

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

REPORT  
RAPPORT

Our File/N/Réf.           **23 11-96-0513**  
Your File/V/Réf.

DATE                        12 June 1997

TO/DEST.                 Coordinator Planning and Environment Committee

FROM/EXP.                Planning and Development Approvals Commissioner

SUBJECT/OBJET           **MODIFICATIONS TO DRAFT REGIONAL OFFICIAL PLAN  
AMENDMENT 66 - LEBRETON FLATS**

### **DEPARTMENTAL RECOMMENDATION**

**That, having held the public meeting, Planning and Environment Committee recommend that Council enact a bylaw to adopt Regional Official Plan Amendment 66, attached as Annex A to this report, and reflect these changes in the new draft Regional Official Plan.**

### **BACKGROUND**

At the public meeting on 13 May 1997 to consider draft Regional Official Plan Amendment 66 (ROPA 66), Planning and Environment Committee recommended Council adopt the proposed ROPA, subject to several amendments. These amendments proposed 21.5 m and 22.5 m rights-of-way in LeBreton Flats, rehabilitation of Pooley's Bridge, affordable housing, and other matters. At the Council meeting on 28 May 1997, Council voted to carry all but one of these amendments. Council referred the amendment on rights-of-way back to staff for consultation with OC Transpo and further study on generally four-lane roadways, with a report back to Planning and Environment.

The draft ROPA 66 attached to this report has been modified to include the amendments carried at Regional Council on 28 May 1997. It also includes new rights-of-way and uses within the rights-of-way as described in this report and a provision regarding the proposed City Centre development southwest of LeBreton Flats.

Draft ROPA 66 specifies rights-of-way for Scott/Wellington/Albert and Booth Street. These are existing regional roads and their rights-of-way are shown in tables within the Official Plan. Any land needed for these roads will be provided by the NCC under the terms of the land agreement. LeBreton Boulevard and the extension of Preston Street are shown as Future Regional Roads in the Official Plan. Rights-of-way for future regional roads are not indicated in the Official Plan.

## DISCUSSION

### OC Transpo Requirements

The intersection at Albert and Booth marks the point where interprovincial traffic connects with east-west traffic from the Central Area. A high volume of turns occurs at this intersection as, for example, southbound traffic on Booth turns to connect with the downtown or employment areas to the west and eastbound traffic turns north to gain access to the Chaudière Bridge. Congestion at this intersection affects both OC Transpo movements and other vehicular traffic. In order to maintain effective transit service, transit must be protected from the effects of congestion in this area.

Two-thirds of peak-hour OC Transpo buses travelling to Quebec pass through this intersection. In the morning peak period, 70 buses carry 2,500 passengers across the bridge and altogether, 1,100 passengers transfer at the LeBreton Station. The proposed realignment of the transitway south of its present location will bring the transit station closer to Scott/Wellington/Albert than it is now. In this location, traffic could back up into the intersection if there were no bus bays and buses stopped a lane of traffic in order to drop off and collect passengers. If there were no bus bays, buses and other vehicles travelling in either direction on Booth would be backed up behind buses stopped for passengers.

In order to provide for undelayed transit movements on Booth and Scott/Wellington/Albert, the proposed rights-of-way illustrated in Annex B to this report provide for separation of bus and vehicle movements through provision of:

- Dedicated bus lanes on the north and south sides of Scott/Wellington/Albert east of Booth Street to Empress. These bus lanes extend the dedicated bus lanes now in place on Albert and Slater, ending at Empress.
- Bus laybys on Booth Street immediately north of Albert Street as part of the grade-separated transitway station there.

A median on these sections of both Booth and Albert is required for pedestrian safety and traffic signs.

### Provision for Cycling

The 21.5 m and 22.5 m rights-of-way proposed for roads in LeBreton Flats make no provision for cycling facilities. Citizens for Safe Cycling, while opposed to six-lane roadways, request that 1.75 m bicycle lanes or shared 4.2 m outer lanes be provided. The group also notes that Booth Street should remain the main north-south cycling route in the area because of its links to the Chaudière Bridge. Preston should act as a secondary route.

The rights-of-way proposed in Annex B provide for 4.5 m shared cycling lanes for portions of Scott/Wellington/Albert and Booth. However, 2 m cycling lanes are proposed on these roads where cycling lanes are adjacent to bus lanes, for the safety of cyclists.

### Other Elements of the Rights-of-Way

The draft amendment indicates medians are to be provided in the proposed rights-of-way and these medians and the boulevards are to be treed. The rights-of-way proposed for Scott/Wellington/Albert and Booth also provide for turning lanes to facilitate unimpeded turns at the Albert/Booth intersection and at other intersections. On Booth, the key intersection is at the future LeBreton Boulevard, where turning lanes are needed to accommodate left turns for traffic coming from the Chaudière Bridge. On Scott/Wellington/ Albert, the key intersections are at Preston and Champagne North (discussed below).

Two-metre boulevards are proposed throughout to accommodate signs, utilities, snow storage and streetscaping. The chances of survival of trees in a 2.0 m boulevard are greater than within a 1.5 m boulevard, which is the width that would be provided in a 21.5 m right-of-way or a 22.5 m right-of-way.

### Provisions for City Centre

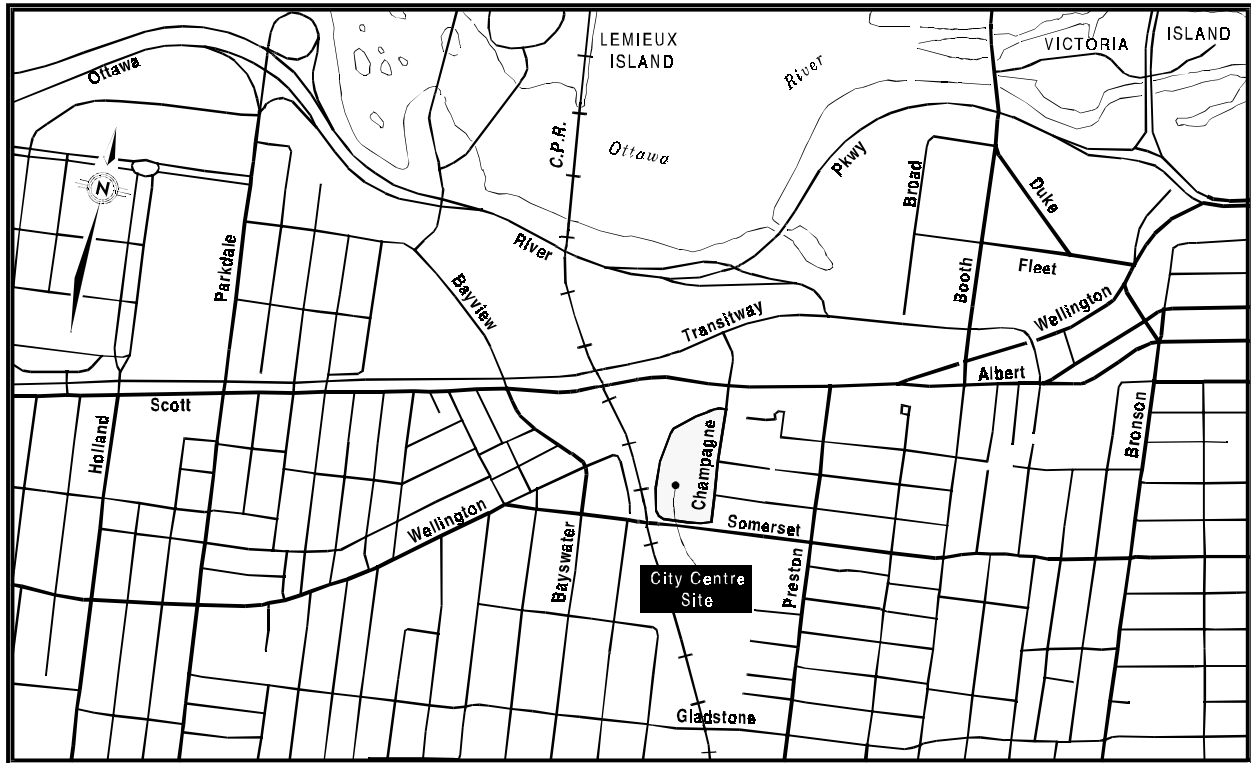
The City of Ottawa zoning bylaw for City Centre, southwest of LeBreton Flats as shown in the map below, requires that certain transportation improvements be in place in order to lift holding provisions in the bylaw. These holding provisions resulted from an appeal by the Region to the Ontario Municipal Board against the City Centre zoning as initially approved by the City of Ottawa. While all parties agreed to the transportation requirements, the City initially proposed to obtain them through the site plan approval process.

As now approved, the zoning permits development of City Centre in three phases:

Phase One - up to a gross floor area of 69,675 m<sup>2</sup>

Phase Two - up to a gross floor area of 97,545 m<sup>2</sup>

Phase Three - up to a gross floor area of 120,770 m<sup>2</sup>



Development of the first two phases is conditional on completion of transportation improvements on Scott Street and Champagne Avenue, which provides the primary access to the City Centre site. Provision of ramped access from the site to Somerset at the south is a possibility for the future. The rights-of-way in the draft amendment cannot accommodate the improvements required for Phase Two. These improvements include:

- double westbound left-turn lanes and an eastbound right-turn lane on Scott Street at Champagne Avenue;
- double northbound left-turn lanes on Champagne Avenue;
- extension of Champagne Avenue right-turn lanes along Scott Street from Champagne Avenue North to Preston Street.

The developers of the City Centre site are concerned that they will be unable to provide these improvements and develop the site. The draft amendment includes a provision which allows City Centre development to proceed to Phase Two even if the zoning conditions are not met. It indicates that the right-of-way on Scott Street shall not restrict potential development of City Centre to 97,545 m<sup>2</sup>.

Phase Three of the development is conditional on additional study of regional and local road capacity, support for transit service to the site and provisions for pedestrians and cyclists. These conditions remain in place.

## CONSULTATION

Provisions of this amendment have been discussed with representatives of City Centre, the NCC and the City of Ottawa. As well, the views of several of the community organizations which proposed the 21.5 m and 22.5 m rights-of-way were received. The community groups requested that outer boulevards and centre medians be treed, a provision now included in the draft amendment.

The groups supported a 30 m right-of-way for the length of Scott/Wellington/Albert, developed as a four-lane roadway with a median for turning lanes. The draft amendment provides for this right-of-way between the CPR tracks and Booth Street. East of Booth Street, the draft amendment proposes a 39 m right-of-way to provide for bus lanes. The community groups oppose this right of way and prefer a 30 m right-of-way for this portion of the road.

The groups generally supported the rights-of-way in the draft amendment for Booth Street, noting that bus laybys should be provided north of Scott/Wellington/Albert. They agreed with provision of a median and left-turn lane for southbound vehicles at LeBreton Boulevard. However, they suggested a 24.5 m right-of-way on the south side of LeBreton and a 30 m right-of-way on the north side, eliminating a median on the south side. The draft amendment maintains a 30 m right-of-way on the south side of LeBreton, which provides for a median, for reasons of traffic safety and signage. Opposing medians are required at intersections so that through traffic maintains their lane alignment as it crosses the intersection. As well, the median carries traffic signs that otherwise would need to be suspended over the roadway.

## FINANCIAL STATEMENT

Land for the rights-of-way stipulated in this amendment will be provided by the NCC at no cost to the Region through the Land Agreement. Any land identified as an additional requirement at a later date will be acquired through negotiation or purchase.

*Approved by  
Nick Tunnacliffe, MCIP, RPP*

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

The purpose of Amendment 66 is to enable development of a mixed-use community on LeBreton Flats. The mix of uses includes potential for 75,000 m<sup>2</sup> of cultural and institutional uses of national or Capital significance, medium-density housing, offices, and commercial space. Approximately 100,000 m<sup>2</sup> of office space and 11,000 m<sup>2</sup> of retail could be accommodated in mixed-use blocks. These blocks plus nearby residential areas could accommodate up to 2,400 units of housing. About 39% of the site will be developed as open space.

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

**BASIS**

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

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

**THE AMENDMENT**

1. Schedule B, Urban Policy Plan, is hereby amended to designate LeBreton Flats as Central Area and Waterfront Open Space, as shown on Schedule 1 attached. Schedule 1 changes portions of Waterfront Open Space and General Urban to Central Area and changes a portion of General Urban along the aqueduct system east of Booth to Waterfront Open Space.

2. Schedule C1, Future Urban Regional Roads Plan, is hereby amended as shown on Schedules 2, 3 and 4 attached. Schedule 2 adds LeBreton Flats to the Central Core on the schedule. Schedule 3 deletes a portion of the Champagne Arterial north of Scott/Wellington. Schedule 4 adds the Preston Street extension and LeBreton Boulevard as proposed regional roads.
3. Schedule C2, Urban Regional Roads Rights-of-Way Protection Policy Plan, is hereby amended as shown on Schedules 5, 6, and 7 attached. Schedule 5 shows the variable right-of-way proposed for Booth Street as 38 m between Albert Street and the aqueduct, 24.5 m between the aqueduct and Fleet Street and 30 m between Fleet Street and the Ottawa River. Duke Street, Fleet Street and a portion of Wellington Street that has not been developed as a regional road are removed. Schedule 6 adds LeBreton to the Central Core. It also shows a 39 m right-of-way on Scott/Wellington/Albert from Booth to Empress and a 30 m right-of-way from the CPR overpass to Booth. An unequal widening on Scott/Wellington/Albert is shown to obtain these rights-of-way. Schedule 7 lists regional roads added to the Central Core and their rights-of-way.
4. Section 3.1.3.3 of the Plan, Secondary Employment Centres, is hereby amended by the addition of the following after policy 9:
 

“ 10. The right-of-way on Scott/Wellington/Albert Street shall not restrict potential development of up to 97,545 m<sup>2</sup> of development on the lands located on the southwest corner of Scott Street and Champagne Avenue North, approximately 3.2 ha, known as City Centre.”
5. Section 3.1.2 of the Plan, Objectives for Employment Areas, is hereby amended by adding the following objective:
 

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

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

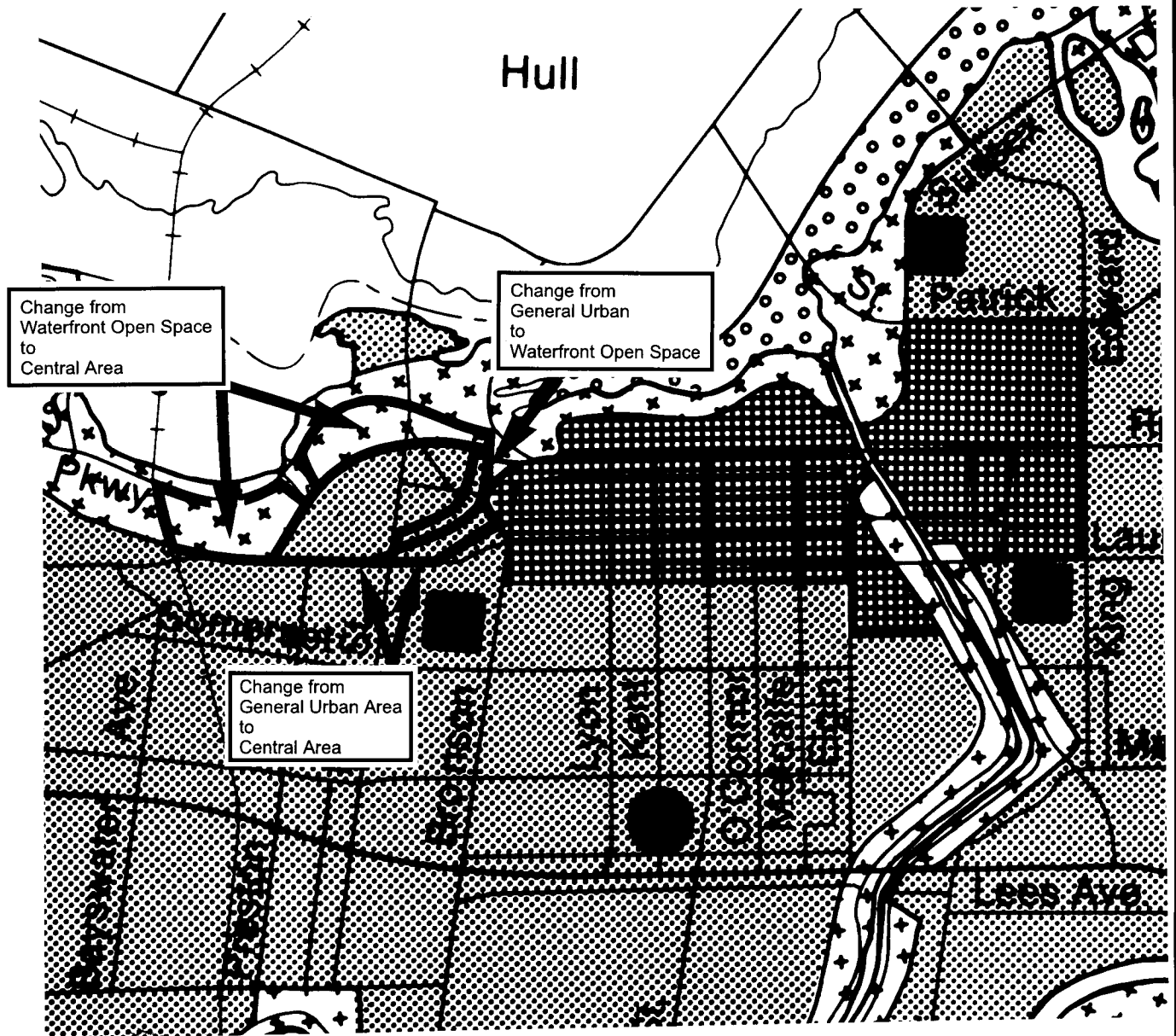
  - a) support for compact, pedestrian-oriented, mixed-use development of approximately 100,000 m<sup>2</sup> of office space, 75,000 m<sup>2</sup> of cultural and institutional space, 11,000 m<sup>2</sup> of retail space, 2,400 units of housing, or a combination of these;
  - b) creation of an open space network within the site, including an approximately 4-ha park north of LeBreton Boulevard as a focus for public gatherings marking events of national and regional significance, rehabilitation of Pooley’s Bridge as a pedestrian and bicycle facility, and provision of pedestrian and bicycle linkages between the new community and the existing communities to the south and west;

- c) recognition of the site's importance in the future development of the centre of the nation's capital;
  - d) provide for 25% of the housing units on the site to be affordable rental and ownership units;
  - e) respect and conserve the cultural heritage resources on the site;
  - f) ensure the compatibility of road design and maintenance with the adjacent land uses. Medians shall be provided on Scott/Wellington/Albert and Booth and these medians plus outer boulevards shall be treed.
5. With respect to development of the transitway in LeBreton Flats and provision of transit service, ensure that:
- a) development of housing east of Booth Street and south of LeBreton Boulevard is not conditional on grade separation of the transitway;
  - b) that any bridge over the transitway at Booth Street be designed to ensure an at-grade pedestrian and bicycle intersection between Booth Street and Ottawa Street; and
  - c) dedicated bus laybys are provided on Booth Street north of Scott/Wellington/Albert to the aqueduct and lanes dedicated for all-day transit use are provided on Scott/Wellington/Albert east of Booth Street.
6. Site assessment and restoration shall be undertaken according to the principles and procedures contained in the MOEE *Guidelines for Use at Contaminated Sites 1996*, or other federal or provincial regulations in effect at the time of development. A Phase 2 Environmental Site Assessment (ESA) as described in the guidelines shall be completed for the lands included in the amendment (save for lands under existing road beds which cannot be tested) prior to approval of the initial application for development on LeBreton, in the form of an application for subdivision, severance, site plan or rezoning.
7. In addition to provisions for stormwater design plans in 10.2.2, a local official plan amendment for LeBreton Flats may be approved only after completion of a plan for managing stormwater within the area included in the amendment is completed to the satisfaction of the City of Ottawa, the Ministry of Environment and Energy, the Ministry of Natural Resources, the Rideau Valley Conservation Authority, the National Capital Commission, and the Regional Municipality of Ottawa-Carleton.”



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

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



OFFICIAL PLAN - SCHEDULE "B"  
URBAN POLICY PLAN

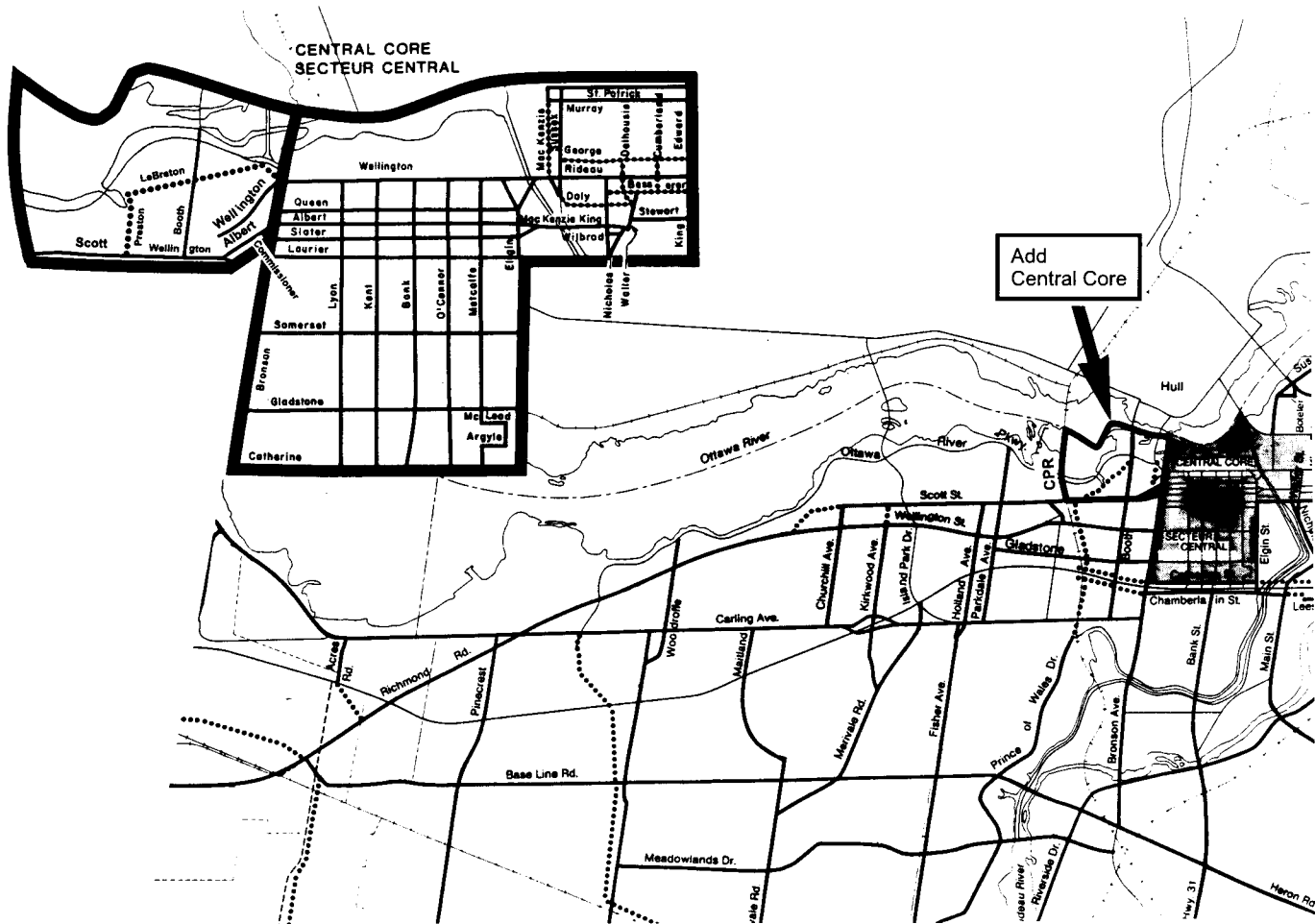
PLAN DIRECTEUR - ANNEXE "B"  
PLAN DES POLITIQUES EN MILIEU URBAIN

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

SCALE : 1 : 25,000

**SCHEDULE "2" OF AMENDMENT 66 OFFICIAL PLAN (1988) OF  
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

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



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

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

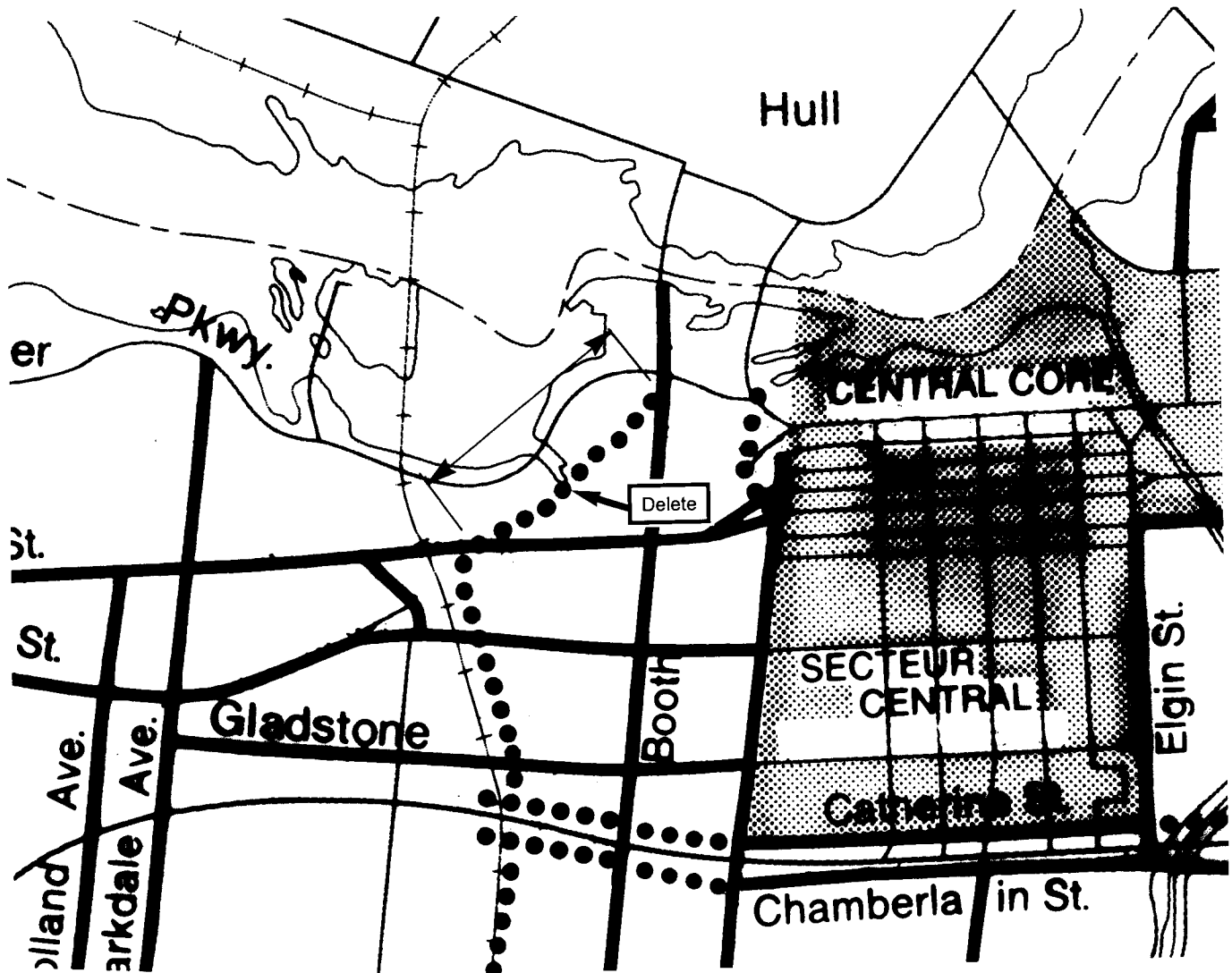
PROPOSED REGIONAL ROADS  
EXISTING REGIONAL ROADS

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ROUTES RÉGIONALES EXISTANTES  
ROUTES RÉGIONALES PROPOSÉES

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

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



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

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

PROPOSED REGIONAL ROADS



ROUTES RÉGIONALES EXISTANTES

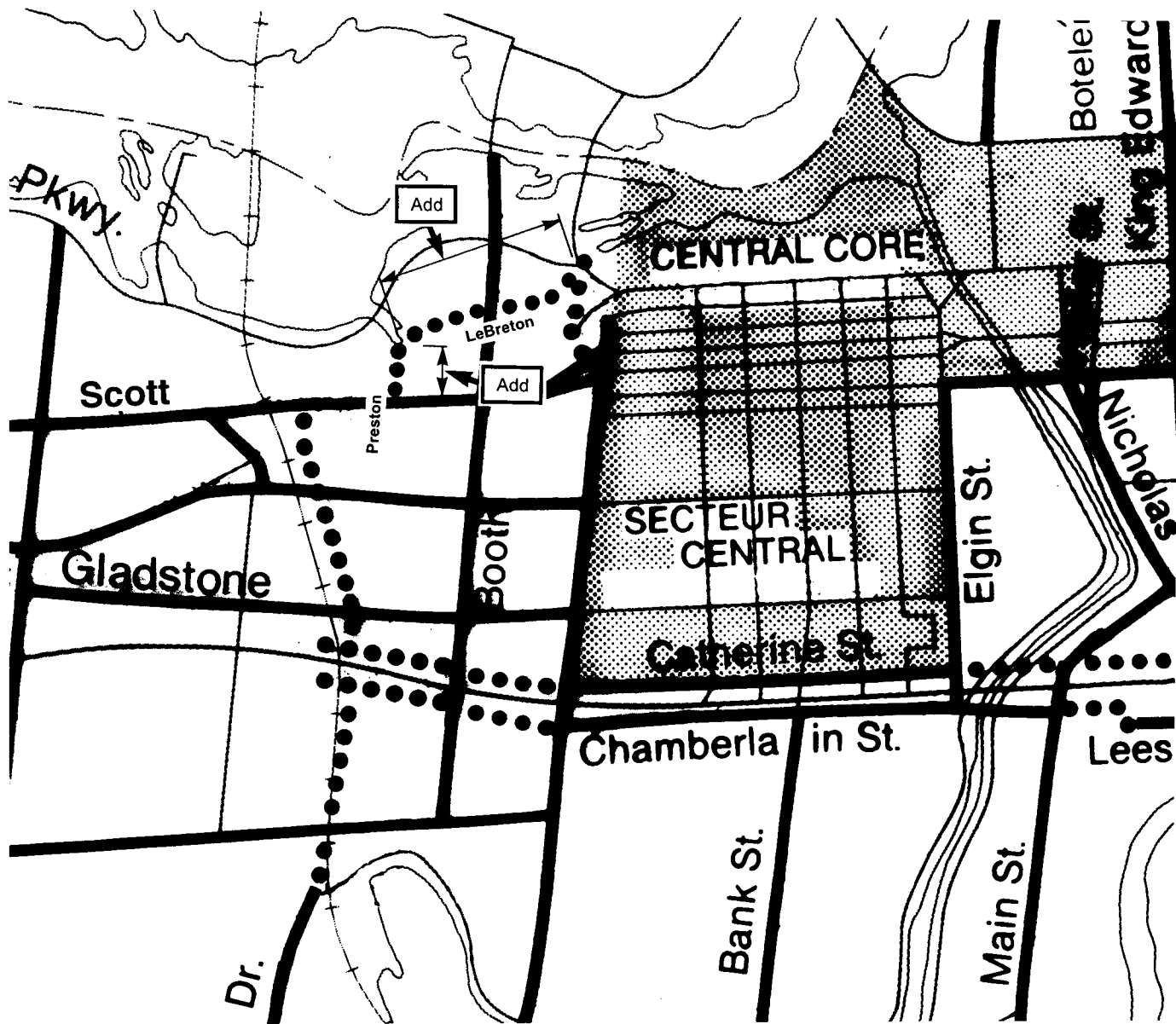
EXISTING REGIONAL ROADS



ROUTES RÉGIONALES PROPOSÉES

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

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



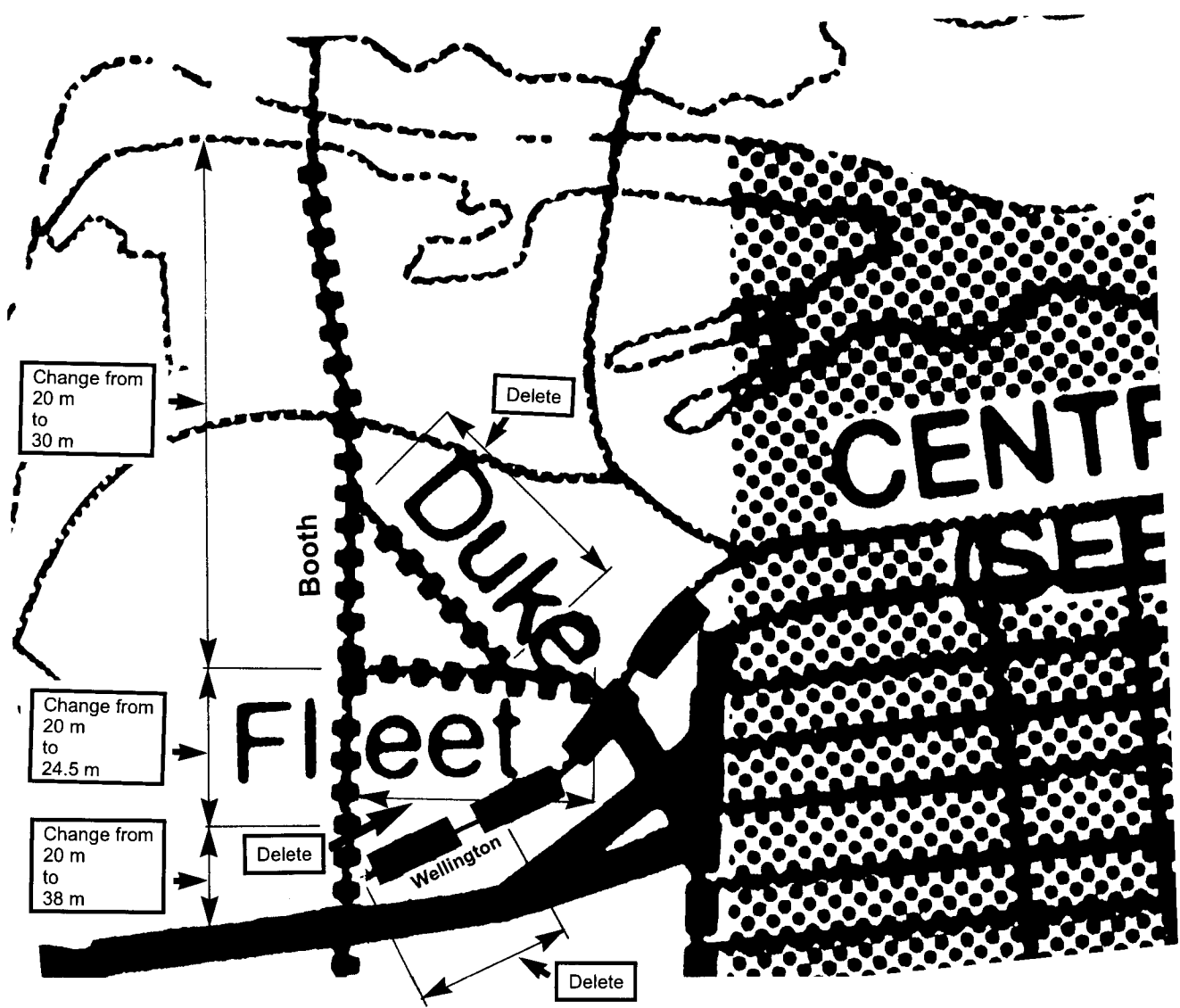
OFFICIAL PLAN - SCHEDULE "C1"  
FUTURE URBAN REGIONAL ROADS PLAN

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

PROPOSED REGIONAL ROADS ●●●●●●●● ROUTES RÉGIONALES EXISTANTES  
EXISTING REGIONAL ROADS ——— ROUTES RÉGIONALES PROPOSÉES

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

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



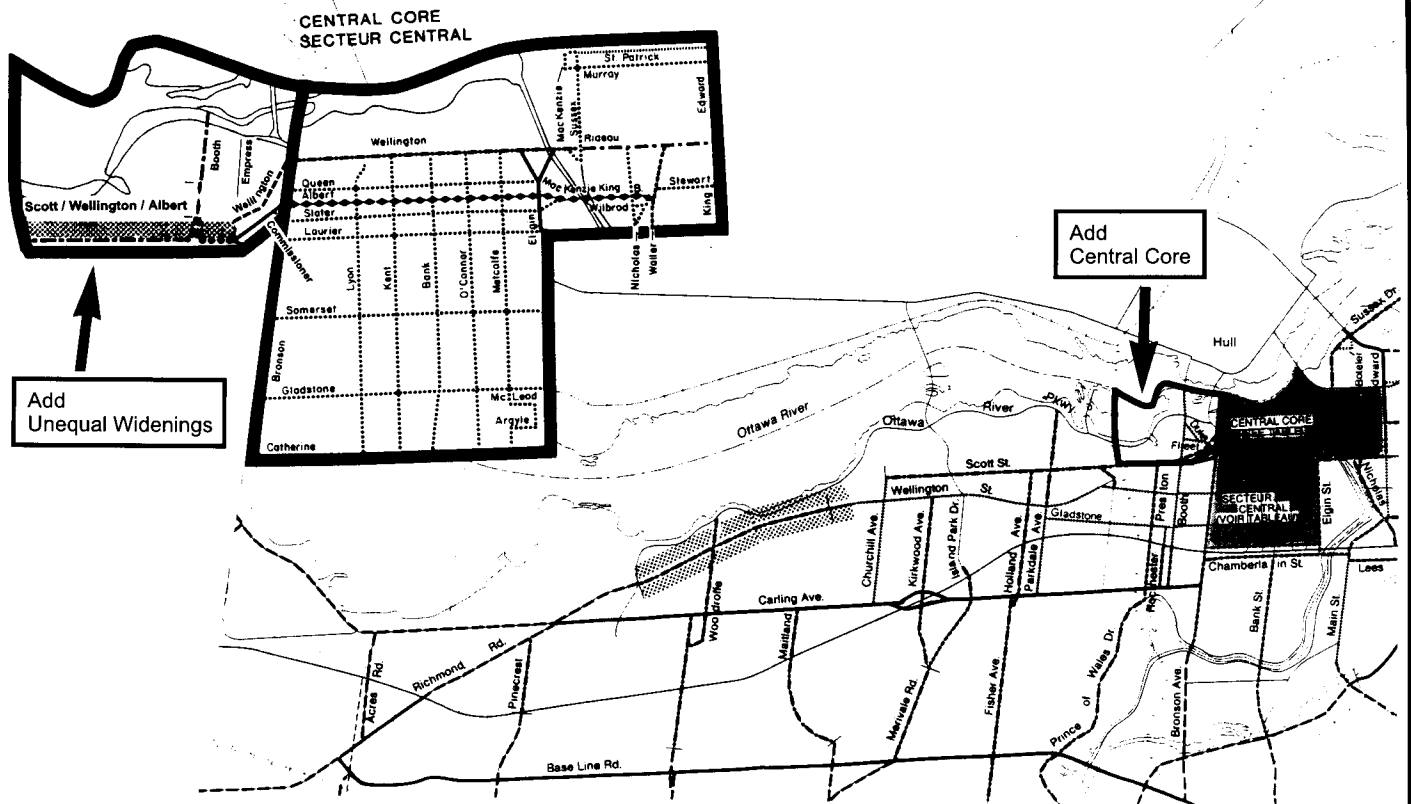
OFFICIAL PLAN - SCHEDULE "C2"  
URBAN REGIONAL ROADS  
RIGHTS-OF-WAY PROTECTION POLICY PLAN

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



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

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



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

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

UNEQUAL WIDENINGS (SEE TABLE) [Hatched Pattern] ÉLARGISSEMENTS INÉGAUX (VOIR TABLEAU)

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

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

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

ROAD NAME	LIMITS, BETWEEN	TOTAL R.O.W. REQUIRED (in metres)	MAXIMUM LAND REQUIRED FROM PROPERTY ABUTTING EXISTING R.O.W. (in metres)	WIDENING/EASEMENT POLICY
NOM DE RUE	LIMITS ENTRE	EMPRISE TOTALE REQUISE (mètres)	SUPERFICIE MAXIMUM REQUISE À PARTIR DE LA PROPRIÉTÉ ATTENANTE À L'EMPRISE EXISTANTE (mètres)	POLITIQUE SUR ÉLARGISSEMENT /SERVITUDE
Queen	Bronson & Elgin	20 m	1.25 m	Yes/Oui
Albert	Bronson & Elgin	variable	*	*
Albert	Empress & Bronson	40 m	10.0 m	No/Non
Albert	Booth & Empress	39 m	Unequal	No/Non
Slater	Bronson & Elgin	20 m	1.25 m	Yes/Oui
Slater	Empress & Bronson	40 m	10.0 m	No/Non
Laurier	Bronson & Elgin	20 m	0.90 m	Yes/Oui
Somerset	Bronson & Elgin	20 m	0.90 m	Yes/Oui
Gladstone	Bronson & Elgin	20 m	0.90 m	Yes/Oui
Booth	Fleet & Ottawa River	30 m	6.0 m	No/Non
Booth	Aqueduct & Fleet	24.5 m	3.25 m	No/Non
Booth	Albert & Aqueduct	38 m	10.0 m	No/Non
Commissioner	Bronson & Albert	20 m	1.0 m	Yes/Oui
Lyon	Wellington & Catherine	20 m	0.90 m	Yes/Oui
Kent	Wellington & Catherine	20 m	0.90 m	Yes/Oui
Bank	Wellington & Catherine	20 m	0.90 m	Yes/Oui
O'Connor	Wellington & Catherine	20 m	0.90 m	Yes/Oui
Metcalfe	Wellington & McLeod	20 m	0.90 m	Yes/Oui
Metcalfe	Argyle & Catherine	20 m	0.90 m	Yes/Oui
Metcalfe	Argyle & McLeod	20 m	2.40 m	Yes/Oui
Argyle	Metcalfe & Metcalfe **	20 m	0.00 m	Yes/Oui
McLeod	Metcalfe & Metcalfe **	20 m	0.90 m	Yes/Oui
Wellington/Albert	CPR Tracks & Booth	30 m	Unequal	No/Non
Wellington	Bronson & Rideau	26 m	0.00 m	No/Non
Wellington	Bronson & Hill	34 m	8.0 m	No/Non
Elgin	Laurier & Wellington	40 m	2.40 m	No/Non
St. Patrick	King Edward & Sussex	20 m	0.55 m	No/Non
Murray	King Edward & Sussex	20 m	0.00 m	Yes/Oui
Rideau	King Edward & Sussex	30 m	1.75 m	No/Non
Stewart	Waller & King Edward	20 m	0.86 m	Yes/Oui
Mackenzie	Rideau & Col By/Sussex	20 m	0.00 m	Yes/Oui
Sussex	St. Patrick & Mackenzie	20 m	0.00 m	Yes/Oui
Nicholas	Rideau & Laurier	20 m	1.70 m	Yes/Oui
Waller	Besserer & Laurier	23 m	1.54 m	No/Non
Wilbrod	Waller & Nicholas	20 m	1.00 m	Yes/Oui

**Shaded sections are additions to the table.**

- \* A maximum of 7 metres may be required. This may be obtained or reduced by a combination of surface easements and right-of-way widenings, based on mutually agreeable easement/encroachment/aerial rights, etc. arrangements.
- \* Un maximum de 7 mètres pourrait être requis. Il serait possible de l'obtenir ou de le réduire en combinant les servitudes en surface et les élargissements d'emprises, selon une entente sur les servitudes, empiètements, droits aériens, etc.

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

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

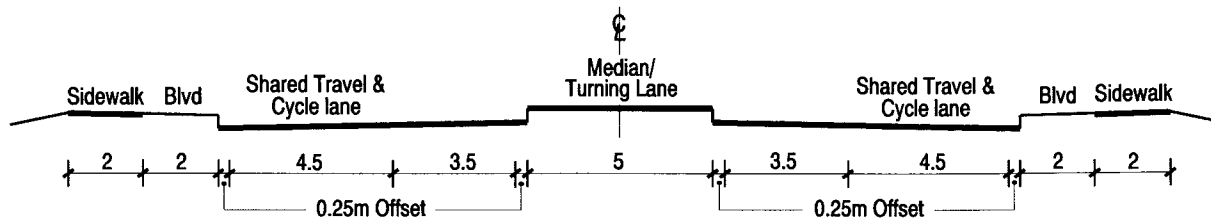
**SCHEDULE "7" (CONT'D) OF AMENDMENT 66 OFFICIAL PLAN (1988) OF  
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

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

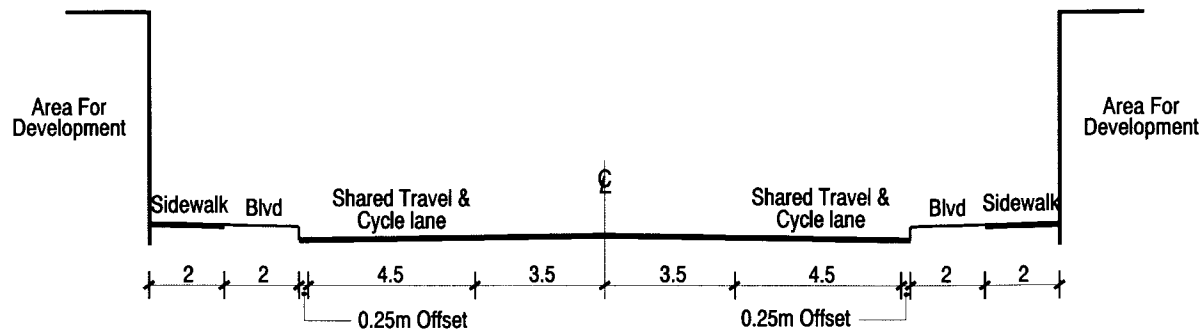
**UNEQUAL WIDENINGS  
ÉLARGISSEMENTS INÉGAUX**

ROAD NAME  NOM DE RUE	LIMITS, BETWEEN  LIMITES ENTRE	MAXIMUM LAND REQUIREMENT, MEASURED FROM CENTRE LINE (in metres)			
		SUPERFICIE MAXIMUM REQUISE, MESURÉE À PARTIR DE LA LIGNE CENTRALE (mètres)			
		NORTH SIDE CÔTÉ NORD	SOUTH SIDE CÔTÉ SUD	EAST SIDE CÔTÉ EST	WEST SIDE CÔTÉ OUEST
MONTREAL	CHURCH & ST. LAURENT	9.0 m	17.0 m		
REGIONAL ROAD 47	LOT C, CON. X AND ½ LOT 1, CON. X			20.0 m	17.0 m
INNES	REGIONAL ROAD 47 & DIVISION LINE BETWEEN THE EAST AND WEST HALF OF LOT 1, CON. XI CUMBERLAND	14.0 m	26.0 m		
	ROUTE RÉGIONAL 47 ET LIGNE DE DÉMARCATIION ENTRE LES PARTIES EST ET OUEST DU LOT 1, CONC. XI, CUMBERLAND				
FALLOWFIELD	HOLITMAN & MERIVALE	13.5 m	20.5 m		
RICHMOND	NCC PARKWAY & GOLDEN	7.5 m	18.5m		
CYRVILLE	PROMENADE DE LA CCN ET GOLDEN INNES RD. & AP. 100 M NORTH OF MAXIME ST.	15.0 M	19.0 M		
	CH. INNES ET UN POINT SITUÉ À ENVIRON 100 M AU NORD DE LA RUE MAXIME				
HOPE SIDE	EAGLESON & RICHMOND	27.0 m	13.0 m		
HUNT CLUB	LORRY GREENBERG AND APPROX. 270 m WEST OF CAHILL	18.25 m	21.75m		
	LORRY GREENBERG ET POINT À ENV. 270 M À L'OUEST DE CAHILL				
	CONROY & ESSON	30.0 m	10.0 m		
RIVER ROAD	LOT LINE BETWEEN LOTS 18 AND 19 BF CONC. GLOUC. & S ½ LOT 21 BF CONC. GLOUC.			20.0 m	17.0 m
WELLINGTON/ALBERT	CPR TRACKS & BOOTH	20 m			
ALBERT	BOOTH & EMPRESS	29 m			

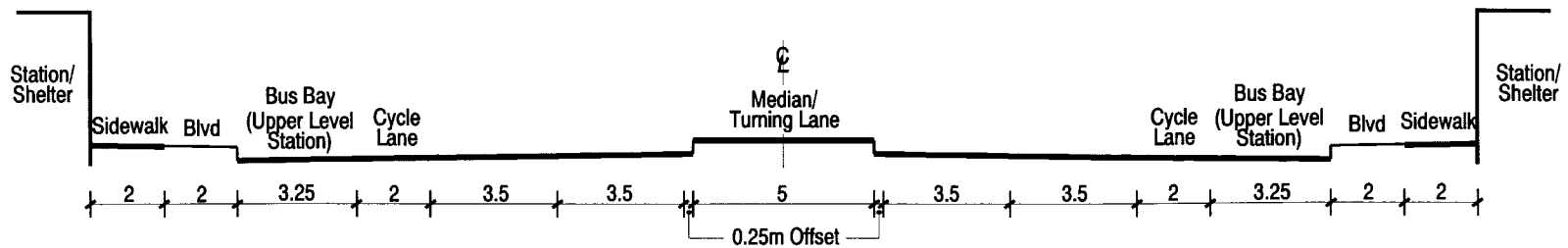




**BOOTH STREET (Fleet Street to Ottawa River)**  
 (30m)  
 4 - Lane Divided



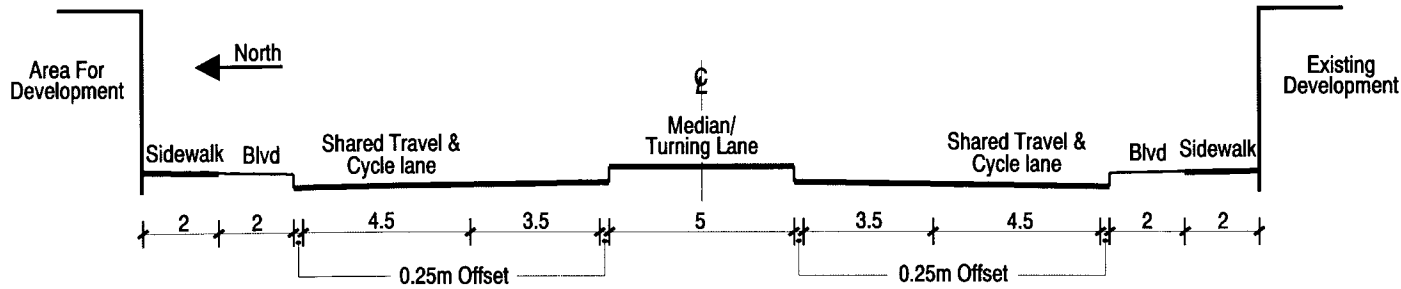
**BOOTH STREET (Aqueduct to Fleet Street)**  
 (24.5m)  
 4 - Lane Undivided



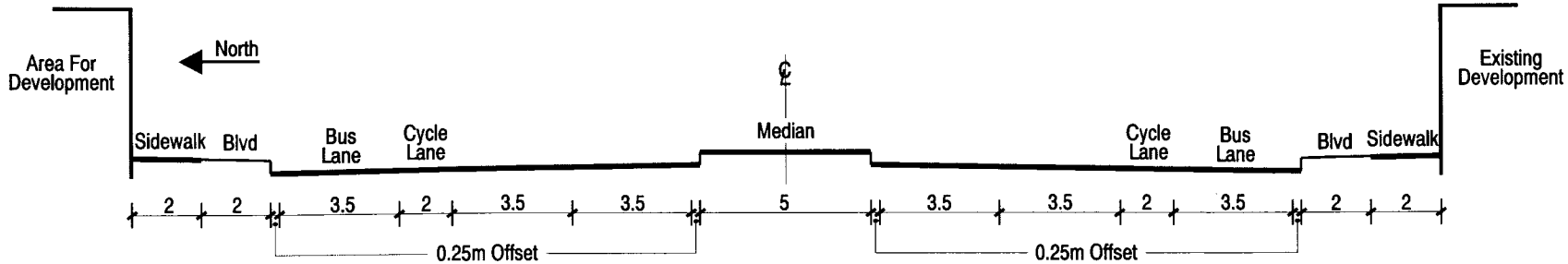
**BOOTH STREET (at Transitway Station)**  
 (38m)  
 4 - Lane Divided, with Transit

**ANNEX B**

LEBRETON FLATS: Representative Cross-Sections



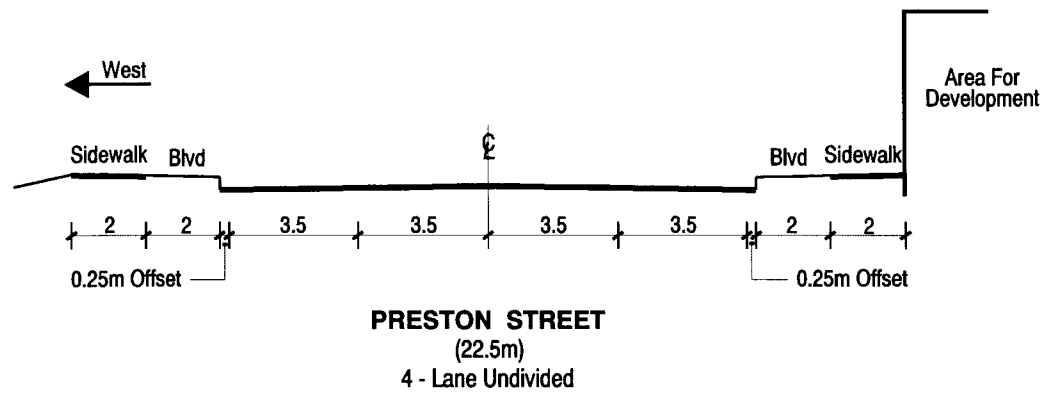
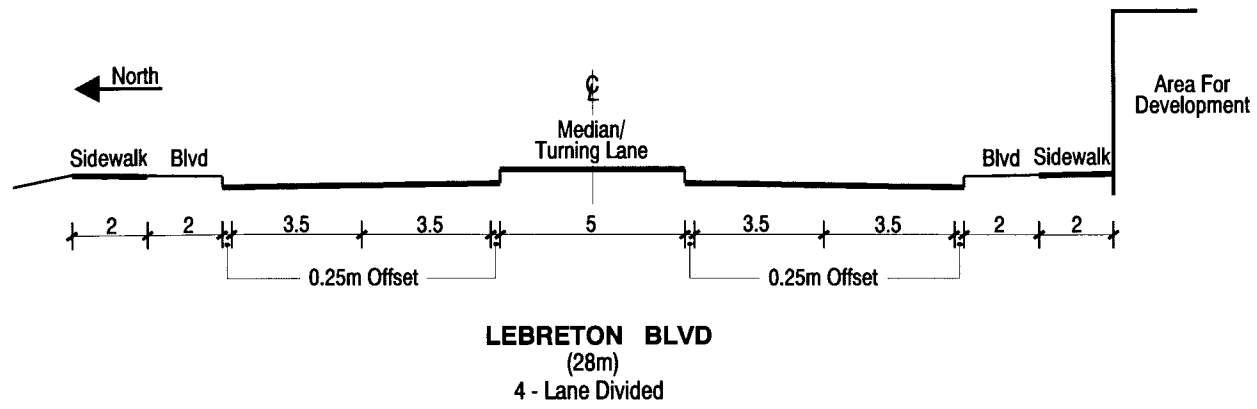
**SCOTT/WELLINGTON/ALBERT STREET (CPR Overpass to Booth)**  
 (30m)  
 4 - Lane Divided



**SCOTT/WELLINGTON/ALBERT STREET (Booth to Empress)**  
 (39m)  
 4 - Lane Divided, with Transit

**ANNEX B (Cont'd)**

**LEBRETON FLATS: Representative Cross-Sections**



**ANNEX B (Cont'd)**

**LEBRETON FLATS: Representative Cross-Sections**