction of almost all the mature trees. The trees do a very good job of reducing the noise. This many houses will just reflect the noise.
3. This zoning change and the subsequent construction would mean the needless destruction of one of the last green spaces within the city limits and irreparable damage to the fragile eco-system.
4. The forest on the subject lands include large gullies that enter the Rideau River which are used as breeding grounds in the spring. The forest supports many animals such as foxes, snakes, wolf spiders and pilated woodpeckers to name a few. The building of such a development would surely endanger the survival of these fish and animals.
5. A proposal to build a development such as this will no doubt bring a huge volume of traffic. Does Riverside Drive have the capacity to handle such an influx? During rush hour it is already at capacity, and there is no room to build four lanes.
6. 514 houses means that a minimum of 1,028 cars will turn onto Riverside Drive. One of the proposed entrances to the development is in the middle of a blind curve, on a hill. The proposed road must rise over 35 feet to meet the level of Riverside Drive. In the winter, the combination of ice and snow as well as cars trying to turn into traffic on a steep upgrade will certainly result in several traffic accidents.
7. What about school buses? What about OC Transpo services for over 1,000 people?
8. The proposed development is ill conceived because it will destroy a natural preserve, deplete scarce parkland and contribute to the problems of urban sprawl.

9. Natural drainage patterns from the highway to the river will have to be altered. Ravines will have to be levelled and streambeds covered in and diverted into drainage pipes and culverts which will destroy the habitat of a variety of wildlife. The run-off from streets and driveways, especially the salt and oil residue will further add to the pollution of the already overburdened Rideau River.
10. Apparently, the land that is being proposed for development is the last "old growth forest - unmaintained" in the City of Ottawa. It deserves to be protected, not destroyed to build a subdivision. There are too many houses on the market right now waiting to be sold. Not many people are buying in these times of uncertainty. Will this subdivision sit empty for years, half built, because no one is buying?
11. The Museum of Nature told me that this area was a unique year round cold water environment because of the groundwater flow at the -40 foot level. The density of the trees in combination with the very steep ravines stops things from getting too hot in the summer and too cold in the winter. I have seen 3 foot diameter fern and moss not freeze and stay green all winter.

Two comments which did not indicate a position on the proposed development were also received. One individual simply wanted more information on the project whereas the other individual had specific comments relating to the proposed road configuration.

In addition, comments were received from Air Transport Association of Canada and the Ottawa Flying Club objecting to approval of residential uses on the subject property.

A public meeting was arranged by the ward councillor in conjunction with the agent on March 22, 1995. Three area residents and planning staff were in attendance. The purpose of the meeting was to provide a more detailed overview of the project and to answer the questions of residents. The concerns which were raised included the environment, servicing, traffic and airport noise.

INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

Document 6

OTTAWA BOARD OF EDUCATION

The Ottawa Board of Education (OBE) expressed concern in that they do not provide transportation for intermediate (grades seven and eight elementary) students or for secondary school students. Students would be required to walk to Hunt Club Road and take the OC Transpo bus. The funding for the anticipated capital costs associated with the proposed intensification of residential uses on the subject lands was also identified as being a concern to the OBE.

OC TRANSP0

OC Transpo opposes the applications for the following reasons:

"The proposed development is of insufficient size and density for OC Transpo to provide a viable transit service. OC Transpo is unable to supply transit service to this isolated residential development and we request that an alternate land use be considered for these lands in light of these comments."

MINISTRY OF THE ENVIRONMENT AND ENERGY

The Ministry's review included considering the adjacent land use and several environmental concerns including stormwater removal and noise pollution. Based on their current data, the noise exposure forecast (NEF) is in excess of 35. The Ministry of Housing's "Land Use Policy Near Airports" (1978) recommends that no Group 1 uses be established in this range, except for those in which outdoor environment is irrelevant. Given that Group 1 uses are proposed for most of the lands in this plan of subdivision, the Ministry is not prepared to support the applications and recommends against draft approval.

The Ministry also noted that the MEER proposes the use of "infiltration storage units" and an in-line constructed wetland to treat stormwater runoff. The Ministry does not support the use of constructed wetlands for this size of development at this time. Constructed wetlands have not been proven as an effective treatment option to meet the Ministry's bacteriological criteria for the Rideau River. The Ministry does not support the proposed method for managing the stormwater runoff from this site.

CANADIAN HERITAGE PARKS CANADA

The concerns which were identified by Canadian Heritage Parks Canada are as follows:

- Parks Canada supports the concept of public open space along the canal managed as a natural area. The MEER does not, however, adequately address our earlier concern requesting an analysis of the visual impact of the development to determine how visible the townhouses will be from the canal and Black Rapids Lockstation and what measures may be required to mitigate the impact.

- The MEER states that terraced style construction will provide spectacular views of the Rideau River. This is a concern to Parks Canada given that they have consistently requested that development within the Uplands-Riverside Drive area be largely hidden from view of the canal. Parks Canada requests that a landscape architect undertake an analysis to determine the visual impact of removing all the vegetation from the residential development area as viewed from the canal, the Waterford area and the lockstation. The results of this analysis should be incorporated in the revised MEER.
- The MEER minimizes the impact of this development on the natural environment and appears to diminish the ecological value of the woodland system as part of a larger ecosystem. Since the MEER did not examine the woodlot in the larger context it is thus quite easy to ignore its real value which lies in its contribution to bio-diversity, and wildlife habitat in the City of Ottawa. The development proposal is clearly not environmentally sustainable and not consistent with the philosophy of ecosystem management.
- The MEER does not address the impact of 514 dwelling units on the tenants of Parks Canada lands. The MEER states that access to the shoreline corridor should be provided on Parks Canada land but does not acknowledge potential conflicts with long term residents. The potential effect is thus negative and we request that the consultants undertake a more in depth analysis of the social impacts prior to submitting a revised report.
- Parks Canada supports the concept of a shoreline trail. To ensure that the trail has a minimal impact on the environment and Parks Canada lessees, the MEER should identify the need for an assessment of the impact of the trail.

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON - PLANNING AND PROPERTY DEPARTMENT

The proposed development is of insufficient size and density for OC Transpo to provide a viable transit service. In addition, the Ottawa Board of Education has indicated that it will not provide school bus service to the site, and that a sidewalk linking the site to Hunt Club Road will be required. In addition, we have concerns about the location of the subject area in relation to the Ottawa - MacDonald-Cartier International Airport. Despite these deficiencies, the designation in both the Regional and Ottawa Official Plans permits residential development, subject to certain conditions being satisfied.

In response to a request for a professional planning opinion as to whether or not the subdivision application conforms to the Regional Official Plan they concluded as follows:

"On the basis of the findings and advice of Transport Canada, as confirmed by the Marshall, Macklin Monaghan Limited Study, the Regional Planning and Development Approvals Department concludes that the proposed subdivision application does not conform to the Regional Official Plan, in particular (but not restricted to) Section 7.2.3 policies 14, 15 and 16."

RIDEAU VALLEY CONSERVATION AUTHORITY

The concerns which were identified by the Rideau Valley Conservation Authority (RVCA) are as follows:

- The Municipal Environmental Evaluation Report (MEER) which was submitted indicated that there will be a loss of existing habitats (vegetative, aquatic and wildlife) but since the habitats are not significant from a biological perspective, their loss is not a constraint to the development of the site. The RVCA does not accept the loss of natural habitats which are to be replaced with landscaping vegetation as mitigation.
- The RVCA questions whether the lands that are located along the waterfront that are to be dedicated as open space are adequate in size to maintain the ecological function and value of the site. The MEER underestimates the ecological value of the site within the context of a larger ecosystem. The Authority is not satisfied that adequate consideration has been given to integration of urban design with natural features and functions.
- The geotechnical reports which have been prepared for this site identify unstable and marginally stable slopes (Golder, 1986). The dividing line between the open space blocks and the residential lands as shown on the draft plan of subdivision has not been determined by specific stability analyses. A detailed geotechnical analysis must be provided prior to draft approval since the proposed lot boundaries may require adjustment.
- The concept plan for the stormwater management is generally acceptable. If erosion control measures of the river bed are proposed, bio-engineering techniques must be used. No encroachment onto the bed of the Rideau River will be permitted.
- The stormwater design plan may have implications for slope stability. A qualified hydrogeologist must review the plan with regard to the potential for groundwater mounding and associated effects on slope stability or nearby sewage systems. This issue must be addressed prior to draft approval in the event that the infiltration basins and potential groundwater mounding have an effect on the location of the limit of development line.
- The Conservation Authority is not satisfied that the design and layout of this subdivision has had adequate consideration for the natural features, functions and values of this site. The RVCA encourages the City and the owner to create an innovative, healthy, sustainable community which recognizes and is sensitive to the ecological value of its natural setting.

TRANSPORT CANADA - OTTAWA MACDONALD-CARTIER INTERNATIONAL AIRPORT

In response to the circulation of the development applications for 4160 Riverside Drive, Transport Canada advised the municipality that the lands in question were affected by the 1994 NEF. A portion of the property is shown as lying between the 35-40 NEF and another portion inside the 40 NEF. Transport Canada does not recommend residential development in these areas due to aircraft noise impact nor does Provincial policy permit it.

In May of 1995, the Airport learned that a study had been conducted for this property in 1986 based on the 1988 NEF indicating that topographical features of the site reduced the NEF value for portions of the property to between 30-35 NEF. Accordingly, a site specific contour was produced. Since 1988, the activities at the Airport have changed and a new contour developed. The new and approved 1994 contour reflects the current operations of the airport.

The Airport advised the City that the 1994 contour superseded any previous contour maps including the site specific contour produced for 4160 Riverside Drive. At the request of the City, Transport Canada re-examined the 1986 noise study and concluded that portions of the site would still be affected by the 35 NEF. As a result, Transport Canada undertook a noise monitoring exercise during the week of October 17, 1995, which represents "a realistic analysis of the impact on the site". Essentially, the report demonstrates that residents in the area would be exposed to unacceptable levels of noise from several different sources, both airborne traffic (departing and arriving traffic) and other operations once aircraft are on the ground (taxiing, reverse thrust and run-up noise). Noise readings sufficiently high to interfere with speech and sleep were recorded by Transport Canada leading them to believe that residential development would not be appropriate in this area.

Particular concern was expressed regarding the impact of departures from Runway 32 on 4160 Riverside Drive. Runway 14-32 is located immediately adjacent to the site. It is the longest runway and accommodates aircraft heavily loaded, travelling long distances. This runway is considered the noise sensitive runway as most noise complaints received by the Airport are from residents located along the extended centreline of the runway.

The Airport has been receiving noise complaints from residents located along the River just north of 4160 Riverside Drive, south of the Hunt Club bridge. The Uplands on the Rideau Resident's Association has written to the Airport in the past year regarding excessive noise levels resulting from Runway 32.

In the past, the Airport received a petition from a development in Nepean called Wellesmere Court requesting the noise concerns from Runway 32 be addressed. Said development is located between the 30-35 NEF and is much further away from the Airport than 4160 Riverside Drive.

Residents may purchase in an area to later learn that noise levels are unacceptable. It is not unreasonable to expect that out of another 500 residents there will be sufficient numbers to form a lobby group that will pressure the Airport to make changes to their operations.

Any action to limit commercial operations at Ottawa will have a direct impact on the travelling public and will frustrate recent initiatives of the business community to improve services to the Region. Since the Open Skies Agreement, the number of flights per day for transborder service has increased anywhere from 36-46 movements a day. The Airport Authority has also indicated an interest in exploring the feasibility of developing the Airport for overnight cargo flights. This was not something that was factored into the 1994 NEF contour and will have an impact on anyone located at 4160 Riverside Drive.

The Airport is also concerned about the impact of Runway 04-22 on 4160 Riverside Drive which is subject to departures from Runway 22 and landings on Runway 04. This runway is used primarily for pleasure flying and flight training. The aircraft are low when they cross the property.

General aviation activities can be an enormous source of irritation aside from noise levels. During the noise monitoring exercise, residents located along the base of the river visited two of the sites to discuss noise issues. They unanimously identified general aviation as extremely bothersome. Several residents expressed concern with the height of the aircraft over their property.

It is the Airport's opinion that the continued future of Runway 04-22 would be at risk if residential development proceeds at 4160 Riverside Drive. The impact would be felt by the small aviation businesses housed in the North Field.

In conclusion, Transport Canada is not opposed to development at 4160 Riverside Drive per se. In view of the foregoing, they object to the designation of these lands for residential purposes. Residents at 4160 Riverside Drive will be exposed to unacceptable levels of aircraft noise. The impact on the Airport should also not be ignored. It is well known that airports are a major economic benefactor to the region they serve. Constraints imposed on Ottawa- Macdonald-Cartier International Airport will affect the health of the Region as a whole. This point must not be dismissed lightly.

MINISTRY OF NATURAL RESOURCES

The concerns which were identified by the Ministry of Natural Resources (MNR) are as follows:

- The MEER lacks depth in its appraisal of the ecological nature and significance of this site. Very little if any consideration is given to the role of this riparian woodlot and the local ecosystem off-site.
- The stormwater management plan was found to be "highly conceptual"
- Under the authority of the Fisheries Act, MNR requires as a minimum a 30 metre setback from the river.
- MNR supports the dedication of the lands along the shoreline to the municipality and recommend a larger dedication in order to protect the fish habitat and also to maintain the ecological function of both the lands adjacent to the river and the upland forested areas.
- The forested area on this site is the largest contiguous wooded area remaining on the banks of the Rideau River downstream of the Black Rapids dam. This feature is an irreplaceable riparian area and is vital to the local ecosystem. The placement of a large populated neighbourhood immediately adjacent to this area will inevitably lead to the degradation of this ecosystem through simple weight of population and human activity.

COUNCILLOR'S COMMENTS

Councillor Karin Howard expressed the following views:

"I am opposed to the applications for development at 4160 Riverside Drive.

The reasons why I believe that Planning Committee should be cautious about approving residential development, in particular, on the property at 4160 Riverside Drive are as follows:

Noise Levels

This property is one roadway width away from the airport. The flight paths go directly above this property. I have visited the cottagers along the waterfront and found the noise so loud that it was impossible to converse whenever a plane was overhead. Even with triple pane glass I don't believe that it would be safe or healthy for people to live under these conditions. An old study of NEF levels apparently showed noise contour lines curving around this property, thus permitting development. I have always doubted the accuracy of this old study.

Transportation

This land is so steep that OC Transpo and school busses will not go into the property.

The land abuts a dangerous, narrow S-curve on Riverside Drive. All access and egress from the property will have to be at an awkward point on the curve which has low visibility. I don't think this can be made safe because of the configuration of the airport and the slope of the land to the river.

Forest

This mostly old-growth forest is lush and wild. There are seven ravines with beaver dams and unusually interesting features not seen elsewhere in the City. It is a complete ecosystem which can stand alone but happens to be linked by corridors to other green spaces, including McCarthy Woods. Cottagers have told me stories about the wildlife, and I believe that there are some significant species of plants and birds which dwell there.

Unstable Ground

I visited the site with a geologist who described the soil as unstable. I believe that there is lead clay there: sections of the forest have sunk, further up the watershed two bulldozers were lost in lead clay, and because much of the water run-off from the airport goes through this section of the slope it must have much movement from the underground drainage and water movement. An engineer told me that the drainage is multi-directional and that it would be next to impossible to drain it properly... they don't make pipes to accommodate this situation.

Economic Development

Apparently the privatization of the airport is a done deal and the development of a commercial sector around the airport is contemplated by both the RMOC and the City. Growth in numbers of flights is inevitable. If homes are built at the end of the runway our City will forever have to face residents of those homes when they complain about noise. Future growth of the commercial sector and the airport may be impeded if we now approve residential development under the flight paths."