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DATE 29 September 1998

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

FROM/EXP. Planning and Development Approvals Commissioner

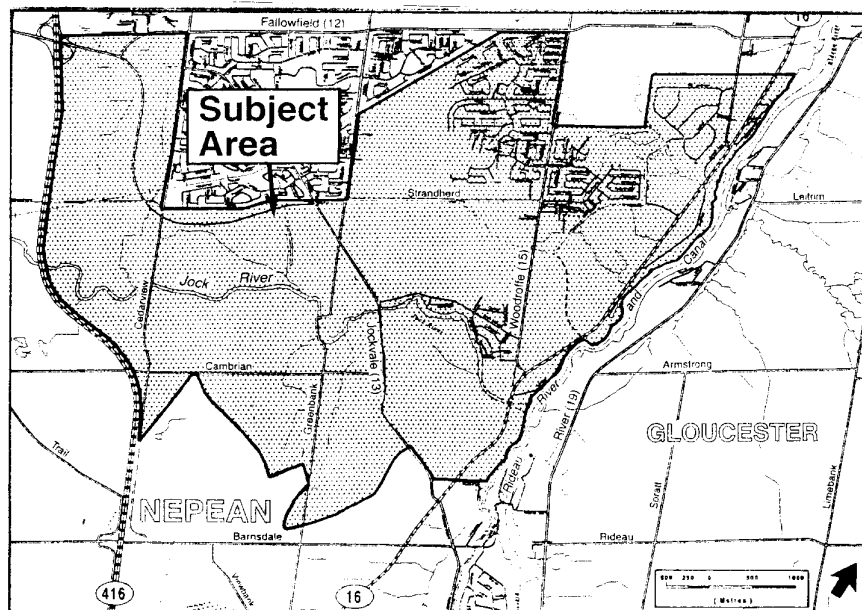
SUBJECT/OBJET **LOCAL OFFICIAL PLAN AMENDMENT 7  
CITY OF NEPEAN**

**DEPARTMENTAL RECOMMENDATION**

**That the Planning and Environment Committee recommend that Council approve local Official Plan Amendment 7 to the City of Nepean Official Plan subject to the modifications outlined on the approval pages attached as Annex 1 to this report.**

**BACKGROUND**

The City of Nepean adopted local Official Plan Amendment (LOPA) 7 on 5 June 1997 and subsequently submitted same to the Region for approval under Section 17 of the Planning Act, 1990 (i.e., the Bill 20 version) on 24 June 1997. Regional staff were not in a position to take action on Nepean's LOPA 7 until the Ontario Municipal Board (OMB) issued its order approving those sections of the 1997 Regional Official Plan (ROP) pertaining to the South Nepean community.



## THE AMENDMENT

Nepean's LOPA 7 provides the overall planning framework for the South Nepean community. Beyond an overall planning framework, Nepean's LOPA 7 establishes detailed land use designations and associated policies for 9 of 15 geographically distinct "Areas" identified as the components of the South Nepean community (see Annex 2). Two secondary plans have already been approved through Amendment No. 21 to Nepean's previous Official Plan (i.e., Areas 1 and 2). The secondary plan for Area 12 (i.e., Nepean's LOPA 9) is being considered concurrently with Nepean's LOPA 7. The secondary plan for Area 8 was delayed due to Nepean Council's decision to pursue a different direction than that proposed by Nepean staff and an outside consultant. The balance of the secondary plans for the South Nepean community will be forthcoming when additional infrastructure capacity is identified by the Region and the need to develop these lands becomes apparent.

## EXTERNAL AGENCY COMMENTS

Nepean's LOPA 7 was circulated to a number of agencies, utilities and members of the public. The substantive comments received are summarised as follows.

### National Capital Commission

The National Capital Commission (NCC) comments were contained in a 9 Sept. 1997 letter to the Region. These comments are summarised in the following points.

#### *Secondary Plans for Areas 4, 5 & 6*

- The greenway system shown on Schedule A1 is less ambitious than the statement in Section 2.9.2 which describes a "continuous open space network through the community that provides the primary framework for development".
- Section 3.1.2 does not address any objective that would see the pedestrian and cyclist access across Regional Rd. 73 (former Highway 16) from Areas 4 and 5 to the Rideau River greenway system enhanced.

#### *Secondary Plans for Areas 9 & 10*

- The NCC supports the objective to have a positive image along the Highway 416 corridor.
- The NCC has requested that a setback be provided along the east side of Highway 416 where it abuts Area 10 to accommodate a recreational pathway. Such recreational pathway will eventually form an important link from Stony Swamp to the Jock River as identified in the NCC's 1994 Integrated Recreational Pathway Study.

- The NCC supports the conditional closure of portions of Cedarview and Jockvale Roads in an effort to consolidate traffic on fewer routes through the Greenbelt.
- The NCC supports the deletion of the Fallowfield Rd. crossing of the Rideau River. Further, the NCC hopes that a similar deletion will be made in Gloucester's Official Plan for the River Ridge community.
- The NCC has indicated that Merivale Rd. should remain two lanes through the Greenbelt. The NCC thought that an understanding had been reached with Nepean staff that Merivale Rd. would not be widened through the Greenbelt and has requested that the width of Merivale Rd. be consistent with ROP policy.

### Comment

The NCC's concerns regarding the greenway policies of Sections 2.9.2 and 3.1.2 have been addressed by Modification Nos. 20 and 5 respectively. Nepean staff have indicated that the NCC's interest in a recreational pathway along the eastern edge of Highway 416 will be reviewed in the course of the preparation of a LOPA to incorporate Nepean's recreational pathway network in its Official Plan.

Notwithstanding that Nepean has decided to delete any reference to the Rideau River crossing at Fallowfield Rd., the City of Gloucester has yet to amend its Official Plan to delete the "Proposed Arterial" road identified on Schedule B, Plan of Roads and Road Widening of Gloucester's Official Plan. Given the recent decision of Nepean on this matter, Gloucester should have the impetus to revisit the status of the Rideau River crossing at Fallowfield Rd.

The 1997 ROP indicates that Merivale Rd. through the Greenbelt should be protected for a 34 m right-of-way in order to accommodate the projected traffic volumes generated by the South Nepean community. This right-of-way can accommodate more than the two lanes the NCC would like to see maintained through the Greenbelt. Although the NCC has indicated that it has some difficulty with a four lane Merivale Rd. through the Greenbelt, the NCC did not appeal this part of the 1997 ROP. As Nepean's LOPA 7 merely reflects the same 34 m right-of-way for Merivale Rd. through the Greenbelt as the 1997 ROP, Regional staff see no reason to propose a modification to address the NCC's concern.

### Rideau Valley Conservation Authority

In a letter dated 24 Sept. 1997, the Rideau Valley Conservation Authority (RVCA) outlined the following comments.

#### *Secondary Plans for Areas 7 & 8*

- The secondary plan for Areas 7 & 8 establishes goals and objectives for Area 8 while the specific development policies that appeared in the draft document have been deleted. Moreover, Schedule A2 applies land use designations to Area 8 which do not have corresponding development policies.

- Section 4.4.6.3 proposes that community buildings, etc. are permitted uses in Half Moon Bay Park even though such park includes some flood susceptible areas. As some of the possible uses may not be suitable in flood susceptible areas, the RVCA has proposed two options: either note that the construction of community buildings be outside the 1:100 year floodplain or require all buildings or structures within the Jock River floodplain to seek approval from the RVCA prior to any construction.

### *Secondary Plans for Areas 9 & 10*

The RVCA encourages the protection of individual healthy trees wherever feasible. Therefore the RVCA recommends that reference to “individual healthy trees” be added to Section 3.1, Policy 3.

In view of the fact that portions of the Jock River have natural value and character, the RVCA has requested that the words “and natural” be added to Section 3.1, Policy 5.

### *Master Servicing Study*

- The RVCA observed that the Master Drainage Plan for the South Nepean community does not include an implementation schedule. The RVCA cautions that all end of pipe stormwater facilities should be constructed in advance of the development of any subdivisions in the tributary drainage area. If for any reason a developer or the City is proposing a different implementation schedule, an amendment to the South Nepean Master Drainage Plan will need to be approved. If this can’t happen prior to LOPA approval, it should happen before subdivision registration.

### Comment

In response to concerns of Area 8 residents, Nepean Council removed Area 8 from LOPA 7 for further study. A report on Area 8 has been prepared by Nepean staff and consultants and now Nepean Council has directed that a freestanding LOPA for Area 8 be adopted to incorporate designations and policies for predominantly residential land uses. Notwithstanding the goals, objectives and designations that appear to establish a planning framework for Area 8 already, these designations and policies will be amended in short order.

Modification No. 33 proposes to insert wording into Subsection 4.4.6.3, Policy 3 for Areas 7 and 8 that would ensure that all buildings and structures proposed to be in the Jock River floodplain require the approval of the RVCA. Modification Nos. 40 and 41 are proposed to splice the RVCA’s suggested wording into the secondary plans for Areas 9 and 10, through Section 3.1, Policies 3 and 4.

The South Nepean Urban Area Master Servicing Study (SNUAMSS) has superseded Oliver Mangione McCalla’s Master Drainage Plan for Phase 2 of the Nepean South Growth Area. Regional staff support the RVCA’s recommendation that end of pipe stormwater facilities be built before the development of any subdivisions in the tributary drainage area. The RVCA has

indicated that the standard stormwater conditions applying to lands covered by a MDP should be imposed on subdivisions in the South Nepean community where there is an end of pipe facility built. Regional staff agree that any implementation schedule that differs from that established in the MDP should require an amendment to the MDP but that such amendment can be dealt with in advance of or during the subdivision approval process subject to RVCA approval.

### Canadian National Rail

Canadian National Rail (CNR) has indicated that development next to railways is not appropriate without impact mitigation measures and as such has requested that the following policies be included in Nepean's LOPA 7.

- All proposed development within 300 m of a railway right-of-way may be required to undertake noise studies, to the satisfaction of the City and the Ministry of the Environment and Energy in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from noise that were identified.
- All proposed development within 75 m of a railway right-of-way may be required to undertake vibration studies, to the satisfaction of the City and the Ministry of the Environment and Energy in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from vibration that were identified.
- All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway.
- Due to the location of the stormwater management facility, CNR must review and approve a stormwater management report. Provisions of this should be addressed in Nepean's LOPA 7.

### Comment

Section 7.6 e) of Nepean's existing Official Plan already outlines rail noise and vibration policies. These policies are to be applied throughout Nepean so there is no need to add similar policies in Nepean's LOPA 7. Insofar as the stormwater management facility is concerned, the CNR's interest is in the retention pond just south of the CNR's track in Area 10. Nepean staff have indicated that the CNR has had an opportunity to review the location and design of this stormwater facility. In view of the foregoing, no modifications are proposed to Nepean's LOPA 7 to address the CNR's concerns.

### Ottawa-Carleton French Language Catholic School Board

The Ottawa-Carleton French Language Catholic School Board (OCFLSB) spelled out its requirements for school sites of at least 2.4 ha (6 ac.) adjacent to a park in a location central to the South Nepean community in a letter dated 23 Sept. 1997.

#### Comment

The only school sites identified in Nepean's LOPA 7 are those five designated on Schedule A1, the secondary plan for Areas 4, 5 & 6. The policies associated with these designations (i.e., those in Section 2.8) direct school sites to locations next to neighbourhood parks where possible. In addition, these same policies recognise that school site requirements can differ significantly and that these matters will be worked out in the course of considering development applications. Regional staff are confident that the OCFLSB's school site location and site requirements can be addressed through subdivision approval process in the fullness of time.

### South Nepean Development Corporation

South Nepean Development Corp. (SNDC) have requested that Nepean's LOPA 7 be modified to address their concerns in two areas. The first involves the policy prohibiting backing and flanking lots on Winding Way. The SNDC maintain that by denying backing and flanking lots on Winding Way, Nepean is placing an onerous requirement on the SNDC insofar as subdivision layout is concerned. The SNDC has indicated that it is prepared to accept a prohibition on backing lots but believes that flanking lots ought to be permitted.

The second matter concerns the SNDC's interest in introducing sufficient flexibility in the floodplain policies to allow a marina on the SNDC's lands fronting on the Rideau River. The SNDC's problem with Nepean's LOPA 7 in this regard relates to the requirement that the floodplain lands as well as an undefined buffer be dedicated to the City of Nepean as a condition of development approval. The SNDC would prefer that the requirement that these waterfront lands be dedicated to the City of Nepean be waived.

#### Comment

Regional staff have considered the SNDC's requests in light of the 1997 ROP policies as well as what makes sense from a sound land use planning perspective. While Regional staff are prepared to recommend Modification No. 18 to provide greater flexibility to the SNDC insofar as allowing flanking lots are concerned, the marina proposal is another matter. With respect to the marina, the SNDC has already embarked on a feasibility study for the marina and such study will have to be approved by Parks Canada before the SNDC could begin to pursue this matter further. Regional staff have broached this subject with their counterparts in Nepean, and Nepean staff have indicated that the solution to this impasse may be to postpone dealing with the "Open Space" and "River Corridor" designations in Lots 12 and 13, Concession I. Nepean Council agreed with this approach on 1 Oct. 1998.

## OBJECTIONS

One objection on Nepean's LOPA 7 was received directly from Canril Corp. (Canril) and another was forwarded to the Region as part of Nepean's record associated with LOPA 7 from Mrs. Sinha. The nature of these objections and Regional staff's recommendations on them follow.

### Canril Corp.

First, Canril submitted a letter commenting on Nepean's LOPA 7 on 25 Sept. 1998 (see Annex 3). As noted in the letter, Canril has aspirations to build a retail-entertainment power centre on a 38.9 ha (96 ac.) of land in Lots 19 and 20, Concession IV between Strandherd Dr. and Highway 416. Consequently, Canril has an interest in the land use designations and policies associated with the subject lands and has identified the following objections insofar as it affects its ability to develop a retail-entertainment power centre on its lands.

### *Part II*

- Section 1.4 adds policies to establish the South Nepean "Activity Centre" as the focal point for development of a regional shopping centre.
- Section 1.5 prohibits the development of a major commercial shopping centre outside of the South Nepean "Activity Centre" until there is a minimum of 50,000 sq. m (538,213 sq. ft.) of gross leaseable area in the same Activity Centre.
- Schedule A designates the subject lands "Extensive Employment Area".
- Schedule C designates a collector road on part of Lots 19 and 20, Concession IV.

### *Secondary Plans for Areas 7 & 8*

- Sections 4.4.3 and 4.4.4 permit significant commercial development in Areas 7 & 8.
- Schedule A2 designations of "Major Commercial" and "District Retail".

### *Secondary Plans for Areas 9 & 10*

- Sections 1.4, 2.2.4, 2.2.5.1 and 3.1.2 allow limited commercial development near the Highway 416 Strandherd Dr. interchange.
- Schedule A3 designates the subject lands "Prestige Business Park".
- Schedule B3 designates a collector road through part of Lots 19 and 20, Concession IV.

## Comment

Canril has appealed the following sections of the 1997 ROP to the OMB: Schedule B, “Business Park” designation on the lands in Lots 19 and 20, Concession IV bounded by Strandherd Dr. and Highway 416, the policies pertaining to “Town Centres” and “Regional Scale Retail Facilities” (i.e., those addressed in Sections 4.3.3.1 and 4.7.3). Canril’s motivation to appeal the 1997 ROP to the OMB is directly related to its interest in developing a retail-entertainment power centre on its lands in contravention of Regional Council’s most recent position on the matter. Canril’s objections to Nepean’s LOPA 7 are motivated by the same reasons.

Given that Canril’s OMB appeal on the 1997 ROP has yet to be heard by the OMB and that the 1988 ROP designations and policies do not permit urban development on the subject lands, Regional Council is not in a position to approve that portion of Nepean’s LOPA 7 that establishes the land use designations for the subject lands. Accordingly, Regional staff has recommended that consideration of the designations of “Extensive Employment Area” on Schedule A1 as well as “Prestige Business Park” and “Commercial” on Schedule A3, be deferred until the OMB has rendered a decision on Canril’s appeal of the 1997 ROP. However, owing to the limitations of the new Planning Act (i.e., Bill 20), an approval authority can only approve, approve as modified or refuse a LOPA. Therefore, Regional staff recommend that the designations in question be deleted by way of modification and such decision can be appealed to the OMB, if deemed necessary, by Canril, Nepean or some other party.

In terms of the policies of Nepean’s LOPA 7 that Canril has objected to, these policies are in conformity with those of the Region’s 1997 ROP. While Regional staff believe that Nepean’s LOPA 7 designations on Canril’s lands cannot be approved at this time for the reasons previously noted, the supporting policies can be approved as they are in conformity with the 1988 ROP. To this end, Regional staff recommend that no modifications be made to Nepean’s LOPA 7 commercial policies to accommodate Canril’s objections. Similarly, Regional staff recommend that no action be taken on Canril’s objections to the collector road designations as nothing precludes Nepean from designating collector roads on these lands in advance of the OMB’s approval of the 1997 ROP.

## Mrs. Sinha

Mrs. Sinha’s objection to Nepean’s LOPA 7 covers many issues familiar to public agencies involved in development in Nepean. Rather than attempt to summarise all of Mrs. Sinha’s issues as some of these pre-date the consideration of Nepean’s LOPA 7, only those issues which have a direct bearing on Nepean’s LOPA 7 are paraphrased in the following points. Mrs. Sinha’s submission to Nepean is appended as Annex 4.

- Cedarview Rd., Woodroffe Ave., Jockvale Rd. and Strandherd Rd. ought not be realigned or relocated or closed as all the available capacity will be needed and much public expense has already been invested in creating these roads.
- Mrs. Sinha objects to the location of industrial land along Regional Road 73 (former Highway 16) as it is a scenic route.



- Mrs. Sinha questions why the western limit of the South Nepean community stops at Highway 416 when there is a tremendous investment in transportation infrastructure that should be exploited.

### Comment

Nepean's LOPA 7 was supported by a Master Transportation Plan which was reviewed by Regional staff. The transportation network established by Nepean's LOPA 7, as modified by Regional staff, will satisfy the capacity requirements of the South Nepean community.

The history surrounding the decision to locate industrial land next to Regional Rd. 73 (former Highway 16) dates back to the time when the noise contours emanating from the Ottawa International Airport were such that industrial uses of lands in the northeastern part of South Nepean were one of the few uses that could co-exist with the projected aircraft noise. As these noise contours have been revised, so too has the pattern of land use in the South Nepean community that now features more residential land abutting Regional Rd. 73 (former Highway 16). Such residential land and the attention to landscaping along this scenic route proposed by Nepean's LOPA 7 should enhance this urban gateway.

The 1988 ROP established the western limit of the South Urban Centre in Nepean as Highway 416. This decision was confirmed by Regional Council in the 1997 ROP. Nepean's LOPA 7 merely reflects the urban boundary established by the ROP.

### STAFF COMMENT

The 1997 ROP designates the subject lands "General Urban Area", "Activity Centre", "Business Park" and "Waterfront Open Space". Nepean's LOPA 7, as modified by Regional staff, conforms with the designations and policies under the 1997 ROP.

The most controversial aspect of Nepean's LOPA 7 turned out to be the proposal to locate a "Rapid Transit Corridor" in the Mainstreet right-of-way. Regional staff were concerned that the Mainstreet right-of-way would have to be in excess of 40 m to accommodate both the "Rapid Transit Corridor" and the other vehicular functions, a dimension which would make it difficult to create the pedestrian friendly environment that Nepean sought. After much discussion, agreement was reached that Mainstreet at a maximum right-of-way of 40 m could accommodate all the functions Nepean had originally intended without unduly compromising Regional interests.

While most matters related to Nepean's LOPA 7 have been addressed to the satisfaction of Regional staff, two matters remain which Nepean staff have committed to examine over the coming months as Nepean brings their parent Official Plan into conformity with the 1997 ROP. The first of these matters involves the completion of a LOPA to bring Nepean's recreational pathway network formally into Nepean's Official Plan. This effort will require consultation with the Region as well as the NCC. The second matter concerns accessory apartments and how Nepean proposes to accommodate them in the Nepean Official Plan and Zoning By-law.

Nepean Council concurred with Regional staff's proposed modifications on 1 Oct. 1998.

## **PROPOSED TEXT MODIFICATIONS**

### **GENERAL AMENDMENT**

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

Part II - General Amendment, Section 1.2, Policy a), modified by deleting the second sentence of the first paragraph and replacing it with the following:

“For the purposes of this Plan, development in South Nepean shall be phased such that 17,500 dwelling units and 10,500 jobs can be accommodated by 2006 and 27,000 dwelling units and 16,000 jobs by 2021.”

#### Comment

Modification No. 1 is proposed to reflect the development phasing policies of the Regional Official Plan.

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

Part II - General Amendment, Section 1.2, Policy a), be modified by replacing the figure “10,300” with the figure “8,400” found in the third line of the third paragraph.

#### Comment

Modification No. 2 is proposed to satisfy Nepean’s staff request to adjust the dwelling unit targets for the communities of Davidson Heights and Longfields such that it reflects the overall planning objectives for South Nepean.

#### **Modification No. 3**

Part II - General Amendment, Section 1.2, Policy b), be modified by the following paragraph and table immediately after the existing text:

“The following table will be used as a guide to monitor overall progress towards achievement of unit and employment targets in each of the secondary plan areas at build out. The table is based on the South Nepean Development Strategy as endorsed by Council and includes all lands within the South Nepean Urban Area. Inclusion of a planning area without an approved secondary plan in this table is for information purposes only and shall not be considered as a land use designation within the context of the Plan. As new or revised secondary plans are added by amendment to this Plan, the table will be amended.

<u>Planning Area</u>	<u>Dwelling Units</u>	<u>Employment*</u>
1 & 2	8,400	1,680
3	0	8,000
4, 5 & 6	7,300	2,600
7	4,475	12,400
8	(pending outcome of secondary plan)	
9 & 10	1,750	7,000
11	550	110
12	1,700	340
13	1,800	360
14	2,500	500
15	Nil	5,400

\*Employment totals include an estimate of .2 jobs/household for non-business park jobs.”

#### Comment

Modification No. 3 is proposed to satisfy Regional staff’s request for a clear statement on what the dwelling unit and job targets are for each secondary planning area. With this information, both Nepean and the Region will be better able to monitor development in light of the overall dwelling unit and job targets.

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

Part II - General Amendment, Section 1.2, Policy g), be modified by replacing the words “should be” with the words “will be” in points 1, 2, 4, 5 and 7.

#### Comment

The purpose of Modification No. 4 is to reduce the discretionary aspects of urban design to better implement the intent and spirit of the 1997 ROP.

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

Part II - General Amendment, Section 1.2, Policy g), be modified by the addition of a tenth principle as follows:

“10) An open space system along the Jock and Rideau Rivers will be created where possible with the goal of providing a continuous recreational pathway along the water’s edge with linkages to adjacent developed areas.”

#### Comment

In order to implement the policies of Section 6.5, Waterfront Open Space of the 1997 ROP, Regional staff proposes Modification No. 5 so that LOPA 7 is strengthened with respect to its objectives and policies protecting waterfront open space.

**Modification No. 6**

Part II, General Amendment, Subsection 1.9, seventh bullet, be modified by deleting the words “revised to reflect the urban context of the adjacent land uses and the needs of pedestrians” and replacing them with the words “will be applied with consideration to the urban context of the adjacent land uses and with particular attention to the needs of pedestrians, cyclists and transit riders”.

Comment

Modification No. 6 is proposed to better implement the pedestrian, cycling and transit priorities of the 1997 ROP.

**Modification No. 7**

PART II, General Amendment, be modified by inserting a new Section 1.10 as follows:

“Delete Subsection 8.2 (b)(i) of the Official Plan and replace it with the following: The primary purpose of an Arterial Road is to move traffic efficiently and safely within or between developed areas at medium to high speeds. While building orientation to the road is important for streetscape design, vehicular access to properties is a secondary function. Access shall be controlled as far as possible for all new developments on existing and new Arterial Roads. Rights-of-way for Arterial Roads shall generally be 33 to 40 metres. Reference should be made to the Regional Official Plan wherein rights-of-way for Arterial Roads under Regional Council’s jurisdiction are specified. In the rural area, major roads have been designated Arterial Roads in order to obtain sufficient rights-of-way for possible future improvement. However, reconstruction of these roads to rural or urban arterial standards will only be required where necessary due to traffic volumes and adjacent development.”

Comment

Modification No. 7 is proposed at the request of Nepean staff to clarify the function of arterial roads as described in Nepean’s Official Plan.

**Modification No. 8**

PART II, General Amendment, be modified by inserting a new Section 1.11 as follows:

“Delete the following text from Subsection 8.2(b)(vi) of the Official Plan “in residential areas all new residential lots shall be reversed and shall back onto the Arterial Road,””

Comment

Nepean staff requested Modification No. 8 in order to allow development of residential lots with an animated streetscape abutting arterial roads.

**Modification No. 9**

PART II, General Amendment, be modified by inserting a new Section 1.12 as follows:

“Section 8.4, PUBLIC TRANSIT, of the Official Plan be amended by the deletion of the third paragraph in Policy (b) and the first paragraph in Policy (c) and replace the first paragraph in Policy (c) with the following:

“The extension of rapid transit services to the South Urban Centre as indicated in the Regional Official Plan are essential to the achievement of sufficient transit ridership to reduce the demand for expanding arterial roads or Provincial highways. North and east of the South Nepean Activity Centre, Rapid Transit Reserves have been identified on Map Schedule 2. Conceptual Rapid Transit Corridors south and west of the South Nepean Activity Centre, primarily to serve the urban transit needs beyond the planning horizon, have also been identified on Map Schedule 2. The locations of these rapid transit corridors will be confirmed through integrated land use/transportation planning exercises preceding the adoption of amendments to the Region’s and the City’s Official Plans.

The future right-of-way for rapid transit corridors will be dedicated to the Region at no cost through the subdivision or site plan approval process. Reserves will be used to identify those lands required for future rapid transit facilities but shall not preclude the use of these lands prior to their use by transit. Detailed requirements for transit design, construction and financing shall be negotiated at the plan of subdivision stage to the satisfaction of the Regional Planning and Development Approvals Commissioner.””

Comment

Modification No. 9 is proposed to establish the policy context for the designation of “Rapid Transit Reserves” as well as conceptual rapid transit corridors in Nepean’s Official Plan.

**Modification No. 10**

PART II, General Amendment, be modified by renumbering existing Sections 1.10 to 1.14, Sections 1.13 to 1.17 respectively.

Comment

Modification No. 10 is required as a result of the insertion of the new Sections 1.10 to 1.12 by Modification Nos. 7, 8 and 9.

## **AREAS 4, 5 & 6**

### **Modification No. 11**

PART III - Secondary Plans, Areas 4, 5 & 6, be modified by deleting all references to “Highway 16” and replacing them with references to Regional Road 73 (former Highway 16).

#### Comment

Highway 16 is now Regional Road 73 (former Highway 16) within the geographic boundaries of LOPA 7. Modification No. 11 is proposed to clarify its status.

### **Modification No. 12**

PART III - Secondary Plans, Areas 4, 5 & 6, be modified by deleting all references to “Transitway” and replacing them with “Rapid Transit Corridor”.

#### Comment

Modification No. 12 is proposed to make reference to “Rapid Transit Corridor” throughout LOPA 7 which will allow for consistent terminology between the Region’s and Nepean’s Official Plans.

### **Modification No. 13**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 1.3, Objectives, Subsection 1.3.6, Services, be modified by the addition of the words “and implement” between the words “design” and “a” in the third bullet contained therein.

#### Comment

Modification No. 13 is proposed to extend Nepean Council’s commitment beyond designing a stormwater management system to implementing it in keeping with the intent of the 1997 ROP.

### **Modification No. 14**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 1.4.1, be modified by deleting the text of the fifth bullet and replacing it with the following:

“Full movement intersections will be provided along ‘Mainstreet’ at approximately 400 metre intervals.”

#### Comment

Modification No. 14 is proposed to clarify that full movement intersections on Mainstreet will be limited consistent with the policies proposed for ‘Mainstreet’ in Section 3.1.2.

**Modification No. 15**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 1.4.3, The Street Pattern, be modified by deleting the words “a direct frontage condition will be required” and replace it with “direct frontage will be encouraged but vehicular access will be directed to local roads/lanes internal to the neighbourhood as a first priority, otherwise access will be limited to right-in and right-out with no median breaks”.

Comment

As Strandherd Dr. will likely become a future Regional road, it is imperative that its functionality not be undermined by unrestricted access. Regional staff’s preference remains that access to sites abutting Strandherd Dr. be via local roads/lanes internal to the neighbourhood. However, there may be circumstances where limited direct access (i.e., right-in and right-out with no median breaks) may be the only option and as such it will be considered. Modification No. 15 is proposed to clarify Regional staff’s position on this matter.

**Modification No. 16**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 2.2, Mixed Use, Subsection 2.2.1, Permitted Uses, be modified by adding the word “schools” between the words “facilities” and “and” in the first sentence of the first paragraph contained therein.

Comment

Modification No. 16 is recommended to highlight that mixed use development should not preclude the introduction of schools should the opportunity present itself.

**Modification No. 17**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 2.3, Mixed Density Residential, Subsection 2.3.2, Policies, be modified by deleting the last sentence of this Section and replacing it with the following:

“All development within areas designated “Mixed Use” and “Mixed Density Residential” designations, excluding single detached and semi-detached dwelling units, and “Business Park”; shall be subject to site plan control.”

Comment

Modification No. 17 is proposed to make the site plan requirements of Section 2.3.2 consistent with the site plan requirements articulated in PART III - Secondary Plans, Section 6.8, Site Plan Control.

“This open space network is to be complemented, where possible, by a public waterfront pathway along both the Jock and Rideau Rivers.”

**Modification No. 18**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 2.5.2, Policies, be modified by deleting the third paragraph and replacing it with the following:

“The lots in the lands designated ‘Transitional Residential’ that immediately abut the Winding Way right-of-way shall have a frontage of 19.8 metres and no dwelling unit shall back onto Winding Way. A limited number of lots flanking Winding Way may be permitted subject to design review by the City at the time of subdivision approval.”

Comment

The South Nepean Development Corporation (SNDC) has requested that a modification be made to the policies applying to the ‘Transitional Residential’ designation in order to give them the flexibility to design a subdivision with lots fronting and flanking Winding Way. Although Regional staff believe that details surrounding residential lot orientation are best left to subdivision approval, as these policies are contained in PART III, Section 2.5.2 of Nepean’s LOPA 7, Regional staff believe it is reasonable that greater flexibility be introduced to allow SNDC the opportunity to optimise the use of their land while respecting the urban design objectives of the host community.

**Modification No. 19**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 2.9, Greenway, Subsection 2.9.2, Policies, be modified by the deletion of the words “the primary” and replacing them with the word “a” in the first sentence of the first paragraph.

Comment

The National Capital Commission requested Modification No. 19 to reflect that the greenway system for Areas 4, 5 & 6 is much less ambitious than the original statement suggests.

**Modification No. 20**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 2.9, Greenway, Subsection 2.9.2, Policies, be modified by the addition of a third sentence to the first paragraph as follows:

“This open space network is to be complemented, where possible, by a public waterfront pathway along both the Jock and Rideau Rivers. It is Council’s intention to acquire these lands primarily through the development approval process and to avoid the need to acquire or cross lands which are currently developed and used for residential purposes.”



Comment

Modification No. 20 is proposed to clarify the nature of the public pathways to be constructed along the Jock and Rideau Rivers.

**Modification No. 21**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1.2, Street Hierarchy, be modified by deleting reference to “30 to” in the first bullet contained therein.

Comment

Modification No. 21 is proposed to confirm that it is the Region’s intent to protect for a 40 m right-of-way over the full length of Regional Road 73 (former Highway 16).

**Modification No. 22**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1.2, Street Hierarchy, be modified by deleting the text in the seventh bullet contained therein and replacing it with the following:

“new development will be screened from Regional Road 73 (former Highway 16) by consistent landscaping (berming, tree planting and fencing) and noise attenuation barriers, where appropriate; and”

Comment

Modification No. 22 is proposed to better implement the policies of Section 6.9 of the 1997 ROP.

**Modification No. 23**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 3.1.2, Street Hierarchy, be modified by deleting the section on “Mainstreet” in its entirety and replacing it with the following:

“Mainstreet - Mainstreet is intended to support a broad mix of residential, commercial and institutional with two lanes of traffic in each direction with on-street parking. In addition, full movement intersections with Mainstreet shall be limited to collector roads in order to accommodate, in the median, future rapid transit facilities initially at grade with provision to grade separate in the longer term.

Prior to the introduction of rapid transit facilities, Mainstreet will function as a two or four lane road with a landscaped median and on-street parking. Mainstreet shall meet the following requirements:

- a right-of-way width maximum of 40 metres, any reductions in right-of-way width shall be approved by the Region;

- interim landscaping measures and uses in the Mainstreet median shall be compatible with the long term landscaping requirements and the introduction of the rapid transit facilities, subject to City and Regional approval;
- non-collector road intersections with Mainstreet shall be limited right turn movements only;
- buildings fronting on Mainstreet shall be serviced by utility laterals that do cross the transitway portion of the Mainstreet right-of-way;
- there should be a continuous building frontage (build to line) of between 0 and 1.2 metres from the front property boundary, with pedestrian paths between buildings that lead to a rear lot parking;
- primary vehicle access to rear lot parking shall be by rear lane; and
- adjacent building heights should be a minimum of 2 storeys and a maximum of 4 storeys.”

#### Comment

The issue of the rapid transit corridor within the Mainstreet right-of-way proved to be the most contentious issue associated with Nepean’s LOPA 7. Modification No. 23 attempts to capture the conclusions reached by Regional and Nepean staff as well as representatives from the development community and their consultants.

#### **Modification No. 24**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1.2, Street Hierarchy, be modified by adding a tenth bullet as follows:

“- pedestrian and cyclist access from the community to the Rideau River will be enhanced wherever possible.”

#### Comment

The NCC requested Modification No. 24 to ensure that pedestrian and cyclist access would be improved between Areas 4, 5 & 6 and the Rideau River greenway system.

**Modification No. 25**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1.3, Streetscape Elements, be modified by deleting the first sentence in the “Street Lights” bullet and replacing it with the following:

“Residential neighbourhoods should be lighted to a level sufficient to support safe and comfortable use of sidewalks after dark, without unreasonable light intrusion on adjacent residential areas.”

Comment

Modification No. 25 is proposed in an attempt to clarify the intent of the urban design policies for Areas 4, 5 & 6 insofar as street lighting is concerned.

**Modification No. 26**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 4.0, TRANSPORTATION POLICIES, be modified by the deletion of the bullets contained therein and replacing them with the following:

- “a mainstreet, arterial and collector roads for use by pedestrians, cyclists, transit vehicles, trucks and cars;
- local roads and laneways for use by pedestrians, cyclists, trucks and cars; and
- walkways and recreational pathways for use by pedestrians and cyclists.”

Comment

Consistent with the transportation priorities established in Section 9.1 of the 1997 ROP, Modification No. 26 has been proposed to recognise the new emphasis placed on promoting an increase in walking, cycling and public transit usage.

**Modification No. 27**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 4.1, Road Network, be modified by adding the words “on local and collector” roads” between the words “permitted” and “subject” in the fifth paragraph contained therein.

Comment

Modification No. 27 is proposed to clarify the turning circles etc. are not generally applied to arterial roads.

## **Modification No. 28**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 5.0, INFRASTRUCTURE POLICIES, be modified by deleting the text contained therein and replacing it with the following:

“The provision of infrastructure to Areas 4, 5 & 6 is designed to be consistent with the following principles:

- Conformity with the Regional Water and Wastewater Master Plan.
- Conformity to the South Nepean Master Drainage Plan and Master Servicing Plans.
- Maximise utilisation of existing infrastructure.
- Extensions of existing infrastructure should follow a logical and orderly pattern.
- Additional interim infrastructure should not prejudice the long term planned system and be provided at no cost to any public authority.
- Minimise costs of future infrastructure.
- Apply a flexible approach to the development of infrastructure.

The following policies shall apply:

### 5.1 Stormwater Management

All development shall be undertaken in accordance with the City of Nepean Master Drainage Plan.

Areas 4, 5 & 6 shall drain to ponds identified in the South Nepean Master Servicing Study. Stormwater will be collected by storm sewers with outfalls in these ponds. Treatment of stormwater within these ponds will be based on the best management practises prevailing at the time of construction.

As a condition of development approval, the Regulatory Floodplain through which any water course flows including the establishment of a buffer strip adjacent to the top of bank (or stable top of bank) will be dedicated to the municipality. Dedication of these lands will not be considered part of the parkland dedication requirements of the Planning Act.”

### 5.2 Sanitary Sewers

Sanitary sewer service in the short term to mid-term, will be provided through extensions of existing systems provided that sufficient capacity is available and that long term strategy is not prejudiced.

Long term sanitary sewer service will be provided in accordance with the preferred concepts arising from the Regional Water and Wastewater Master Plan and the South Nepean Master Drainage Plan and Master Servicing Plan.

### 5.3 Water Supply

Water supply shall be provided in accordance with the Regional Water and Wastewater Master Plan and the South Nepean Master Servicing Plan.

Short term supply may be obtained from residual capacity available from existing areas and facilities.

### 5.4 Utilities

Utilities will be expanded to keep pace with planned growth. In order to provide every possible advantage to both future residents and workers, future telecommunications facilities installed in the area should be based on the latest available technology and have the ability to be easily expanded and upgraded.”

#### Comment

Modification No. 28 is proposed to ensure that consistent servicing policies exist among the various secondary planning areas in South Nepean. As the servicing policies for Areas 9 & 10 were closest to Regional staff’s expectations regarding level of detail, these policies were used as a template for Areas 4, 5 & 6.

#### **Modification No. 29**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 6.0, IMPLEMENTATION, Subsection 6.4, Requirements for Development Applications, be modified by deleting the text contained therein and replacing it with the following:

“All development applications should be required to provide the information specified in the relevant provisions of Chapter 9 of the City of Nepean Official Plan.

In addition, the City may require further information prior to acceptance of a complete application. Such information may include:

- servicing feasibility studies;
- environmental impact studies;
- sub-watershed studies;
- transportation studies;
- market feasibility and impact studies;
- social impact studies;
- soils and geotechnical studies;
- hydrogeological and terrain analysis studies;
- preliminary noise impact/vibration impact analysis report for any proposed development abutting an identified arterial road or where required by the Region or the City;

- noise impact analysis report prepared in accordance with the established procedures developed by Transport Canada for any proposed development located above the 25 NEF/NEP contours;
- financial impact studies;
- urban design and architectural studies; and
- other studies as may be required by the City of Nepean.”

#### Comment

Modification No. 29 is proposed to make the requirements for development applications for Areas 4, 5 & 6 consistent with those for Areas 9 & 10. In addition, Modification No. 29 is proposed to bring LOPA 7 into conformity with Subsection 11.6.1, Policy 3.c) of the 1997 ROP which requires that a noise control study be prepared for all land use development proposals at or above the 25 NEF/NEP contours.

### **AREAS 7 & 8**

#### **Modification No. 30**

PART III - Secondary Plans, Areas 7 & 8, be modified by deleting all references to “Transitway” and replacing them with “Rapid Transit Corridor”.

#### Comment

Modification No. 30 is proposed to make reference to “Rapid Transit Corridor” throughout LOPA 7 which will allow for consistent terminology between the Region’s and Nepean’s Official Plans.

#### **Modification No. 31**

PART III - Secondary Plans, Areas 7 & 8, Section 4.0, DEVELOPMENT POLICIES - AREA 7, Subsection 4.4.3.4, Development Requirements, Policy 3, be modified by deleting the text contained therein in its entirety and replacing it with the following:

“Development within this designation may proceed on the basis of a grid network of streets, designed to public road standards to be deeded to the City at the time of subdivision registration, unless alternative assumption and maintenance arrangements are made with the City prior to subdivision registration to the satisfaction of the Region.”

#### Comment

Policy 8. of Subsection 4.7.3 of the 1997 ROP was drafted to ensure that “Regional Scale Retail Facilities” would be developed by plan of subdivision including the provision of public roads where such functionality was deemed complementary to the development of the site and supporting infrastructure. Modification No. 31 is proposed to ensure that the intent and spirit of the 1997 ROP is fulfilled through Subsection 4.4.3.4.

**Modification No. 32**

PART III - Secondary Plans, Areas 7 & 8, Section 4.0, DEVELOPMENT POLICIES - AREA 7, Subsection 4.4.3.4, Development Requirements, Policy 4, be modified by deleting the text contained therein and replacing it with the following:

“Prior to any development within the designation, an overall concept plan shall be prepared to show how future phases can be accommodated; how the overall development will conform to the land use and urban design policies of this Secondary Plan; how the development will be configured to support transit use; and how it will integrate with the surrounding designations of the Activity Centre.”

Comment

Modification No. 32 is proposed to ensure that the concept plan is prepared in accordance with Section 9.4, Policy 3. of the 1997 ROP.

**Modification No. 33**

PART III - Secondary Plans, Areas 7 & 8, Section 4.0, DEVELOPMENT POLICIES - AREA 7, Subsection 4.4.6.3, Uses and Densities, Policy 3, be modified by the addition of the following sentence after the second sentence contained therein:

“Buildings and structures within the Jock River floodplain require the approval of the Rideau Valley Conservation Authority.”

Comment

Modification No. 33 was requested by the Rideau Valley Conservation Authority to indicate that any uses within the Jock River floodplain will require the approval of the Rideau Valley Conservation Authority.

**Modification No. 34**

PART III - Secondary Plans, Areas 7 & 8, Section 6.1, Road Network, Policy 4., be modified by deleting the words “a Regional” in the first sentence and replace them with the word “an”.

Comment

Nepean staff requested Modification No. 34 to clarify that Greenbank Rd. through the South Nepean Activity Centre is to perform an arterial road function without being under the jurisdiction of the Region.

**Modification No. 35**

PART III - Secondary Plans, Areas 7 & 8, Subsection 6.2, Transit, be modified by deleting the last sentence in Policy 2 contained therein.

Comment

Regional staff do not foresee the need for a transitway station on Strandherd Drive at the northern edge of the activity centre. Modification No. 35 is proposed to delete reference to such a transitway station.

**Modification No. 36**

PART III - Secondary Plans, Areas 7 & 8, Subsection 6.4, Parking, be modified by deleting the words “during peak hours”.

Comment

Parking restrictions may be imposed outside of peak hours particularly on arterial roads. As Subsection 6.4 does not spell out that Regional Council approves on-street parking on Regional roads based on parking supply and operating conditions, Regional staff propose Modification No. 36 to maximise the interpretation flexibility contained in this subsection.

**Modification No. 37**

PART III - Secondary Plans, Areas 7 & 8, Section 8.0, INFRASTRUCTURE POLICIES, be modified by deleting the text contained therein and replacing it with the following:

“The provision of infrastructure to Areas 7 & 8 is designed to be consistent with the following principles:

- Conformity with the Regional Water and Wastewater Master Plan.
- Conformity to the South Nepean Master Drainage Plan and Master Servicing Plans.
- Maximise utilisation of existing infrastructure.
- Extensions of existing infrastructure should follow a logical and orderly pattern.
- Additional interim infrastructure should not prejudice the long term planned system and be provided at no cost to any public authority.
- Minimise costs of future infrastructure.
- Apply a flexible approach to the development of infrastructure.

The following policies shall apply:

5.1 Stormwater Management

All development shall be undertaken in accordance with the City of Nepean Master Drainage Plan.



Areas 7 & 8 shall drain to ponds identified in the South Nepean Master Servicing Study. Stormwater will be collected by storm sewers with outfalls in these ponds. Treatment of stormwater within these ponds will be based on the best management practises prevailing at the time of construction.

As a condition of development approval, the Regulatory Floodplain through which any water course flows including the establishment of a buffer strip adjacent to the top of bank (or stable top of bank) will be dedicated to the municipality. Dedication of these lands will not be considered part of the parkland dedication requirements of the Planning Act.”

## 5.2 Sanitary Sewers

Sanitary sewer service in the short term to mid-term, will be provided through extensions of existing systems provided that sufficient capacity is available and that long term strategy is not prejudiced.

Long term sanitary sewer service will be provided in accordance with the preferred concepts arising from the Regional Water and Wastewater Master Plan and the South Nepean Master Drainage Plan and Master Servicing Plan.

## 5.3 Water Supply

Water supply shall be provided in accordance with the Regional Water and Wastewater Master Plan and the South Nepean Master Servicing Plan.

Short term supply may be obtained from residual capacity available from existing areas and facilities.

## 5.4 Utilities

Utilities will be expanded to keep pace with planned growth. In order to provide every possible advantage to both future residents and workers, future telecommunications facilities installed in the area should be based on the latest available technology and have the ability to be easily expanded and upgraded.”

### Comment

Modification No. 37 is proposed to ensure that consistent servicing policies exist among the various secondary planning areas in South Nepean. As the servicing policies for Areas 9 & 10 were closest to Regional staff's expectations regarding level of detail, these policies were used as a template for Areas 7 & 8.

**Modification No. 38**

PART III - Secondary Plans, Areas 7 & 8, Section 9.0, IMPLEMENTATION, Subsection 9.4, Requirements for Development Applications, be modified by deleting the text contained therein and replacing it with the following:

“All development applications should be required to provide the information specified in the relevant provisions of Chapter 9 of the City of Nepean Official Plan.

In addition, the City may require further information prior to acceptance of a complete application. Such information may include:

- servicing feasibility studies;
- environmental impact studies;
- sub-watershed studies;
- transportation studies;
- market feasibility and impact studies;
- social impact studies;
- soils and geotechnical studies;
- preliminary noise impact/vibration impact analysis report for any proposed development abutting an identified arterial road or where required by the Region or the City;
- financial impact studies;
- urban design and architectural studies; and
- other studies as may be required by the City of Nepean.

Comment

Modification No. 38 is proposed to make the requirements for development applications for Areas 7 & 8 consistent with those for Areas 9 & 10.

**AREAS 9 & 10****Modification No. 39**

PART III - Secondary Plans, Areas 9 & 10, be modified by deleting all references to “Transitway” and replacing them with “Rapid Transit Corridor”.

Comment

Modification No. 39 is proposed to make reference to a “Rapid Transit Corridor” throughout LOPA 7 which will allow for consistent terminology between the Region’s and Nepean’s Official Plans.

**Modification No. 40**

PART III - Secondary Plans, Areas 9 & 10, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1, Principle 3, be modified by adding the words “and individual healthy trees” at the end of this sentence.

Comment

Modification No. 40 was requested by the Rideau Valley Conservation Authority to encourage the protection of individual trees on a lot by lot basis.

**Modification No. 41**

PART III - Secondary Plans, Areas 9 & 10, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1, Principle 4, be modified by adding the words “and natural” between the words “rural” and “landscape”.

Comment

Modification 41 was requested by the RVCA to emphasise that it is the Jock River’s rural and natural character which should be conserved.

**Modification No. 42**

PART III - Secondary Plans, Areas 9 & 10, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1, Principle 6., be modified by deleting the words “should have a consistent level of design quality.” and replacing them with the words “development along it should have a consistent level of design quality.”

Comment

Modification No. 42 is proposed to emphasise that it is the development abutting Strandherd Drive which should have a consistent level of design quality. As a future Regional road, Strandherd Drive will be built to a consistent design quality before assumption by the Region.

**Modification No. 43**

PART III - Secondary Plans, Areas 9 & 10, Section 4.0, TRANSPORTATION POLICIES, Subsection 4.3, be modified by the addition of the following sentence between the second and third sentences contained therein:

“Development of employment lands will be configured to support the provision of transit services.”

Comment

Modification No. 43 is proposed to underscore that the employment lands should be developed with transit-friendliness in mind.

**PROPOSED SCHEDULE MODIFICATIONS****Modification No. 44**

SCHEDULE A be modified by the redesignation of lands abutting the north side of the Jock River west of Cedarview Road and southwest of the Jock River in the vicinity of the Hearts Desire community from “River Corridor” and “Residential” to “Open Space”.

Comment

Modification No. 44 is proposed to bring LOPA 7 into conformity with the “Waterfront Open Space” designation described on Schedule B, the Urban Policy Plan of the 1997 ROP.

**Modification No. 45**

SCHEDULES A, B, C, A1 and B1 be modified by deleting reference to “Highway 16” and replacing it with “Regional Road 73 (former Highway 16)”.

Comment

Modification No. 45 is proposed to clarify that former Highway 16 is now Regional Road 73 (former Highway 16).

**Modification No. 46**

SCHEDULE A, be modified by deleting the “Extensive Employment Area” designation on Lots 19 and 20, Concession IV, between Strandherd Drive and Highway 416.

Comment

Modification No. 56 is proposed to effectively defer consideration of the “Extensive Employment Area” land use designation until the Ontario Municipal Board (OMB) appeal on the 1997 Regional Official Plan’s “Business Park” designation on these same lands is either withdrawn by the appellant (i.e., Canril Corp.) or resolved by the OMB.

**Modification No. 47**

SCHEDULES A and A2, be modified by deleting the “Open Space”, “River Corridor” and “Greenway” designations from Lots 12 and 13, Concession I.

Comment

Modification No. 47 has been proposed at the request of the SNDC in order to allow the SNDC more time to research the potential to locate a marina on these lands before the most appropriate land use designation is imposed.

**Modification No. 48**

Schedule B be modified by deleting the reference and symbol for “Proposed Freeway” in the legend.

Comment

Modification No. 48 is proposed to reflect that Highway 416 has been opened through the LOPA 7 planning area and that there are no further plans for additional Provincial freeways. By extension there is no need to maintain a reference and symbol to designate a “Proposed Freeway”.

**Modification No. 49**

Schedules B and C be modified by deleting references to and symbols for “Provincial Arterial” and “Provincial Arterial Road”.

Comment

Modification No. 49 is proposed to confirm that there are no Provincial arterial roads within the South Nepean planning area as a result of the Region’s assumption of former Highway 16 (i.e., Regional Road 73).

**Modification No. 50**

SCHEDULE C be modified by the addition of a reference to and symbol for “Proposed Collector Road” in the legend.

Comment

Modification No. 50 is proposed to complete the road classification framework established on Schedule C.

**Modification No. 51**

SCHEDULE C be modified by deletion of the references to and symbols for “City of Nepean Arterial Road” and “Regional Municipality Arterial Road” in the legend and replace them with references to and symbols for “Arterial Road” and “Proposed Arterial Road”.

Comment

Schedule C is simplified by eliminating reference to jurisdiction for specific roads. Nevertheless, there is still a requirement to identify which roads are to perform specific functions. In this context, Modification No. 51 is proposed to identify “Arterial Roads” and “Proposed Arterial Roads”.

**Modification No. 52**

SCHEDULE C be modified by deletion of the symbol for “Regional Municipality Arterial Road” on Greenbank Road between Strandherd Road and Regional Road 73 (former Highway 16) and replace it with the symbol for “Arterial Road”.

Comment

Modification No. 52 is proposed to confirm that Greenbank Rd. is an “Arterial Road”.

**Modification No. 53**

SCHEDULE C be modified by adding unequal widening symbol to Regional Road 73 (former Highway 16), 1,200 m north and 700 m south of Strandherd Drive.

Comment

Regional staff propose Modification No. 53 to advise that Regional Road 73 (former Highway 16) will require unequal widenings to accommodate the vehicular volumes anticipated north and south of the intersection with Strandherd Dr. and to conform with the Schedule C2 of the 1997 ROP.

**Modification No. 54**

SCHEDULE C be modified by deleting the symbol for a “Collector Road” from Trail Road between Moodie Drive and Barnsdale Road and replacing it with the symbol for a “Local Road”.

Comment

Modification No. 54 is proposed to confirm Trail Road as a local road designed to serve a limited function as access to the Trail Road landfill site. Where Trail Road differs from other local roads is that it is owned and maintained by the Region.

**Modification No. 55**

SCHEDULES B, A2 and B2 be modified by the addition of a “Conceptual Rapid Transit Corridor” symbol west of Greenbank Road along the Mainstreet alignment and south of the South Nepean Activity Centre to Cambrian Road as well as in the legends of the respective schedules.

Comment

Modification No. 55 is proposed to identify the likely future alignment of the Region's "Conceptual Rapid Transit Corridor" west of Greenbank Rd. and south of the South Nepean Activity Centre. Identification of this alignment at this time is intended to indicate the likely direction of the long term Rapid Transit Corridor extensions.

**Modification No. 56**

SCHEDULE A1, LAND USE, AREAS 4, 5 & 6, be modified by redesignating the southernmost portion of the "Mixed Density Residential" designation west of the Hearts Desire Community to "Greenway"

Comment

Modification No. 56 is proposed to bring the Secondary Plan for Areas 4, 5 & 6 into conformity with the "Waterfront Open Space" designation described on Schedule B, the Urban Policy Plan of the 1997 ROP.

**Modification No. 57**

SCHEDULES A2, LAND USE, AREAS 7 & 8 and SCHEDULE B2, DEVELOPMENT TARGETS, AREAS 7 & 8, be modified by deleting the symbol associated with the proposed transitway stations on both the schedules and legends.

Comment

Modification No. 57 is proposed to delete the symbols associated with proposed transitway stations as the locations of these facilities have yet to be determined.

**Modification No. 58**

SCHEDULE A3, LAND USE, AREAS 9 & 10, be modified by deleting the "Prestige Business Park", "Business Park" and "Commercial" designations on Lots 19 and 20, Concession 4, between Strandherd Drive and Highway 416.

Comment

Modification No. 58 is proposed to effectively defer consideration of the "Prestige Business Park", "Business Park" and "Commercial" land use designations until the Ontario Municipal Board (OMB) appeal on the 1997 Regional Official Plan's "Business Park" designation on these same lands is either withdrawn by the appellant (i.e., Canril Corp.) or resolved by the OMB.

**Modification No. 59**

SCHEDULE C, be modified by deleting the "Collector Road" between Strandherd Drive and Woodroffe Avenue.

Comment

Modification No. 59 is proposed to eliminate the collector road between Strandherd Dr. and Woodroffe Ave. so that the functionality and safety of Strandherd Dr. and the abutting transitway in this vicinity is not undermined.

CONSULTATION

Public meetings required by Section 17(15) of the Planning Act, 1990 were held at Nepean City Hall on 27 May 1997 and 3 June 1997. The only significant issue raised at these meetings involved the disengagement of Area 8 from the adopted version of LOPA 7 to allow more time for further study of an implementable land use plan.

FINANCIAL IMPLICATIONS

The approval of Nepean's LOPA 7 will permit the development of the South Nepean community. This development will generate development charge revenue and assessment for the Region as well as capital costs for infrastructure as approved through the Region's Capital Budget process.

*Approved by  
N. Tunnacliffe, MCIP, RPP*



**APPROVAL PAGE  
AMENDMENT NO. 7 TO THE OFFICIAL PLAN  
OF THE CITY OF NEPEAN**

I hereby certify that Amendment No. 7 to the Official Plan of the City of Nepean, which has been adopted by the Council of the City of Nepean, was approved by the Council of the Regional Municipality of Ottawa-Carleton on \_\_\_\_\_ 1998, under Sections 17 and 21 of the Planning Act, 1990, except:

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

**Modification No. 1**

Part II - General Amendment, Section 1.2, Policy a), is modified by deleting the second sentence of the first paragraph and replacing it with the following:

“For the purposes of this Plan, development in South Nepean shall be phased such that 17,500 dwelling units and 10,500 jobs can be accommodated by 2006 and 27,000 dwelling units and 16,000 jobs by 2021.”

**Modification No. 2**

Part II - General Amendment, Section 1.2, Policy a), is modified by replacing the figure “10,300” with the figure “8,400” found in the third line of the third paragraph.

**Modification No. 3**

Part II - General Amendment, Section 1.2, Policy b), is modified by the following paragraph and table immediately after the existing text:

“The following table will be used as a guide to monitor overall progress towards achievement of unit and employment targets in each of the secondary plan areas at build out. The table is based on the South Nepean Development Strategy as endorsed by Council and includes all lands within the South Nepean Urban Area. Inclusion of a planning area without an approved secondary plan in this table is for information purposes only and shall not be considered as a land use designation within the context of the Plan. As new or revised secondary plans are added by amendment to this Plan, the table will be amended.

<u>Planning Area</u>	<u>Dwelling Units</u>	<u>Employment*</u>
1 & 2	8,400	1,680
3	0	8,000
4, 5 & 6	7,300	2,600

7	4,475	12,400
8	(pending outcome of secondary plan)	
9 & 10	1,750	7,000
11	550	110
12	1,700	340
13	1,800	360
14	2,500	500
15	Nil	5,400

\*Employment totals include an estimate of .2 jobs/household for non-business park jobs.”

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

Part II - General Amendment, Section 1.2, Policy g), is modified by replacing the words “should be” with the words “will be” in points 1, 2, 4, 5 and 7.

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

Part II - General Amendment, Section 1.2, Policy g), is modified by the addition of a tenth principle as follows:

“10) An open space system along the Jock and Rideau Rivers will be created where possible with the goal of providing a continuous recreational pathway along the water’s edge with linkages to adjacent developed areas.”

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

Part II, General Amendment, Subsection 1.9, seventh bullet, is modified by deleting the words “revised to reflect the urban context of the adjacent land uses and the needs of pedestrians” and replacing them with the words “will be applied with consideration to the urban context of the adjacent land uses and with particular attention to the needs of pedestrians, cyclists and transit riders”.

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

PART II, General Amendment, is modified by inserting a new Section 1.10 as follows:

“Delete Subsection 8.2 (b)(i) of the Official Plan and replace it with the following:  
The primary purpose of an Arterial Road is to move traffic efficiently and safely within or between developed areas at medium to high speeds. While building orientation to the road is important for streetscape design, vehicular access to properties is a secondary function. Access shall be controlled as far as possible for all new developments on existing and new Arterial Roads. Rights-of-way for Arterial Roads shall generally be 33 to 40 metres. Reference should be made to the Regional Official Plan wherein rights-of-way for Arterial Roads under Regional Council’s jurisdiction are specified. In the rural area, major roads have been designated Arterial Roads in order to obtain sufficient rights-of-way for possible

future improvement. However, reconstruction of these roads to rural or urban arterial standards will only be required where necessary due to traffic volumes and adjacent development.”

### **Modification No. 8**

PART II, General Amendment, is modified by inserting a new Section 1.11 as follows:

“Delete the following text from Subsection 8.2(b)(vi) of the Official Plan “in residential areas all new residential lots shall be reversed and shall back onto the Arterial Road,”.”

### **Modification No. 9**

PART II, General Amendment, is modified by inserting a new Section 1.12 as follows:

“Section 8.4, PUBLIC TRANSIT, of the Official Plan be amended by the deletion of the third paragraph in Policy (b) and the first paragraph in Policy (c) and replace the first paragraph in Policy (c) with the following:

“The extension of rapid transit services to the South Urban Centre as indicated in the Regional Official Plan are essential to the achievement of sufficient transit ridership to reduce the demand for expanding arterial roads or Provincial highways. North and east of the South Nepean Activity Centre, Rapid Transit Reserves have been identified on Map Schedule 2. Conceptual Rapid Transit Corridors south and west of the South Nepean Activity Centre, primarily to serve the urban transit needs beyond the planning horizon, have also been identified on Map Schedule 2. The locations of these rapid transit corridors will be confirmed through integrated land use/transportation planning exercises preceding the adoption of amendments to the Region’s and the City’s Official Plans.

The future right-of-way for rapid transit corridors will be dedicated to the Region at no cost through the subdivision or site plan approval process. Reserves will be used to identify those lands required for future rapid transit facilities but shall not preclude the use of these lands prior to their use by transit. Detailed requirements for transit design, construction and financing shall be negotiated at the plan of subdivision stage to the satisfaction of the Regional Planning and Development Approvals Commissioner.””

### **Modification No. 10**

PART II, General Amendment, is modified by renumbering existing Sections 1.10 to 1.14, Sections 1.13 to 1.17 respectively.

**Modification No. 11**

PART III - Secondary Plans, Areas 4, 5 & 6, is modified by deleting all references to “Highway 16” and replacing them with references to Regional Road 73 (former Highway 16).

**Modification No. 12**

PART III - Secondary Plans, Areas 4, 5 & 6, is modified by deleting all references to “Transitway” and replacing them with “Rapid Transit Corridor”.

**Modification No. 13**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 1.3, Objectives, Subsection 1.3.6, Services, is modified by the addition of the words “and implement” between the words “design” and “a” in the third bullet contained therein.

**Modification No. 14**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 1.4.1, is modified by deleting the text of the fifth bullet and replacing it with the following:

“Full movement intersections will be provided along ‘Mainstreet’ at approximately 400 metre intervals.”

**Modification No. 15**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 1.4.3, The Street Pattern, is modified by deleting the words “a direct frontage condition will be required” and replace it with “direct frontage will be encouraged but vehicular access will be directed to local roads/lanes internal to the neighbourhood as a first priority, otherwise access will be limited to right-in and right-out with no median breaks”.

**Modification No. 16**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 2.2, Mixed Use, Subsection 2.2.1, Permitted Uses, is modified by adding a comma and the word “, schools” between the words “facilities” and “and” in the first sentence of the first paragraph contained therein.

**Modification No. 17**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 2.3, Mixed Density Residential, Subsection 2.3.2, Policies, is modified by deleting the last sentence of this Section and replacing it with the following:

“All development within areas designated “Mixed Use” and “Mixed Density Residential” designations, excluding single detached and semi-detached dwelling units, and “Business Park”; shall be subject to site plan control.”

**Modification No. 18**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 2.5.2, Policies, is modified by deleting the third paragraph and replacing it with the following:

“The lots in the lands designated ‘Transitional Residential’ that immediately abut the Winding Way right-of-way shall have a frontage of 19.8 metres and no dwelling unit shall back onto Winding Way. A limited number of lots flanking Winding Way may be permitted subject to design review by the City at the time of subdivision approval.”

**Modification No. 19**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 2.9, Greenway, Subsection 2.9.2, Policies, is modified by the deletion of the words “the primary” and replacing them with the word “a” in the first sentence of the first paragraph.

**Modification No. 20**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 2.9, Greenway, Subsection 2.9.2, Policies, is modified by the addition of a third sentence to the first paragraph as follows:

“This open space network is to be complemented, where possible, by a public waterfront pathway along both the Jock and Rideau Rivers. It is Council’s intention to acquire these lands primarily through the development approval process and to avoid the need to acquire or cross lands which are currently developed and used for residential purposes.”

**Modification No. 21**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1.2, Street Hierarchy, is modified by deleting reference to “30 to” in the first bullet contained therein.

**Modification No. 22**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1.2, Street Hierarchy, is modified by deleting the text in the seventh bullet contained therein and replacing it with the following:

“new development will be screened from Regional Road 73 (former Highway 16) by consistent landscaping (berming, tree planting and fencing) and noise attenuation barriers, where appropriate; and”

**Modification No. 23**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 3.1.2, Street Hierarchy, is modified by deleting the section on “Mainstreet” in its entirety and replacing it with the following:

“Mainstreet - Mainstreet is intended to support a broad mix of residential, commercial and institutional with two lanes of traffic in each direction with on-street parking. In addition, full movement intersections with Mainstreet shall be limited to collector roads in order to accommodate, in the median, future rapid transit facilities initially at grade with provision to grade separate in the longer term.

Prior to the introduction of rapid transit facilities, Mainstreet will function as a two or four lane road with a landscaped median and on-street parking. Mainstreet shall meet the following requirements:

- a right-of-way width maximum of 40 metres, any reductions in right-of-way width shall be approved by the Region;
- interim landscaping measures and uses in the Mainstreet median shall be compatible with the long term landscaping requirements and the introduction of the rapid transit facilities, subject to City and Regional approval;
- non-collector road intersections with Mainstreet shall be limited right turn movements only;
- buildings fronting on Mainstreet shall be serviced by utility laterals that do cross the transitway portion of the Mainstreet right-of-way;
- there should be a continuous building frontage (build to line) of between 0 and 1.2 metres from the front property boundary, with pedestrian paths between buildings that lead to a rear lot parking;
- primary vehicle access to rear lot parking shall be by rear lane; and
- adjacent building heights should be a minimum of 2 storeys and a maximum of 4 storeys.”

**Modification No. 24**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1.2, Street Hierarchy, is modified by adding a tenth bullet as follows:

“- pedestrian and cyclist access from the community to the Rideau River will be enhanced wherever possible.”

**Modification No. 25**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1.3, Streetscape Elements, is modified by deleting the first sentence in the “Street Lights” bullet and replacing it with the following:

“Residential neighbourhoods should be lighted to a level sufficient to support safe and comfortable use of sidewalks after dark, without unreasonable light intrusion on adjacent residential areas.”

**Modification No. 26**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 4.0, TRANSPORTATION POLICIES, is modified by the deletion of the bullets contained therein and replacing them with the following:

- “a mainstreet, arterial and collector roads for use by pedestrians, cyclists, transit vehicles, trucks and cars;
- local roads and laneways for use by pedestrians, cyclists, trucks and cars; and
- walkways and recreational pathways for use by pedestrians and cyclists.”

**Modification No. 27**

PART III - Secondary Plans, Areas 4, 5 & 6, Subsection 4.1, Road Network, is modified by adding the words “on local and collector” roads” between the words “permitted” and “subject” in the fifth paragraph contained therein.

**Modification No. 28**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 5.0, INFRASTRUCTURE POLICIES, is modified by deleting the text contained therein and replacing it with the following:

“The provision of infrastructure to Areas 4, 5 & 6 is designed to be consistent with the following principles:

- Conformity with the Regional Water and Wastewater Master Plan.
- Conformity to the South Nepean Master Drainage Plan and Master Servicing Plans.
- Maximise utilisation of existing infrastructure.
- Extensions of existing infrastructure should follow a logical and orderly pattern.
- Additional interim infrastructure should not prejudice the long term planned system and be provided at no cost to any public authority.
- Minimise costs of future infrastructure.
- Apply a flexible approach to the development of infrastructure.

The following policies shall apply:

### 5.1 Stormwater Management

All development shall be undertaken in accordance with the City of Nepean Master Drainage Plan.

Areas 4, 5 & 6 shall drain to ponds identified in the South Nepean Master Servicing Study. Stormwater will be collected by storm sewers with outfalls in these ponds. Treatment of stormwater within these ponds will be based on the best management practises prevailing at the time of construction.

As a condition of development approval, the Regulatory Floodplain through which any water course flows including the establishment of a buffer strip adjacent to the top of bank (or stable top of bank) will be dedicated to the municipality. Dedication of these lands will not be considered part of the parkland dedication requirements of the Planning Act.”

### 5.2 Sanitary Sewers

Sanitary sewer service in the short term to mid-term, will be provided through extensions of existing systems provided that sufficient capacity is available and that long term strategy is not prejudiced.

Long term sanitary sewer service will be provided in accordance with the preferred concepts arising from the Regional Water and Wastewater Master Plan and the South Nepean Master Drainage Plan and Master Servicing Plan.

### 5.3 Water Supply

Water supply shall be provided in accordance with the Regional Water and Wastewater Master Plan and the South Nepean Master Servicing Plan.

Short term supply may be obtained from residual capacity available from existing areas and facilities.

### 5.4 Utilities

Utilities will be expanded to keep pace with planned growth. In order to provide every possible advantage to both future residents and workers, future telecommunications facilities installed in the area should be based on the latest available technology and have the ability to be easily expanded and upgraded.”

## **Modification No. 29**

PART III - Secondary Plans, Areas 4, 5 & 6, Section 6.0, IMPLEMENTATION, Subsection 6.4, Requirements for Development Applications, is modified by deleting the text contained therein and replacing it with the following:



“All development applications should be required to provide the information specified in the relevant provisions of Chapter 9 of the City of Nepean Official Plan.

In addition, the City may require further information prior to acceptance of a complete application. Such information may include:

- servicing feasibility studies;
- environmental impact studies;
- sub-watershed studies;
- transportation studies;
- market feasibility and impact studies;
- social impact studies;
- soils and geotechnical studies;
- hydrogeological and terrain analysis studies;
- preliminary noise impact/vibration impact analysis report for any proposed development abutting an identified arterial road or where required by the Region or the City;
- noise impact analysis report prepared in accordance with the established procedures developed by Transport Canada for any proposed development located above the 25 NEF/NEP contours;
- financial impact studies;
- urban design and architectural studies; and
- other studies as may be required by the City of Nepean.”

### **Modification No. 30**

PART III - Secondary Plans, Areas 7 & 8, is modified by deleting all references to “Transitway” and replacing them with “Rapid Transit Corridor”.

### **Modification No. 31**

PART III - Secondary Plans, Areas 7 & 8, Section 4.0, DEVELOPMENT POLICIES - AREA 7, Subsection 4.4.3.4, Development Requirements, Policy 3, is modified by deleting the text contained therein in its entirety and replacing it with the following:

“Development within this designation may proceed on the basis of a grid network of streets, designed to public road standards to be deeded to the City at the time of subdivision registration, unless alternative assumption and maintenance arrangements are made with the City prior to subdivision registration to the satisfaction of the Region.”

**Modification No. 32**

PART III - Secondary Plans, Areas 7 & 8, Section 4.0, DEVELOPMENT POLICIES - AREA 7, Subsection 4.4.3.4, Development Requirements, Policy 4, is modified by deleting the text contained therein and replacing it with the following:

“Prior to any development within the designation, an overall concept plan shall be prepared to show how future phases can be accommodated; how the overall development will conform to the land use and urban design policies of this Secondary Plan; how the development will be configured to support transit use; and how it will integrate with the surrounding designations of the Activity Centre.”

**Modification No. 33**

PART III - Secondary Plans, Areas 7 & 8, Section 4.0, DEVELOPMENT POLICIES - AREA 7, Subsection 4.4.6.3, Uses and Densities, Policy 3, is modified by the addition of the following sentence after the second sentence contained therein:

“Buildings and structures within the Jock River floodplain require the approval of the Rideau Valley Conservation Authority.”

**Modification No. 34**

PART III - Secondary Plans, Areas 7 & 8, Section 6.1, Road Network, Policy 4., is modified by deleting the words “a Regional” in the first sentence and replace them with the word “an”.

**Modification No. 35**

PART III - Secondary Plans, Areas 7 & 8, Subsection 6.2, Transit, is modified by deleting the last sentence in Policy 2 contained therein.

**Modification No. 36**

PART III - Secondary Plans, Areas 7 & 8, Subsection 6.4, Parking, is modified by deleting the words “during peak hours”.

**Modification No. 37**

PART III - Secondary Plans, Areas 7 & 8, Section 8.0, INFRASTRUCTURE POLICIES, is modified by deleting the text contained therein and replacing it with the following:

“The provision of infrastructure to Areas 7 & 8 is designed to be consistent with the following principles:

- Conformity with the Regional Water and Wastewater Master Plan.
- Conformity to the South Nepean Master Drainage Plan and Master Servicing Plans.
- Maximise utilisation of existing infrastructure.

- Extensions of existing infrastructure should follow a logical and orderly pattern.
- Additional interim infrastructure should not prejudice the long term planned system and be provided at no cost to any public authority.
- Minimise costs of future infrastructure.
- Apply a flexible approach to the development of infrastructure.

The following policies shall apply:

### 5.1 Stormwater Management

All development shall be undertaken in accordance with the City of Nepean Master Drainage Plan.

Areas 7 & 8 shall drain to ponds identified in the South Nepean Master Servicing Study. Stormwater will be collected by storm sewers with outfalls in these ponds. Treatment of stormwater within these ponds will be based on the best management practises prevailing at the time of construction.

As a condition of development approval, the Regulatory Floodplain through which any water course flows including the establishment of a buffer strip adjacent to the top of bank (or stable top of bank) will be dedicated to the municipality. Dedication of these lands will not be considered part of the parkland dedication requirements of the Planning Act.”

### 5.2 Sanitary Sewers

Sanitary sewer service in the short term to mid-term, will be provided through extensions of existing systems provided that sufficient capacity is available and that long term strategy is not prejudiced.

Long term sanitary sewer service will be provided in accordance with the preferred concepts arising from the Regional Water and Wastewater Master Plan and the South Nepean Master Drainage Plan and Master Servicing Plan.

### 5.3 Water Supply

Water supply shall be provided in accordance with the Regional Water and Wastewater Master Plan and the South Nepean Master Servicing Plan.

Short term supply may be obtained from residual capacity available from existing areas and facilities.

## 5.4 Utilities

Utilities will be expanded to keep pace with planned growth. In order to provide every possible advantage to both future residents and workers, future telecommunications facilities installed in the area should be based on the latest available technology and have the ability to be easily expanded and upgraded.”

### **Modification No. 38**

PART III - Secondary Plans, Areas 7 & 8, Section 9.0, IMPLEMENTATION, Subsection 9.4, Requirements for Development Applications, is modified by deleting the text contained therein and replacing it with the following:

“All development applications should be required to provide the information specified in the relevant provisions of Chapter 9 of the City of Nepean Official Plan.

In addition, the City may require further information prior to acceptance of a complete application. Such information may include:

- servicing feasibility studies;
- environmental impact studies;
- sub-watershed studies;
- transportation studies;
- market feasibility and impact studies;
- social impact studies;
- soils and geotechnical studies;
- preliminary noise impact/vibration impact analysis report for any proposed development abutting an identified arterial road or where required by the Region or the City;
- financial impact studies;
- urban design and architectural studies; and
- other studies as may be required by the City of Nepean.

### **Modification No. 39**

PART III - Secondary Plans, Areas 9 & 10, is modified by deleting all references to “Transitway” and replacing them with “Rapid Transit Corridor”.

### **Modification No. 40**

PART III - Secondary Plans, Areas 9 & 10, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1, Principle 3, is modified by adding the words “and individual healthy trees” at the end of this sentence.

**Modification No. 41**

PART III - Secondary Plans, Areas 9 & 10, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1, Principle 4, is modified by adding the words “and natural” between the words “rural” and “landscape”.

**Modification No. 42**

PART III - Secondary Plans, Areas 9 & 10, Section 3.0, URBAN DESIGN POLICIES, Subsection 3.1, Principle 6., is modified by deleting the words “should have a consistent level of design quality.” and replacing them with the words “development along it should have a consistent level of design quality.”

**Modification No. 43**

PART III - Secondary Plans, Areas 9 & 10, Section 4.0, TRANSPORTATION POLICIES, Subsection 4.3, is modified by the addition of the following sentence between the second and third sentences contained therein:

“Development of employment lands will be configured to support the provision of transit services.”

**Modification No. 44**

SCHEDULE A is modified by the redesignation of lands abutting the north side of the Jock River west of Cedarview Road and southwest of the Jock River in the vicinity of the Hearts Desire community from “River Corridor” and “Residential” to “Open Space”.

**Modification No. 45**

SCHEDULES A, B, C, A1 and B1 are modified by deleting reference to “Highway 16” and replacing it with “Regional Road 73 (former Highway 16)”.

**Modification No. 46**

SCHEDULE A, is modified by deleting the “Extensive Employment Area” designation on Lots 19 and 20, Concession IV, between Strandherd Drive and Highway 416.

**Modification No. 47**

SCHEDULES A and A2, are modified by deleting the “Open Space”, “River Corridor” and “Greenway” designations from Lots 12 and 13, Concession I.

**Modification No. 48**

Schedule B is modified by deleting the reference and symbol for “Proposed Freeway” in the legend.

**Modification No. 49**

Schedules B and C is modified by deleting references to and symbols for “Provincial Arterial” and “Provincial Arterial Road”.

**Modification No. 50**

SCHEDULE C is modified by the addition of a reference to and symbol for “Proposed Collector Road” in the legend.

**Modification No. 51**

SCHEDULE C is modified by deletion of the references to and symbols for “City of Nepean Arterial Road” and “Regional Municipality Arterial Road” in the legend and replace them with references to and symbols for “Arterial Road” and “Proposed Arterial Road”.

**Modification No. 52**

SCHEDULE C is modified by deletion of the symbol for “Regional Municipality Arterial Road” on Greenbank Road between Strandherd Road and Regional Road 73 (former Highway 16) and replace it with the symbol for “Arterial Road”.

**Modification No. 53**

SCHEDULE C is modified by adding unequal widening symbol to Regional Road 73 (former Highway 16), 1,200 m north and 700 m south of Strandherd Drive.

**Modification No. 54**

SCHEDULE C is modified by deleting the symbol for a “Collector Road” from Trail Road between Moodie Drive and Barnsdale Road and replacing it with the symbol for a “Local Road”.

**Modification No. 55**

SCHEDULES B, A2 and B2 are modified by the addition of a “Conceptual Rapid Transit Corridor” symbol west of Greenbank Road along the Mainstreet alignment and south of the South Nepean Activity Centre to Cambrian Road as well as in the legends of the respective schedules.

**Modification No. 56**

SCHEDULE A1, LAND USE, AREAS 4, 5 & 6, be modified by redesignating the southernmost portion of the “Mixed Density Residential” designation west of the Hearts Desire Community to “Greenway”

**Modification No. 57**

SCHEDULE A2, LAND USE, AREAS 7 & 8 and SCHEDULE B2, DEVELOPMENT TARGETS, AREAS 7 & 8, are modified by deleting the symbol associated with the proposed transitway stations on both the schedules and legends.

**Modification No. 58**

SCHEDULE A3, LAND USE, AREAS 9 & 10, is modified by deleting the “Prestige Business Park”, “Business Park” and “Commercial” designations on Lots 19 and 20, Concession 4, between Strandherd Drive and Highway 416.

**Modification No. 59**

SCHEDULE C, is modified by deleting the “Collector Road” between Strandherd Drive and Woodroffe Avenue.

Dated this        day of October, 1998

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Clerk, Regional Municipality of Ottawa-Carleton