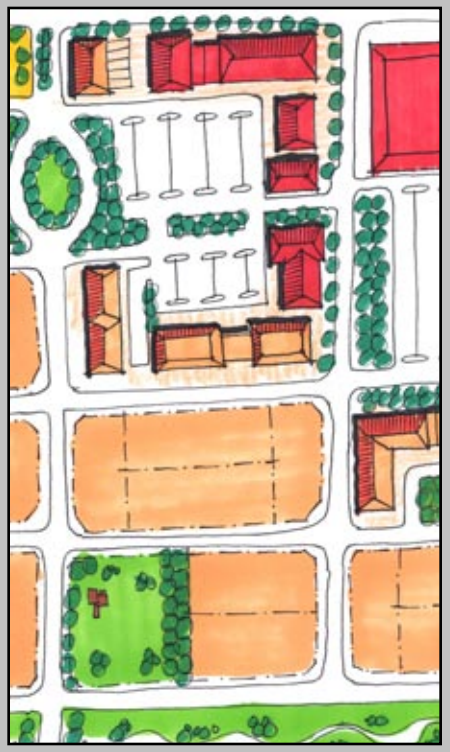
Leitrim Community Design Plan



July 2005

The Planning Partnership . Cumming Cockburn Limited . Delcan Corporation . StoneStable Consultants

Publication #3-07

Leitrim Community Design Plan

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The Planning Partnership • Cumming Cockburn Limited • Delcan Corporation • StoneStable Consultants

OTTAWA CITY COUNCIL
13 AND 15 JULY 2005
ANDREW S. HAYDON HALL

DISPOSITION 37

4. LEITRIM COMMUNITY DESIGN PLAN, OFFICIAL PLAN AMENDMENT - CERTAIN LANDS IN LOTS 16, 17 AND 18 OF CONCESSIONS 4 AND 5

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council:

1. Approve the Leitrim Community Design Plan, as detailed in Document 6 (under separate cover).

2. Adopt Official Plan Amendment No. 30 to the City of Ottawa Official Plan (2003), as detailed in Document 4, to change certain lands on Schedule B within Leitrim from Employment Area to General Urban Area as per the recommended land use plan in the Leitrim Community Design Plan.

3. Delete Subsection 5.4, C19 in its entirety, which suggests appropriate parking standards for Mixed Use Centres, to be replaced with the following paragraph:

> Parking requirements in Mixed Use Centres: Reduced minimum and maximum parking ratios for retail, office commercial and residential will be implemented at the time of zoning in accordance with the new City of Ottawa Comprehensive Zoning By-law for lands within the Core.

4. Add the following to Section 9.3 on Page 76 of the Leitrim Community Design Plan:

(c) A traffic impact statement is required during the development review process for all future subdivisions along Findlay Creek Drive. The statement should investigate and consider traffic calming measures along Findlay Creek Drive should they be warranted.

5. The social housing component of the Leitrim Community Design Plan be at least 7% of residential units (i.e. affordable to the 20% of households in Ottawa that are lower income), subject to federal/provincial funding.

6. Approve the following technical corrections, revisions and inconsistencies to the final report of the Leitrim Community Design Plan;

a) The phrase "with the opportunity for passive recreation uses such as walking trails" be deleted from the subsection entitled "Transport Canada Lands" in Section 6.1;

b) Guideline C1 in Section 5.4 be revised so that it reads: "For each of the Mixed Use areas along Bank Street, a composite site plan for the entire Mixed Use area must be approved prior to the first development application for the area"; and

c) The phrase "Official Plan's target for Leitrim is 5500 households" under the "Units" table in Section 4.3 and the sentence "The Official Plan directs that Leitrim will accommodate 5,500 households by 2021" in Section 2.1 be removed in their entirety;

d) The number in the second paragraph of Section 9.4 regarding the percentage of multiple-unit buildings in Leitrim be changed from "45%" to "55%"; and

e) The revisions identified on the attached map, entitled "Revisions to Land Use Plan – June 28, 2005, Leitrim Community Design Plan", be made to the land use plan within the Leitrim Community Design Plan.

CARRIED

Acknowledgements

The Leitrim Community Design Plan was prepared in collaboration with the Technical Advisory Committee, land owners, landowner's consultants, interest groups, and members of the public. We wish to thank all those that participated in the process:

Barbara Barr Fred Barrett George Barrett Joan Barrett Lois Barrett Ian Baxter Tom Breuer Jim Burghout Sandra Cadieox Vandra Candon Gilles Champoux Glenn Clarke Seth Cwinn Marc Daigneault Louis DiRamo Russell Drummond Albert Dugal Arlene Bomback-Fortin Sandy Garland David Gladstone William Grant Lisa Headley Kennedy Johnstone Aleata Karstad Maureen Kemp Kristean Kemp Robert Kemp Paul Koch David Krajaefski Peter Krippel Yvon Lacroix Silvie Lacroix Sylvie Lalonde Andre Larouche John Lawrence Marc Lebelle Bruce Lillies Cindy MacMillan Philip Martis John McCalla Shawn Melhotre Nicole Parent Vince Petrelli Tad Piarscinnowski Stephen Pichette L.D. Raimo Graham Ritchie Nick Roberts Jeanne Romain Bill Royds Andy Ruta Carm Saffioti Willis Scanlon Meg Sears Gina St. Amoir Mike Thomas Stella Val Leo Vanderydt Suzanne Vanderydt Fiona Walker Pansy Waterman Corey Wood

The core team was comprised of:

The City of Ottawa: Dana Collings Kevin Muir

Technical Advisory Committee:
Debbie Belfie Judy Billingsley Guy Bourgon Karen Currie Sandra Candow Roman Diduch Pierre Dufresne Diane Emmerson Chris Gordon Charles Goulet Annette Jones Cathlyn Kaufman Don Kennedy Jean Lachance Myles Mahon Diane Matichuk Larry Morrison Andy Naoum Heather Sanders Pat Scrimgeour Amira Shehata Harold Ship Leslie Vanclief

The Planning Partnership: Donna Hinde Rick Merrill Ron Palmer Michael Tocher Philip Weinstein

Cumming Cockburn Limited: Bob Wingate

Delcan Corporation: Ronald Jack Jason Jardine Ann Tremblay

StoneStable Consultants: Bill Levesque

Executive Summary

The Leitrim Community is an approximately 520-hectare area located in the south end of the City of Ottawa, entirely south of Leitrim Road, generally between Bank Street and Albion Road. The Leitrim Wetland surrounds the Community to the southwest. The majority of Leitrim is presently undeveloped, but there are existing commercial, institutional, industrial residential uses throughout the area, primarily at the intersections of Bank Street and Albion Road with Leitrim Road. Increased pressures for development within Leitrim, from both owners of large and small landholdings, necessitated the preparation of a community design plan to provide a coordinated vision guiding all future development in Leitrim.

The Leitrim Community Design Plan (CDP) was initiated in November 2003 to provide this coordinated vision. The Official Plan envisions "developing communities", such as Leitrim, as those that include a mix of land uses and housing types, in a compact and mixed-use form, that cluster neighbourhood facilities and services, and that have excellent pedestrian and transit connections. The Leitrim CDP is comprised of six main components: the Land Use Plan, the Community Design Guidelines, the Greenspace Plan, the Servicing Plan, the Transportation Plan, and the Implementation Plan.

The Land Use Plan (Section 4.0) was prepared based on the consideration of the area's existing conditions, transportation and servicing considerations, the Official Plan's direction, and input at public workshops. The framework for the land use plan was derived from the discussions of the three alternative land use concepts developed during the December 2003 workshop, which had variations in the community structure regarding road patterns, employment lands, commercial sites, parkland networks, and housing mix. The preferred concept was refined during the subsequent public workshops in February and September 2004. The land use plan has eight land use designations that guide future land use planning decisions within Leitrim.

The land use plan is comprised of five residential areas, three mixed use centres along Bank Street, and employment lands to the northwest. The CDP projects a ultimate population of approximately 15,000 residents within Leitrim, and approximately 5,300 dwelling units, 6,900 total jobs, and 30,000 square metres of commercial retail floor space. Eight key elements structure the land use plan:

(1) Greenspace – Organization around both structured parks and natural areas, which are to be open and accessible to the public through open frontages and connections by way of pedestrian and trail connections.

(2) Streets – Beautiful streets as an integral part of the public realm, organized as a modified grid network of arterial, collector and local roads.

(3) Transit – A connected road network that provides accessibility to bus routes that will connect to the future location of the light rail transit station and park & ride lot.

(4) Mixed Use Centres – Three mixed use centres along Bank Street to act as focal points that will accommodate a wide range of commercial, institutional, residential and service uses.

(5) Schools – Four elementary school sites that are focal points with schools designed as "landmark" buildings.

(6) Higher Density Residential – Highest density residential uses adjacent to focal points such as mixed use centres or surrounding parks.

(7) Neighbourhoods – A series of ten residential neighbourhoods, each with a defined focus and a mix of residential types.

(8) Employment – Land area for employment generating uses to fulfill the Official Plan's direction for a balance between housing and employment.

The Community Design Guidelines (Section 5.0) provide specific design direction by identifying how the Official Plan's objectives will be translated to the community level. They will provide further specific guidance to the development review process. These guidelines are organized by the eight

structuring elements of the Land Use Plan. In general, they direct the design of:

- All buildings including orientation, façade treatment, size, coverage and landscaping
- Parking areas and internal streets, including the location, landscaping, screening, and standards
- Streets including tree planting, lighting, and signage
- Parks and stormwater management
- Public trails and pedestrian connections

The Greenspace Plan (Section 6.0) identifies the network of parks, natural features, stormwater management facilities, and public trails proposed for Leitrim. The Greenspace Plan meets the Official Plan's targets for greenspace with 82.3 hectares of total greenspace (5.5 hectares per 1,000 people) and 36.9 hectares of parkland (2.46 hectares per 1,000 people). This greenspace is accommodated in the existing district-level Leitrim Park, two new community-level parks, seven new neighbourhood-level parks, two new stormwater management ponds and the stormwater management corridor, and the wooded area west of Albion Road.

The Transportation Network Plan (Section 7.0) identifies the recommended road network within Leitrim, based on the direction of the Official Plan and Transportation Master Plan. Bank Street and Albion Road are planned to be ultimately four lane arterial roads, while Leitrim Road and the extension of Earl Armstrong Drive south of Leitrim are to be two lane arterial roads. The road network of collector and local roads within Leitrim is based on a modified grid system of roads. The assessment of the road network confirmed that there is sufficient capacity for internal and external traffic, that public transit will be accessible and have numerous routing options, that the modified grid pattern provides good pedestrian access, and that the road network readily serves the commercial centres. In terms of rapid transit in Leitrim, the CDP defers to the Environmental Assessment (EA) Study for the North-South Light Rail Project that is scheduled to be completed in September 2005.

The Servicing Plan (Section 8.0) is based on the "Leitrim Community Design Plan Serviceability Report" which describes the recommended water servicing, sanitary servicing, and storm servicing plans for Leitrim. For sanitary services, Leitrim will be serviced by the Leitrim Pumping Station on Findlay Creek Drive just west of Bank Street, which outlets to the Conroy Road Collector sewer through a forcemain in Bank Street. For water supply services, the Ottawa South Reservoir and Pumping Station will ultimately service Leitrim, with Bank Street recommended as the primary source of water for the initial phases of development. For stormwater management services, a stormwater management facility located on the east side of Bank Street will service the majority of the Community, while a second, smaller pond in the northwest corner will service the employment lands and northern residential lands.

The Implementation Plan (Section 9.0) identifies how the vision of the Leitrim CDP will be achieved. Some flexibility in interpretation is anticipated, provided it adheres to the general intent of the CDP's policies and principles. Leitrim will be phased from east to west from Bank Street, the present location of sanitary trunk services. Implementing zoning by-laws, plans of subdivision, and site plan control will be the primary tools of implementation. The land use plan and community design guidelines provide direction to staff and applicants regarding development applications. Staff may approve minor modifications to the CDP, while more substantive changes must be reviewed and approved by Committee and Council.

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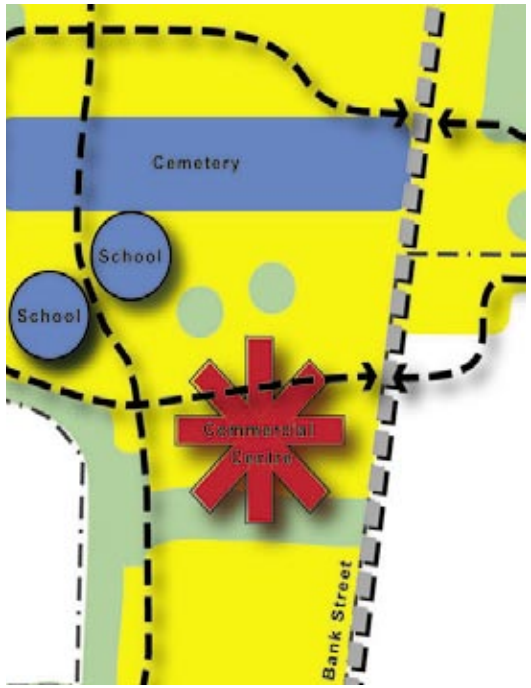
Part A: Context & Options



1.0 Introduction

Leitrim is an urban community in the south portion of the City of Ottawa, in what was the former City of Gloucester. The Community Design Plan encompasses an area of approximately 500 hectares. Although historically conceived as a village, an amendment to the City of Gloucester Official Plan redesignated Leitrim from a Rural Policy Area to an Urban Policy Area in 1990. The City of Ottawa's Official Plan (2003), referred to as the "Official Plan" in this document unless otherwise noted, designated much of Leitrim as a "Developing Community". This designation requires the completion of a Community Design Plan prior to any new development proceeding.

In the fall of 2003, The Planning Partnership team was retained by the City of Ottawa to prepare a Community Design Plan to guide development of Leitrim. Due to recent development pressures in the community from various landowners, the completion of a Community Design Plan for Leitrim is timely.

1.1 Purpose of the Study

The primary purpose of the Leitrim Community Design Plan is to prepare a detailed development concept plan and servicing study that will guide future development within the study area. The Leitrim Community Design Plan (CDP) is to:

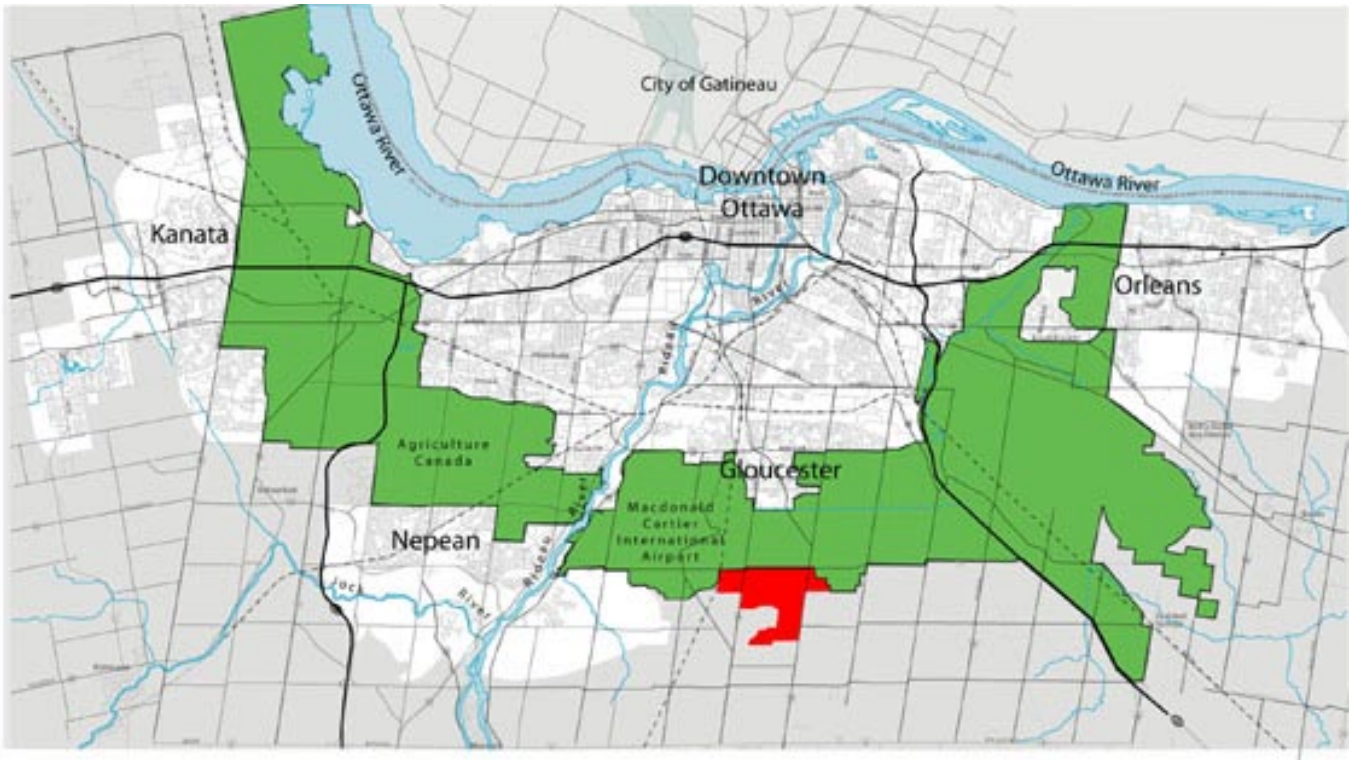
- describe the context of the area and any unique issues to be addressed;
- establish the mix and location of residential dwelling types of which no more than 60% will be single-detached or semi-detached, at least 10% apartments and at least 30% other forms of multiples;
- establish an overall average for single-detached, semi-detached and townhouses of 29 units per net hectare;
- identify how the land use mix contributes to achieving the balance of jobs and households (1.3 jobs per household);
- establish a modified grid system as the preferred alignment of roads serving the area;
- protects and enhances natural functions and features in the area;
- identify how the development pattern will achieve a distinctive identity and a variety of building form and façade treatments through means such as, colour, materials, uniform building setback, dispersing rather than concentrating housing types, variations in lotting arrangements;
- outline an implementation strategy for the CDP, which includes highlighting required amendments to the Official Plan and providing direction to zoning; and,
- provide a phasing plan for the development plan and a scheme for effective implementation.

The Leitrim Community Design Plan includes:

- A Land Use Plan (Page 26);
- Community Design Guideliners (Chapter 5);
- Greenspace Plan (Chapter 6);
- Transportation Network Plan (Chapter 7); and,
- Servicing Plan (Chapter 8).

1.2 Study Area

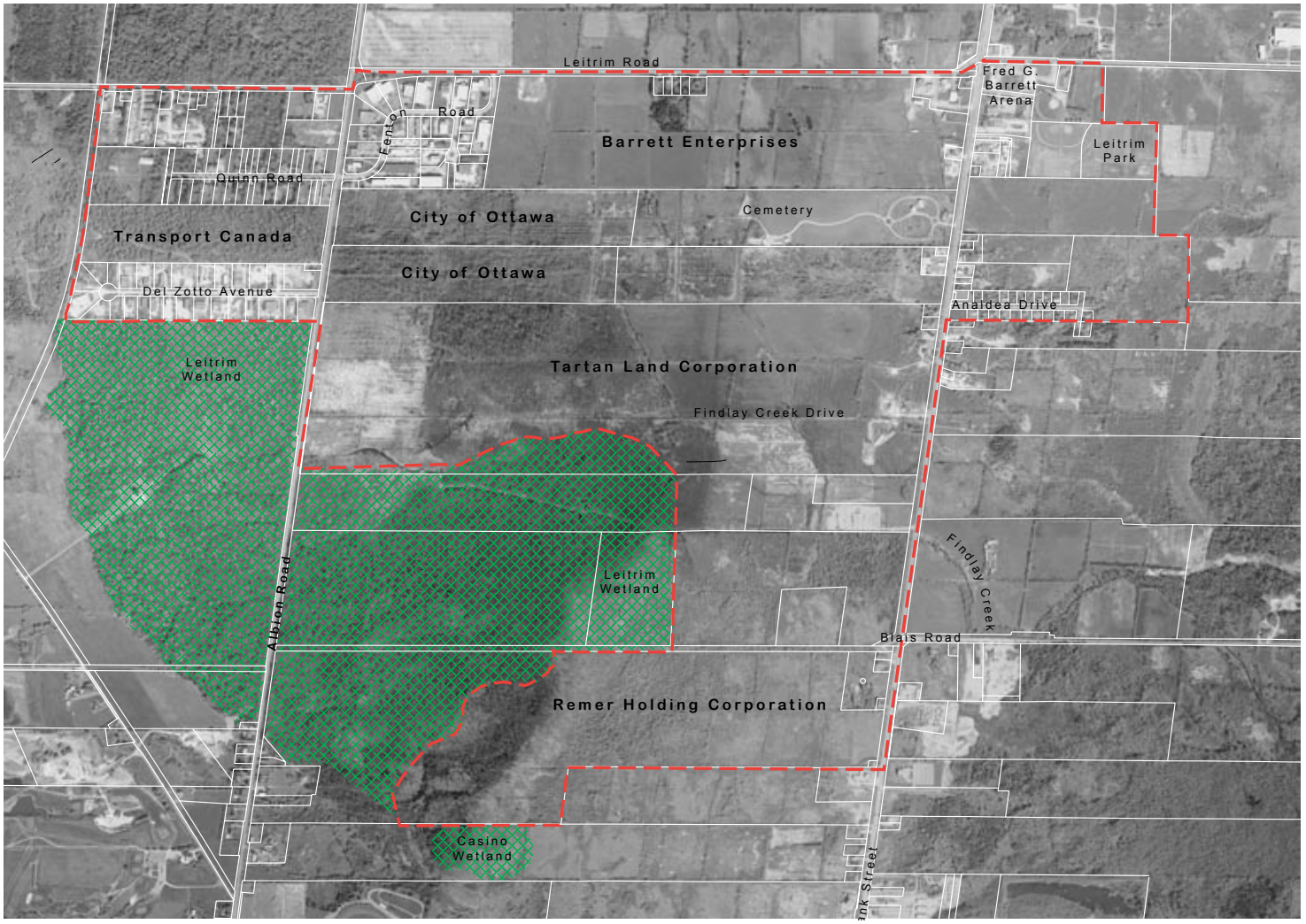
The Leitrim community is located in southeast Ottawa approximately 2 km east and slightly south of the Ottawa's International Airport. Its northern boundary is Leitrim Road, its eastern boundary is predominantly Bank Street and its western boundary is predominantly Albion Road. Small portions of the study area at its north end adjacent to Leitrim Road extend slightly east beyond Bank Street and slightly west beyond Albion Road. The study area's southern boundary is not defined by a roadway, however, the future Earl Armstrong Road Extension will be close to the southern boundary of the study area.



Leitrim Community Study Area.

1.3 Primary Landowners

The pattern of land ownership and the primary land owners are indicated on the map below.



Primary landowners within the Leitrim Community Design Plan.

1.4 Consultation Process

The Leitrim Community design process was organized around three workshops during which all interested participants were invited to collaborate with the consulting team. The workshops provided City staff, conservation authority staff, landowners, interest groups, neighbouring residents, and interested public the opportunity to participate.

Workshop #1 (December 1, and 2, 2003): Common understanding of Issues, Challenges, and Design Principles and Options for the Community's Development

The purpose of the first day was to meet with stakeholders, gather information and exchange ideas, confirm "givens" that would direct the preparation of the land use concepts, and establish the fundamental principles that would direct the design.

Four sequential meetings were conducted over the course of the day, each to discuss site servicing, transportation and transit, natural features, and planning policy. These meetings included discussions with the project's Technical Advisory Committee, developers and their consultants, interest groups, and the public. Each session began with a short presentation by the consulting team to share information and to ensure data accuracy and consistency. This was followed by discussions where new information was brought forth and new ideas and interests were shared. Each session built on the previous one. As new information was obtained it was then presented to the subsequent groups for discussion. The first day concluded with an understanding of the community's givens and the fundamental principles which would direct concept development.

Building on the work from the first day, day two of the workshop involved the preparation of land use concepts for the community. Members of the Technical Advisory Committee, developer's consultants, interest groups, and members of the public were invited to join with the consulting team to develop options for Leitrim.

Preparing the concepts on day 2 of the workshop.

Presentation of the design concepts to the group.

One of the concepts prepared during the December 2nd workshop.

The group was divided into four teams. Each team was provided with a specific program and was asked to develop a basic road pattern and land use scheme based on their assigned program. Following the design session, a brief presentation was made by each group, which was followed by a discussion to solicit feedback on the design options generated. Then, following some minor refinements to each of the concepts, the designs were presented to the public for comments at an evening public open house session.

Workshop #2 (February 23rd 2004): Develop a Recommended Community Design Plan

The purpose of the second workshop was to obtain comments on the framework for a recommended Community Design Plan. First a meeting with the Technical Advisory Committee members was held to discuss the evaluation of the options and the elements preferred. Based on the discussion, the consulting team prepared a framework plan that consolidated the preferred components of the plan. Working sessions with the developers and their consultants, interest groups and the public were conducted to review concepts and the framework of a preferred land use plan.

Workshop #3 (September 23rd 2004): Land Use Alternatives for Former Stormwater Management Sites

A third workshop was scheduled to address some potential changes to the Design Plan. Detailed engineering design work, in association with the Environmental Management Plan and mitigation measures, revealed sensitivity in the bedrock. With the financial advantages associated with relocating the stormwater management pond, the City chose to investigate alternative locations for the storm ponds.

As a result, alternative land use options for three locations previously dedicated to stormwater management were reviewed with the Technical Advisory Committee, land owners and the public.

2.0 Design Context

2.1 Land Use

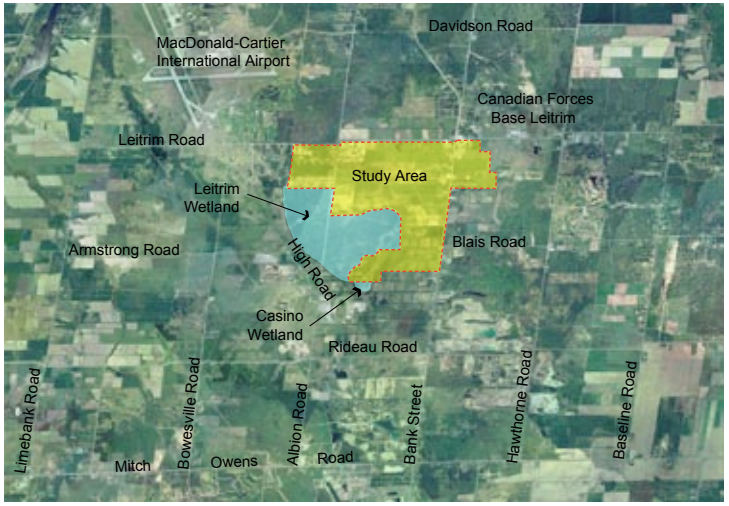
Local Context

The Leitrim study area is located in the southwest portion of the former City of Gloucester. It is immediately adjacent to the National Capital Commission Greenbelt on its northern boundary with the southern boundary extending to the urban expansion boundary as defined by the City's Official Plan. To the northwest is the Ottawa Macdonald -Cartier International Airport. Due to the airport's proximity, Transport Canada's Airport Operating Influence Zone (AOIZ) impinges on the northwest corner of the study area. To the east is Canadian Forces Station Leitrim operated by the Department of National Defence.

Existing Land Uses

The study area is primarily undeveloped. The existing uses in the study area are comprised of a mix of uses including residential, institutional, industrial, and recreational.

Existing residential uses include approximately 32 lots on Quinn Road west of Albion Road, 25 lots on Analdea east of Bank Street, and 5 lots on the south side of Leitrim Road. Near the centre of the study area west of Bank Street is Findlay Creek Village, a mixed density residential neighbourhood in its early phases of development. There are existing institutional uses located near the Bank and Leitrim Road intersection, including an Ottawa Police station, and Ottawa Hydro building, a fire station, a community centre, a church, and Leitrim Park, a district level park that contains Fred Barrett Arena and a number of fields and diamonds. To the south west of Leitrim Road and Bank Street is a Roman Catholic Cemetery. The northwest corner of the study area supports Industrial uses including the Albion and Del Zotto Industrial Parks.



Leitrim Study Area.

Land Use Policy

Plan for Canada's Capital, 1999

The Plan for Canada's Capital classifies the study area as 'Urban' and 'Environmental Protection' on the National Capital Region: Concept 2050 plan. The urban area is intended to provide a rich symbolic setting for the seat of national government and a focus for expressing Canadian culture, history and values.

The study area is further partially classified as "Significant Physical Features: Hydrology and Geology" on the Environmental Synthesis Map. The Section, entitled Natural Heritage Areas, seeks to create a network of natural heritage areas that protects valued ecosystems which include, significant wetlands, forests and wildlife habitat. Relevant policy in support of this goal, and which might influence the design of the community, calls for the protection of valued ecosystems on federal lands and collaboration with other owners and organizations to integrate the management of conservation areas and to protect natural links beyond the federal government's holdings.

Provincial Policy Statement, 2005

The Ontario Government has recently promulgated a new Provinicial Policy Statement which provides direction for community design with efficient patterns of use, infrastructure and facilities designed in a manner that does not affect provincially significant wetlands and protects the diversity of natural features and the natural connections among them. A full range of housing and densities are to be provided, with a transportation system that is safe, environmentally sensitive and energy efficient.

City of Ottawa Official Plan, May 2003

Leitrim in one of the three designated developing communities outside of the Greenbelt. The Official Plan directs that Leitrim will accommodate 5500 households by 2021. The Leitrim community is designated General Urban Area, Employment Area and Major Open Space. A 'Developing Community' overlay designation also applies to a large part of Leitrim's urban envelope. The Plan includes policies to manage growth with the Urban Area which include an intent to promote compact, mixed use development by balancing housing and employment opportunities. A ratio of at least 1.3 jobs per household will be reflected in the amount of land designated for employment and residential development within each of the three urban communities outside of the Greenbelt.

Affordable housing will be required in accordance with applicable City policy in all new residential development and redevelopment in Leitrim. The Official Plan defines affordable housing as rental or ownership housing, for which a low or moderate income household pays no more than 30% of its gross annual income. The Official Plan directs that 25% of all new housing development and redevelopment is to be affordable to households at the 30th income percentile for rental and at the 40th income percentile for ownership."

The Official Plan also includes specific targets for transportation including a modal split by 2021 of 10% for walking, 3% for cycling and 30% for public transit. In particular, Community Design Plans are to create environments that are favourable to cyclists and transit use.

In Developing Communities, the Official Plan sets targets of 2.0 hectares per 1,000 people for parks and liesure areas or 8-10% of developable land, and 4.0 hectares per 1,000 people for all greenspace or 16-20% of develoable land, which includes all parks and leisure areas, environmental areas, and stormwater management ponds.

The Leitrim Community is located immediately adjacent to the Ottawa Airport. No noise sensitive uses will be permitted between the boundaries of the Ottawa Airport Operating Influence Zone and the 35NEP/NEF (the airport facility) except, redevelopment of existing residential or non-noise sensitive uses, infilling of residential uses and hotels and motels (subject to justification and detailed noise studies).

Gloucester Growth Area Recreation Master Plan

The *Gloucester Growth Area Recreation Master Plan* (1992) identified five cornerstones:

- protect, preserve, acquire and maintain natural areas and features;
- acquire riverfront where and when possible, consider the shorelines as natural parks and acquire appropriate water for water based activities;
- establish a well defined and balanced three level park system; and,
- provide appropriate links; and,
- acquire good tableland with sufficient frontage, shape and size.

Ottawa Hydro building.

Catholic church cemetery.

The report suggested that these goals should be accomplished by:

- zoning, acquisition, private stewardship;
- creating appropriate buffers where valleys and ravines meet tableland;
- single loading roads in residential and commercial industrial to take advantages of natural vistas and create better access to the public;
- acquiring waterfronts, linear connections, design and promote parks and facilities as a unified force;
- providing a three tiered system connecting parks with open space and facilities, encourage more/better use of the Greenbelt;
- building bigger and better City Wide parks that create community focal points to service 10,000 to 20,000; and,
- clustering activities and facilities into multi complexes, including outdoor sports fields and natural features if possible. Clustering sports fields for higher playing levels will take pressure off local parks giving them back to the community.

2.2 Environment

Leitrim Wetland

To the west and south of Leitrim is the Leitrim Wetland, a “fen” type of wetland that is approximately 330 hectares in size. It is rich in plant and animal life, containing a range of significant plant species and a variety of birds, mammals, fishes, amphibians, and insects. The Leitrim Wetland was evaluated as a Class 1, provincially significant wetland in October 1989. In 1991, a final wetland boundary for the Tartan lands was flagged in the field and agreed upon by Tartan, MNR and a naturalist group and was approved by the City of Gloucester and the RMOC in a 1992 Official Plan Amendment to the Gloucester Official Plan. The definition of the wetland boundary limit and buffer area on the Remer lands were established through an Ontario Municipal Board (OMB) decision in 1994. Both of these decisions established the permissible line of development within the Leitrim, and the division between the urban area and the provincially significant wetland is defined in the Official Plan.

Police Station.

Del Zotto industrial park.

Fire Hall.

Findlay Creek Village residential development.

Findlay Creek Village residential development.

'Casino Wetland'

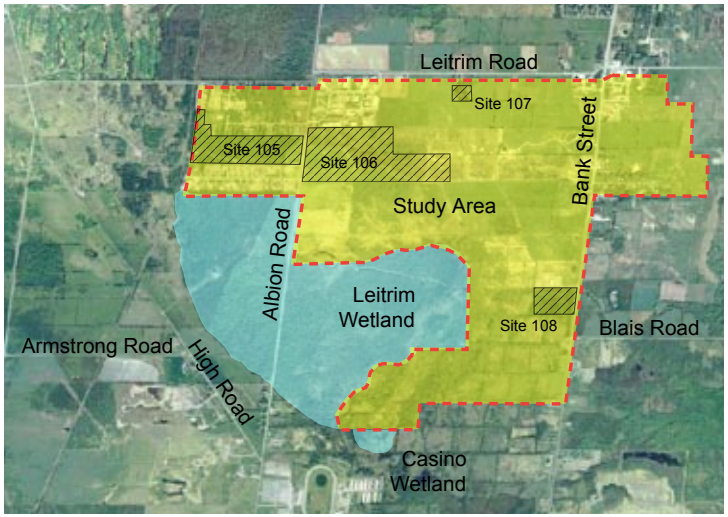
The 'Casino Wetland' is located adjacent to the southern boundary of the Leitrim, outside of the urban area. While the development limit for the Remer lands as determined by the OMB physically severs the 'Casino Wetland' from the main body of the Leitrim Wetland, it remains provincially significant given it meets the criteria for complexing. It is designated Significant Wetlands in the Official Plan. Environmental studies in support of development applications will have to have regard for the 'Casino Wetland's' provincially significant status.

Other Wetlands

The work program for the Leitrim CDP included considering the potential complexing of other surrounding wetlands with the Leitrim Wetland. As part of this work, two unevaluated wetland areas were identified for consideration: the first located between Quinn Road and Del Zotto Avenue within the urban area of Leitrim ("Transport Canada Site"); the second located east of the Rideau-Carleton Raceway and north of Rideau Road, outside of the urban area ("Raceway Wetland"). Jacques Whitford Environment Limited (JWL) was retained by the City to evaluate the potential for these wetland areas to be complexed with the Leitrim Wetland. This evaluation concluded that complexing the "Transport Canada Site" with the Leitrim Wetland is not recommended given that it appears to have little or no wetland features or functions that would warrant complexing. However, the property as a whole can be considered to represent a natural linkage area between the Leitrim Wetland to the south, and forested/wetland areas to the north of Leitrim Road, and should be designated as such. The evaluation concluded that the "Raceway Wetland" has a number of wetland features and functions that could warrant complexing. A full evaluation applying the Ministry of Natural Resources Wetland Evaluation System will be carried out in 2005 by the City to confirm the wetland's boundary and significance. This investigation has no implication on land within the Leitrim Community.

UNAEES Sites

The City is currently undertaking an Urban Natural Areas Environmental Evaluation Study (UNAEES) as part of the Greenspace Master Plan. The purpose of the UNAEES is to identify woodlands, wetlands and ravines throughout the urban area that are worthy of protection. The study will establish the relative environmental values of natural features, develop evaluation criteria, establish priorities for protection, and propose recommendations for management of urban natural features in consultation with the public. Four sites have been identified in the Leitrim Community as part of the UNAEES, all of which were unevaluated and are considered 'candidate' sites. "Site 105" is located on the west side of Albion Road between Del Zotto Road and Quinn Road (the Transport Canada Site" described in the above section). "Site 106" is located on the east side of Albion Road south of the Fenton Road industrial park "Site 107" is located immediately south of Leitrim Road, between Albion Road and Bank Street. "Site 108" is located adjacent to Bank Street, between Findlay Creek and the extension of Blais Road. Environmental impact statements for all four sites will be required as part of the development approval process.



UNAEES Sites in Leitrim

2.3 Transportation

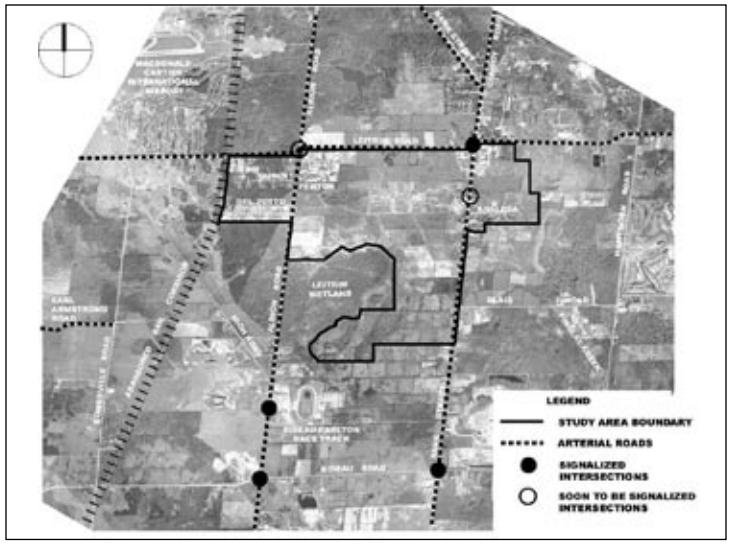
All the boundary roads (excluding the Earl Armstrong Road Extension) are currently two-lane rural arterial roads, with the exception of a short section of Bank Street south of Leitrim Road which is four lanes.

There are currently three significant intersections located on the study area's primary roads. The Bank/Leitrim intersection at the community's northeast corner carries the highest traffic volume and is traffic signal controlled. The Albion/Leitrim intersection at the northwest corner has historically been offset east and west of Albion Road with STOP sign control on the Leitrim approaches. It was recently reconstructed to align, and traffic signal controlled. The Bank/ Findlay Creek intersection was also recently constructed to accommodate the traffic generated by the Findlay Creek Village development and is now traffic signal controlled.

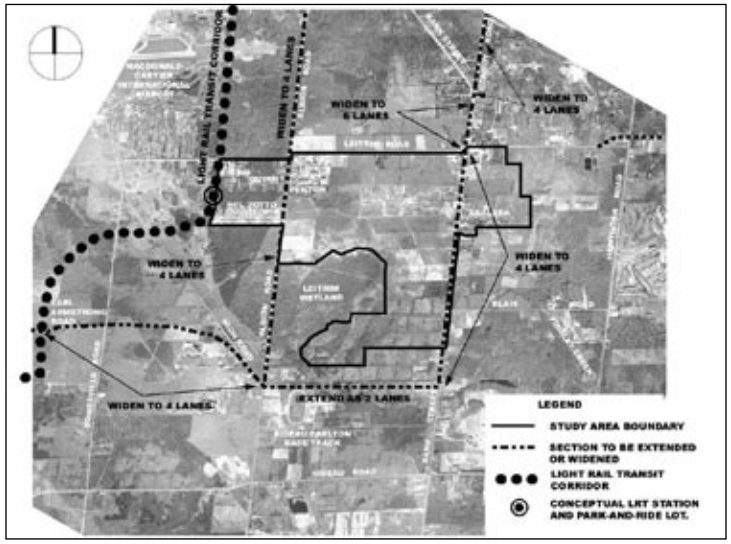
There are a number of minor road intersections along the three bounding roads including Blais Road, Analdea Drive, Fenton Road, Quinn Road and Del Zotto Avenue. These are all STOP sign controlled on the side road approaches. The posted speed on all bounding roads is 80 km/h with a reduction to 60 km/h on the approaches to the Bank/Leitrim and Albion/ Rideau Carleton Raceway signalized intersections.

The current southern terminus of the O-Train, the City's light rail transit system, is at the Greenboro station, part of the South Keys commercial centre located approximately 4 kilometres to the north of Leitrim. The City is currently undertaking an Environmental Assessment of the North-South rail corridor for the O-Train extension, which will connect Leitrim at its western boundary, west of Albion Road. The Leitrim Community is currently serviced by one on-road, peak hour express bus route; the Transitway for buses currently ends at the Airport.

On-road cyclists are currently not well accommodated on the bounding arterial roads. In most instances, shoulders are gravel, however, the adjacent section of Bank Street has paved shoulders as does the portion of Albion Road adjacent to the Rideau Carleton Raceway facility. Bicycle lanes and/or bicycle pockets are also provided at some of the adjacent signalized intersections.



Transportation Context.



Planned and Required Transportation Systems Modifications.

With Bank Street being a provincial highway south of the City and with Albion Road extending south to Mitch Owens Drive, both serve as important commuter routes for those residents living in communities and rural estate developments located to the south of the Leitrim Community.

Community's Transportation Planning History

There has been a significant amount of transportation planning work conducted over the years for the Leitrim Community and its component parcels. Generally, the purpose of these studies has been to identify the transportation network modifications required to accommodate the projected residential and/or employment growth in the Leitrim Community and in the combined Leitrim/ Riverside South Community. The identified modifications/ requirements included:

- increasing the number of community road connections to the adjacent primary road network;
- widening requirements on the internal and/or adjacent primary roadways;
- new roads or extensions;
- widening requirements downstream of the communities on the major road approaching the central urban area of Ottawa; and,
- the rapid transit requirements for the Riverside South and Leitrim Communities.

With regard to the Leitrim Community, these transportation system requirements related to an identified development threshold of approximately 5300 residential units in the Leitrim Community.

In addition to growth in the Leitrim Community, there has been other relatively recent projects or proposals in the area that have required transportation studies and that have or will impact on study area roads.

The City's Official Plan and Transportation Master Plan

The Official Plan and Transportation Master Plan include the transportation-related goals and objectives for the 20-year horizon (2021) as the City grows from approximately 800,000 people to 1.2 million people.

With regard to the Leitrim Community, a 5300 residential unit threshold was accounted for in both Plans. This growth, along with the substantial growth in the Riverside South Community and in other sectors of Southeast Ottawa, resulted in the identification of a number of significant transit and road modifications throughout the southeast sector, including adjacent to the Leitrim Community. With these transportation network modifications, the current levels of population growth approved for the Leitrim Community, and for other growth areas in southeast Ottawa, can be adequately accommodated. The key, however, is that a significant increase in transit ridership is attained such that the City-wide peak hour transit ridership increases from the currently estimated 17% to the 30% level. It is because of this emphasis on increased non-auto travel that transit is the priority in the City's Plans. It is very noteworthy, relative to the Leitrim Community, that the implementation of light rail transit from LeBreton Flats south to Leitrim Road and from the LeBreton Flats east to the Rideau Centre, is the City's priority project in its rapid transit expansion program.

Also directly relative to the Leitrim Community and to the development of the Community Design Plan are the proposed modifications to the community's adjacent arterial roads as per the Transportation Master Plan. Bank Street is planned to be widened to 4 lanes between 2013 and 2021. Albion Road is also planned to be widened to 4 lanes between 2013 and 2021 and Earl Armstrong Road is planned to be extended east from Albion Road to Bank Street as 2 lanes by 2008/09, depending on budget, priorities and needs.

2.4 Municipal Servicing

Stormwater

The Leitrim development area is a relatively flat site which slopes gently from west to east. The lands between Albion Road and Bank Street are'dished' in a north-south direction that produces the Leitrim Wetlands in the centre of the study area. Storm drainage from the study area is currently provided through a series of ditches and municipal drains which outlet to Findlay Creek. Findlay Creek flows along the north boundary of the Leitrim Wetlands crossing Bank Street, meandering easterly across Blais Road, where it ultimately outlets to the Castor River and then the South Nation River. To support early development of this area, an interim stormwater management pond has been constructed outletting to Findlay Creek. This facility will be decommissioned upon construction of the permanent stormwater management facility.

Since 1989, both the former City of Gloucester and the new City of Ottawa have been working on a review of the needs and solutions for stormwater management measures needed to support development of the Leitrim community. In 1995 a report entitled "Leitrim Development Area Stormwater Management Environmental Study Report and Pre-Design" was completed by the City. That report outlined the stormwater design criteria needed to support future development in Leitrim. In particular, the report provided pre-design details of a proposed stormwater management (SWM) pond to be located near the centre of the proposed residential area between Albion Road and Bank Street. Additional independent facilities were also recommended for other areas including lands west of Albion Road, east of Bank Street, the proposed industrial area and the Remer lands.

To date, this central SWM pond has successfully fulfilled the Provincial Class Environmental Assessment Process (Schedule C), including two unsuccessful bump up requests to the Province for individual EA's.

The central SWM pond has also received approval under the federal Canadian Environmental Assessment Act (CEAA process) and the federal government (Department of Fisheries and Oceans) has finalized a fish compensation agreement with the City. Additionally, the proposed works have also received a Certificate of Approval from the provincial Ministry of Environment.

Stormwater.

Final design for the central SWM pond, which included the preparation and implementation of an Environmental Management Plan (EMP), identified sensitivities in the upper layer of the bedrock. As a result, to take advantage of the environmental and financial benefits associated with relocating the pond, the City chose to investigate alternative location options for the central facility.

Re-evaluation of the preferred location for the central SWM pond focused on areas to the east of the original pond location because the outlet for this facility is Findlay Creek, which flows easterly away from the Leitrim Wetlands. Two potential locations were revisited as candidates to relocate the core residential pond further away from the boundary of the Leitrim Wetlands. The first location was adjacent to Findlay Creek on the west side of Bank Street and the second location was adjacent to Findlay Creek just east of Bank Street.

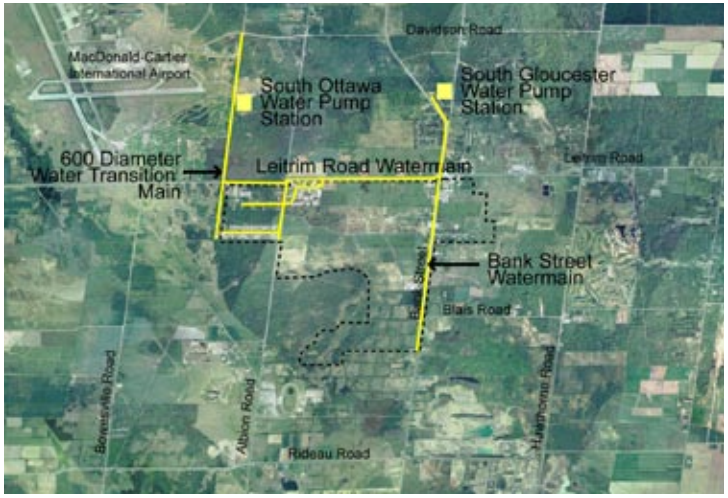
Through the further investigation, the location west of Bank Street was not deemed a feasible location given that the bedrock was actually closer to the surface than the original location of the pond. The location east of Bank Street was identified as the preferred location for the SWM facility given its distance from the wetland boundary, that the bedrock drops off significantly east of Bank Street thus ensuring a substantial vertical separation between the bedrock and the bottom of the proposed SWM facility, and it is of a size that allows the consolidation of three of the four previous stormwater management ponds in the Leitrim Community.

The SWM facility is currently being redesigned in its revised location with construction expected in early 2005.

The proposed "consolidated SWM pond" is a development charge item which will be constructed and paid for by the developers through a "front ending agreement" with the City. The City will eventually reimburse the developers through development charges. The City is budgeting for the residential SWM facility in its current 5 year forecast.

Water Supply

Since 1989, the former City of Gloucester and the new City of Ottawa have been completing studies and analysis of the requirements for a potable water supply to the Leitrim Community. The City of Ottawa has subsequently constructed the necessary related external infrastructure. In 1991, the City of Gloucester completed a Pre-design Report that provided details of the external works needed to support development of the Leitrim Community. In particular, the recommended works included a transmission pipeline from Hunt Club Road to Leitrim Road as well as a pumping station and storage reservoir. The pipeline, station and reservoir were constructed by the City between 1996 and 2002 along an existing CPR right-of-way and NCC property east of the Ottawa International Airport. Prior to 1991, there existed a local transmission network including the South Gloucester Pumping Station and watermain along Leitrim Road and Bank Street. Both the South Ottawa and South Gloucester Pumping Stations are intended to provide the necessary water supply to the Leitrim Community.



Existing Watermains.

The existing water distribution and transmission network for the Leitrim Community consists of two pumping stations, the South Ottawa and South Gloucester stations, a short section of 600mm diameter. transmission main between the South Ottawa Pumping Station and Leitrim Road and 400mm diameter. distribution mains along Leitrim Road and Bank Street. There are also local watermains along existing streets in the area including Quinn Road, Del Zotto Avenue, Fenton Way and Analdea Road. This system is capable of providing both domestic water supply and fire fighting flows to the existing Leitrim Community.

Development is most likely to expand east to west from the Findlay Creek Drive/Bank Street intersection, a logical progression because most infrastructure, including wastewater disposal and stormwater management, is currently available at this location. At some point in development, temporary mains may be required to support phased development in this manner.

Sanitary Servicing

Following the Leitrim Community being brought into the urban development envelope, the former Regional Municipality of Ottawa-Carleton (RMOC) completed several studies and pre-design reports as prerequisites to development of a sanitary servicing collection and disposal system. The designated wastewater outlet for all sanitary flows from the Leitrim Community is the Conroy Road sewer which has been determined to have a capacity of 400 litres/second to support development of the Leitrim community. In 1989, the RMOC completed a Master Sanitary Drainage Report for the Leitrim Community and updated that report in 1992 to include an expanded urban area as determined by the Ontario Municipal Board. In 1995 the RMOC completed the Extension of the Conroy Road Sanitary Sewer and Pumping Station Pre-design report. The latter report included some modifications and updates to the 1992 report. In 1999, the RMOC completed the Leitrim Servicing Sanitary Sewer and Pump Station report which was an addendum to the 1995 report and provided final details of the sanitary servicing system for the Leitrim Community.

The important recommendations of the 1999 report included the proposed construction of a 380 litres/second pump station in the residential portion of the development area near Bank Street including twin forcemains from Bank Street to Leitrim Road and a gravity sewer from Leitrim Road to the Conroy Road Sanitary Sewer. In 2002, the City of Ottawa completed construction of the pumping station, one forcemain and a section of the gravity sewer so that development of the Leitrim Community could start. The balance of the total disposal system, including the second forcemain and extension of the gravity sewer to its final location, will be completed when needed to support future development. It is expected these final works will not be needed for several years.

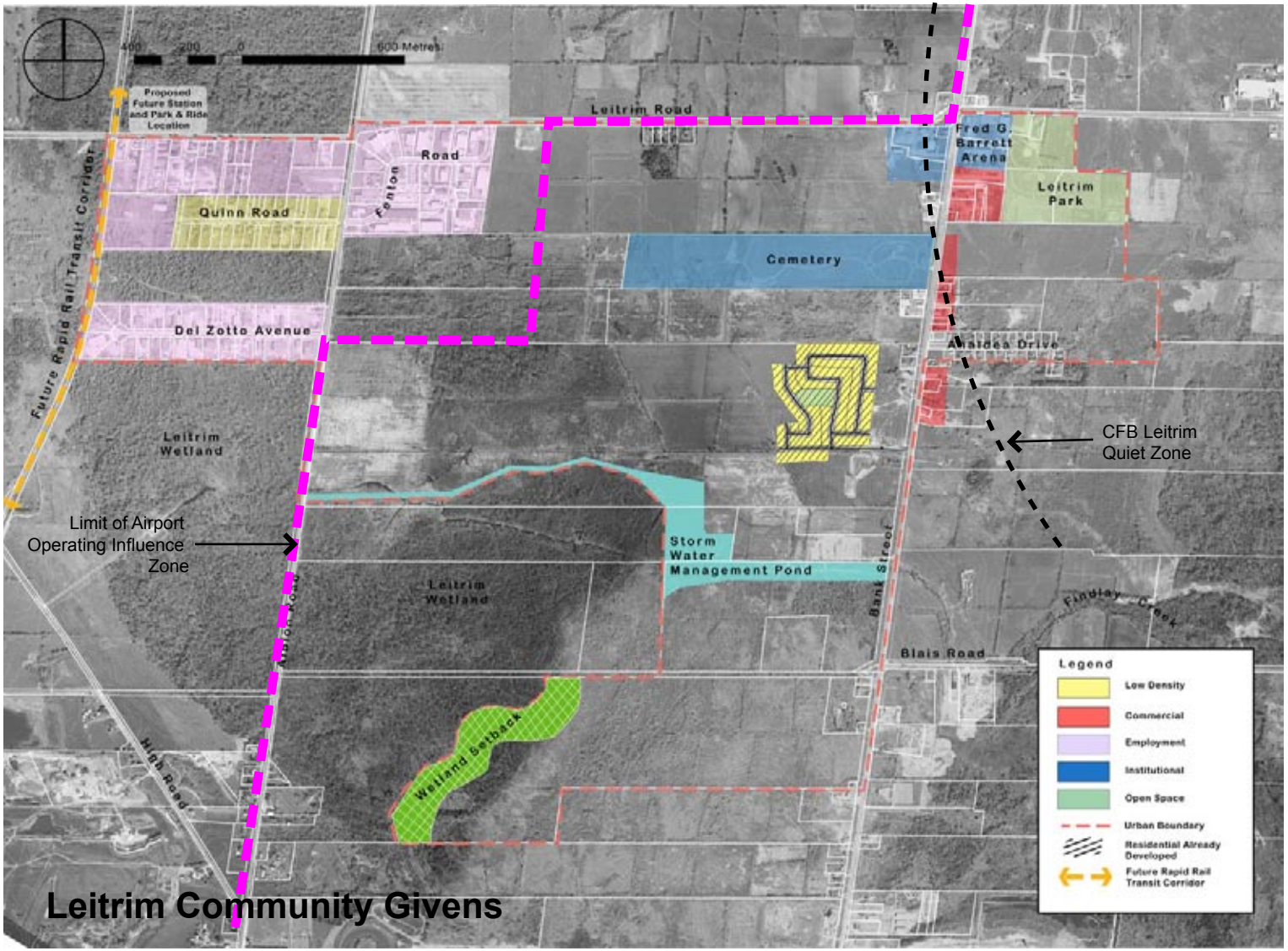
The sanitary servicing system for the Leitrim Community includes the Leitrim Pump Station and a forcemain in Bank Street connected to the extended gravity sewer which presently terminates near the Bank Street/Conroy Road intersection. With the first phases of Findlay Creek Village, local sanitary

Wastewater.

sewers and trunk sewers have been constructed with the capacity to drain lands within the Leitrim Community but external to the “residential” area.

The major constraint to development of the Leitrim Community is the available wastewater capacity in the existing external sanitary collection and disposal system. That capacity has been identified as 400 l/s. Full development of the currently envisioned Leitrim Community is expected to generate about 400 litres/second.

The City has constructed the existing pump station and sewer/forcemain in Bank Street and Conroy Road as development charge items. There are no further development charge items included in the City’s current four year horizon for additional sanitary servicing improvements in Leitrim.



Givens for the Concepts prepared at the first workshop.

3.0 Options

3.1 Givens

The land use concepts for Leitrim developed during the public consultation process were based on the following givens:

Study Area Boundary

The Community Design Plan's study area corresponds to the urban area boundary as defined on Schedule B of the Official Plan (as shown on the map on the facing page) which was taken from the GLoucester Official Plan and the Regional Official Plan. The boundary for the Leitrim Wetlands is thus fixed, and changes were not considered as part of the Leitrim Community Design Plan.

Location and Number of Stormwater Management Ponds

For the first workshop, the stormwater management facilities were to be integrated within the study area. At the centre of the Community, the previously approved stormwater management pond was fixed. Its location and preliminary design was the result of successfully completed provincial class environmental assessment. It has also been approved under the Canadian Environmental Assessment Act. The Department of Fisheries and Oceans has also finalized a fish compensation agreement with the City. The facility had also received a certificate of approval from the Ministry of the Environment. In addition, three additional stormwater management facilities were required for the Leitrim Community: one facility at the south end of the site, one at the north end, and one on the east side of Bank Street.

However, based on further site review, the central, Remer, and eastern ponds have been replaced by a single consolidated pond located adjacent to Findlay Creek immediately east of Bank Street and north of Blais Road. A stormwater management pond immediately west of the cemetery is still required to service the north part of the study area west of Bank Street.

Department of National Defence

East of the community, the Department of National Defence (DND) operates Canadian Forces Station Leitrim. During the first workshop, a representative from the Department of National Defence raised issue with the proposed development stating it would interfere with the base's quiet zone. However, throughout the development of this plan no evidence has been provided which suggests constraints to development in Leitrim.

Gloucester Landfill Site

Transport Canada has completed an *Area Wide Risk Assessment* of the former Gloucester Landfill site, which is adjacent to the northwest corner of the study area. The peer-reviewed *Area Wide Risk Assessment* concluded that "environmental conditions associated with the Gloucester Landfill do not represent either human health or ecological risk to current and future land use in the community."

Cemetery

The cemetery is an existing use (as shown on the map on the facing page) that is to be integrated with the design of the community.

Airport Operating Influence Zone

The extent of the Airport Operating Influence Zone (as shown on the map on the facing page), which precludes any noise sensitive uses extends approximately 200 metres east of Fenton Road and south to Del Zotto Avenue.

Planning Policies

The City of Ottawa's Official Plan requires that a range of housing types be provided including a maximum of 60% single-detached and semi-detached, a minimum of 30% multiple dwellings, and a minimum 10% apartments. The Plan requires an overall density of 29 units per hectare for singles, semi-detached and multiple housing forms, with a total of 5300 units and 1.3 jobs per household. The Community Design Plan should also accommodate the City's transportation targets by 2021 of 10% walking, 3% cycling, and

30% transit. Wherever possible, all residents should be within 400 metres of greenspace.

Schools

Four elementary school sites have been requested within the Leitrim Community by three school boards, each approximately two to three hectares in size. Four sites have been reserved within the Leitrim Community Design Plan.

Light Rail Corridor

The corridor for the future extension of the North-South Light Rail Transit Project, as it affects the Leitrim Community, is fixed west of Albion Road and forms the westernmost boundary of the study area. Along this corridor, a rail transit station and Park & Ride lot will be required likely in one of the three undeveloped quadrants of the Leitrim Road intersection with the rail corridor. The Environmental Assessment study that is currently being undertaken for the North-South Light Rail Transit Corridor will determine the preferred location of the rail transit station and Park & Ride lot.

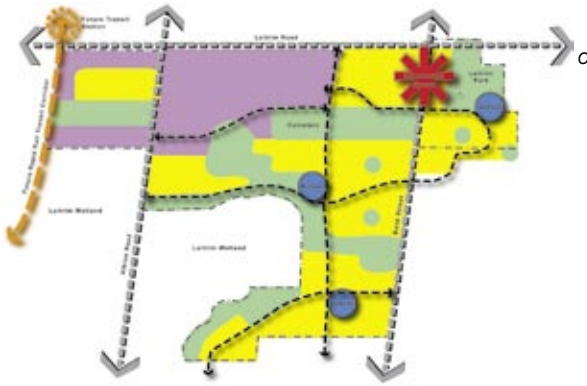
3.2 Three Options

Three concepts were prepared during the first workshop with members of the Technical Advisory Committee, developer's consultants, interest groups, and members of the public. Following the workshop, the concepts were further refined and the distribution of land uses was calculated.

The design program for the concepts was established at the workshop to direct the location of the commercial core, the amount of employment lands and other land use considerations to be adhered to. This approach helped ensure that a range of design options would be prepared. The concepts propose variations in:

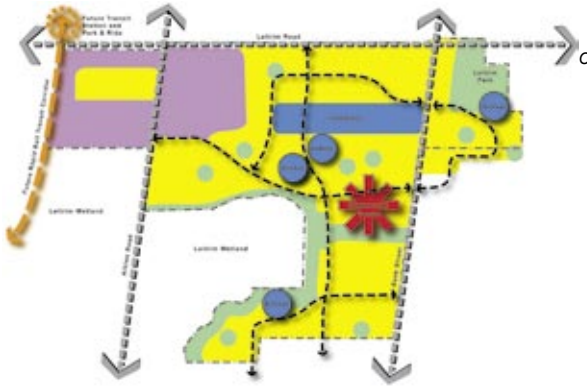
- road pattern;
- amount of employment land;
- location of commercial centre;
- parkland systems; and,
- housing mix.

Concept A located the commercial core at the historic centre of Leitrim at the Leitrim Road and Bank Street intersection. Employment lands were limited to the area west of a proposed north south collector that provided an edge to residential uses north of the cemetery. The amount of employment land shown is slightly less than what is identified in the Official Plan.



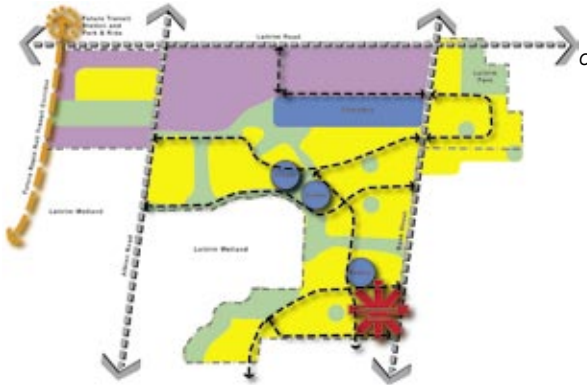
Concept A

Concept B located the commercial core at the centre of the community with employment land designated only within the Airport Operating Influence Zone, corresponding to the existing use. Remaining lands north of the cemetery were illustrated as residential. As a result this concept provides significantly less employment as compared to what is designated in the Official Plan.



Concept B

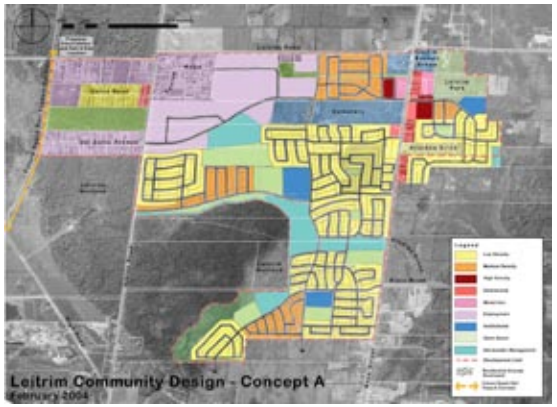
Concept C located the commercial core at the south end of the site at Bank Street. Plans previously prepared by developers were incorporated with minimal changes as necessary to improve connections among developments. The north end of the site west of Bank Street was identified for employment as shown in the Official Plan.

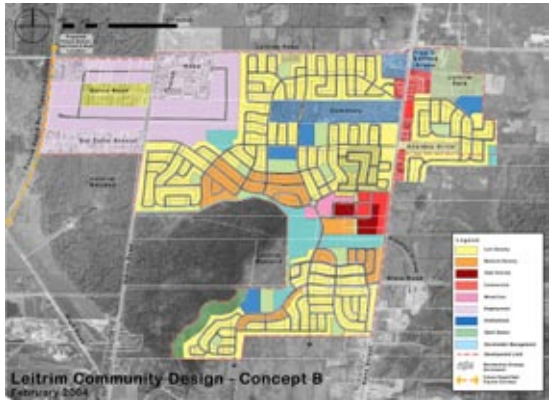


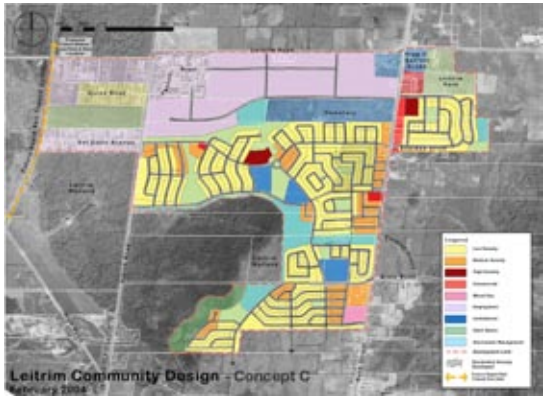
Concept C

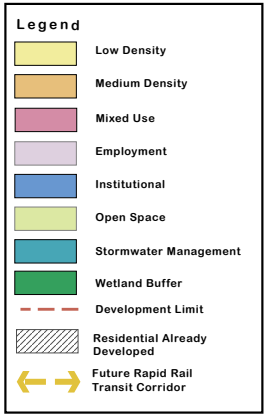
Land Use Classification	Concept A		Concept B		Concept C	
	ha	%	ha	%	ha	%
Low Density Res.	179.8	35%	246.1	48%	180.4	35%
Medium Density Res.	49.2	10%	38.2	7%	39.9	8%
High Density Res.	5.0	1%	5.8	1%	4.7	1%
Commercial	8.0	2%	13.5	3%	8.1	2%
Mixed Use	3.9	1%	4.4	1%	2.9	1%
Employment	116.2	23%	91.7	18%	135.0	26%
Institutional	19.4	4%	20.5	4%	19.3	4%
Open Space	66.1	13%	33.5	7%	59.7	12%
Stormwater Mngt	34.1	7%	28.0	5%	31.8	6%
Cemetery	23.0	5%	23.0	5%	23.0	5%
Wetland Buffer	12.0	2%	12.0	2%	12.0	2%
		100%		100%		100%
Total	**516.7 ha**		**516.7 ha**		**516.7 ha**	

Note: Percentages are rounded to the nearest full percentage point.









Part B: Plan, Guidelines & Implementation

4.0 Land Use Plan

The Land Use Plan resulted from the consideration of the Official Plan's direction, the area's existing conditions, transportation and servicing considerations, and input from the community and key stakeholders. This section describes the land use distribution and the land use designations of the Land Use Plan.

4.1 Land Use Distribution

The opposite table provides a breakdown of the land uses illustrated on the Land Use Plan. As some of the area is already developed, the tables distinguish between new development and existing land uses.

4.2 Land Use Designations

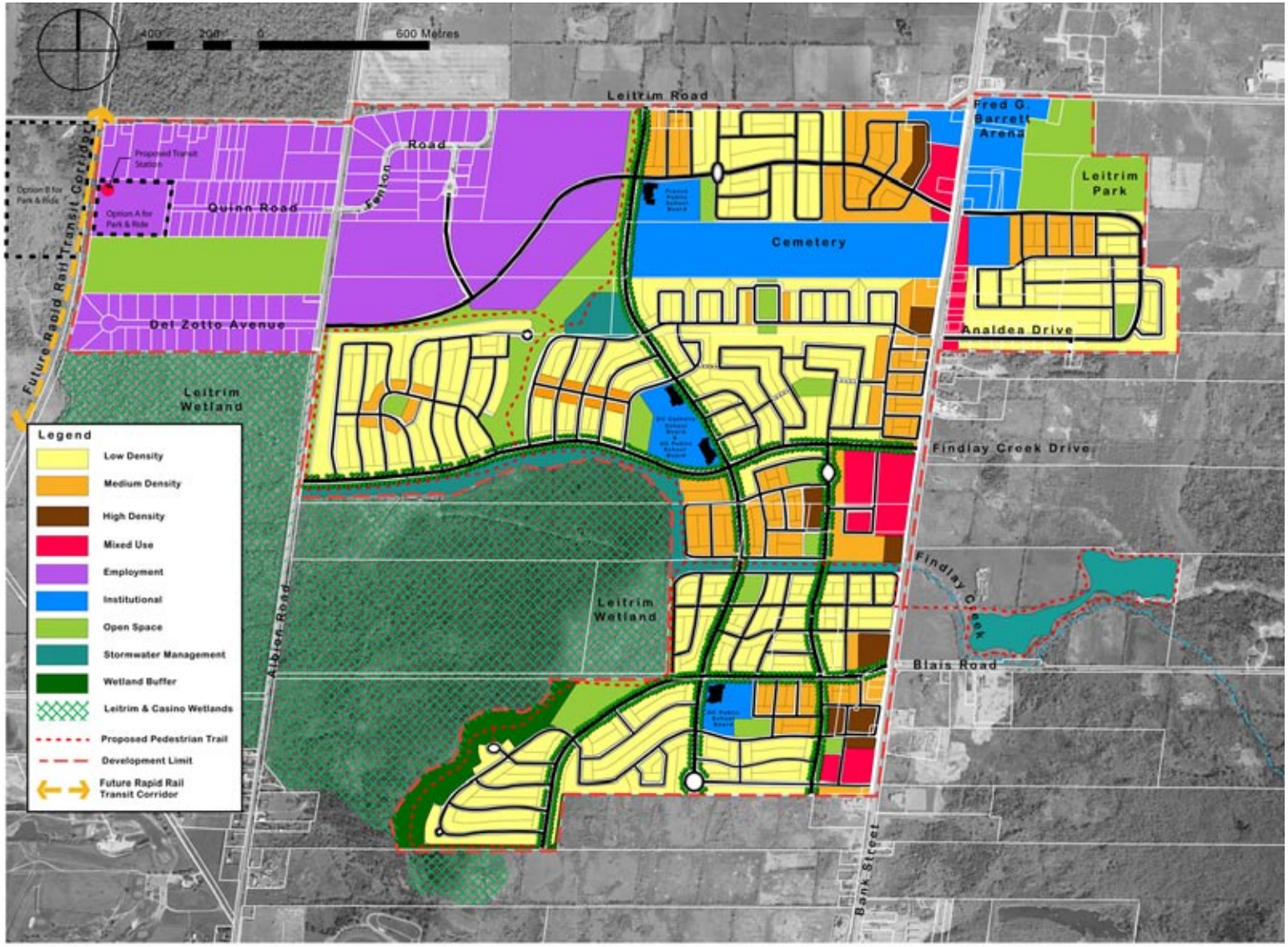
There are eight land use designations that apply to the lands within the Leitrim Community, as identified on the Land Use Plan:

- Low Density Residential;
- Medium Density Residential;
- High Density Residential;
- Mixed Use;
- Employment;
- Institutional;
- Open Space;
- Stormwater Management; and,
- Wetland Buffer

Section 3.1 of the Official Plan states that certain land uses are supportive of the functioning of a community and are permitted in all land use designations including::

- secondary dwelling units in detached or semi-detached dwellings;
- group homes, rooming houses, and shelter accommodations;
- retirement homes and care facilities;
- garden suites ancillary to residential dwellings;
- home-based businesses;
- public utilities, wireless communication facilities; and,
- parks and leisure areas.

Land Use	Type	Net Ha	%	Total ha
Low Density Residential	Existing	33.4	6%	
	New	115.2	25%	148.6
Medium Density Residential	Existing	3.0	<1%	
	New	38.2	8%	41.2
High Density Residential	New	5.9	1%	5.9
Mixed Use	New	11.7	3%	11.7
Employment	Existing	62.8	12%	
	New	47.8	9%	110.6
Institutional	Existing	1.0	<1%	
	New	21.4	4%	
	Cemetery	21.9	4%	44.3
Greenspace	Existing (Leitrim Park)	12.9	3%	
	Existing (Transport Canada)	16.6	3%	
	New Park (Development)	19.0	4%	
	New Park (City)	5.0	1%	53.5
Stormwater Management	New	14.0	3%	14.0
Wetland Buffer	New	12.1	2%	12.1
Roads	Existing	12.7	2%	
	New	61.1	12%	74.6
Existing		**176.4**	**-**	**34%**
New		**340.3**	**-**	**66%**
TOTAL		**516.7**	**-**	**100%**



Land Use Plan.

The intent and permitted uses of each designation is described as follows:

Low Density Residential

The Low Density Residential designation is intended accommodate the vast majority of the lowest density residential uses within the Community.

Permitted residential uses include single detached, semi-detached and duplex dwellings. Street townhouses are permitted however, they should be located near focal points within the Community, such as adjacent to parks, surrounding commercial areas or along collector roads.

Additionally, a small scale retail store, either as a stand-alone use or combined with a residence, may be permitted at the intersections of collector roads and at collector road intersections with arterial roads. This type of use would provide convenience shopping within walking distance of residents in the immediately surrounding area.

Medium Density Residential

The Medium Density Residential designation is intended to provide the majority of the Community's ground-oriented multiple unit dwellings, located in such a manner to support focal points such as commercial areas or parks.

Permitted residential uses include triplexes, fourplexes, block townhouses, street townhouses, and stacked townhouses. Single detached, semi-detached, and duplex dwellings are also permitted, provided the densities for the zone, as per the map on page 29, are being met. Low-rise apartments are also permitted on sites designated Medium Density Residential along collector roads.

Additionally, a small scale retail store, either as a stand-alone use or combined with a residence, may be permitted at all intersections of two collector roads and also at all intersections of collector roads with arterial roads. This type of use would provide convenience shopping within walking distance of residents in the immediately surrounding area.

High Density Residential

The High Density Residential designation is intended to provide the majority of the highest density residential uses and is located in such a manner to support Leitrim's commercial areas and be close to transit routes.

Permitted uses include low and mid-rise apartments. In the context of the Leitrim Community Design Plan, an "apartment" will mean any building that exceeds a density of 80 units per net hectare. Stacked townhouses are also permitted provided the designation's minimum density of 80 units/net hectare throughout the zone, as per the map on page 29, is being met.

Mixed Use

The intent of the Mixed Use designation is to accommodate a wide range of institutional, community and convenience retail, and personal service and business uses to serve the Community's residents, with higher density residential uses that will support the commercial activities and provide diversity in the housing stock. These areas are intended to be the 'core' of the Leitrim Community.

Only low and mid-rise apartments are permitted in the Mixed Use designation. In the context of the Leitrim CDP, an 'apartment' will mean any building that exceeds a density of 80 units per net hectare.

Permitted non-residential uses include a range of institutional, commercial and service uses, such as retail stores, food stores, restaurants, service commercial, personal services uses, financial institutions and services, business, medical and professional offices, and entertainment and recreational uses. Larger scale commercial retail uses are permitted in Mixed Use designation, subject to the applicable Design Guidelines in Section 5.0 of this Plan.

Uses that perform a community function, such as retirement homes or care facilities, are also appropriate for the Mixed Use designation. While permitted in a range of designations, uses that serve the community, such as care facilities or places of worships, will be directed first to the Mixed Use or Institutional designations.

Employment

The intent of the Employment designation is to provide lands that can accommodate employment opportunities in the Community in a range of office and industrial uses. These areas have good access to the arterial road network and will be developed in a high quality business park setting. The lands designated employment achieve the Official Plan's target for housing and jobs balance.

Permitted uses include industrial uses, both noxious and non-noxious, and office uses. Additionally, commercial uses that are related or dependent on the main industrial and office uses are permitted such as convenience retail or personal service businesses. The lands designated Employment coincide with the boundaries of the Ottawa Airport Operating Influence Zone. No noise sensitive uses are permitted within this boundary, excluding residential development or redevelopment of existing residential lots of record. All uses are restricted by Ottawa International Airport regulations concerning such considerations as height limits and potential bird hazards.

There are residential lots along Quinn Road within the Employment designation. The development of undeveloped existing lots of record for residential purposes is permitted, despite the restrictions of the AOIZ zone, but not the redevelopment of these lots for residential purposes

Institutional

The intent of the Institutional designation is to identify specific locations for government, service and community facilities and uses throughout the Community.

Permitted uses include a wide range of institutional uses, places of worship, schools, cemeteries, community centres, government and public utility offices, libraries, retirement homes and care facilities, and fire and police stations. Locations for four elementary schools have been identified on the Land Use Plan to reflect the interests of the three school boards for the Leitrim Community. Should a school board not exercise their option to use a designated school site, the alternative designation will be Medium Density Residential.

While permitted in a range of designations, uses that serve the community, such as care facilities or places of worships, will be directed first to the Mixed Use or Institutional designations

Open Space

The intent of the Open Space designation is to provide lands for a range of recreational opportunities, from more active and structured uses like sports fields to more passive and informal uses like public trails and natural greenspaces.

Permitted uses will primarily be public parks and trails, with public uses such as community centres or libraries. Limited commercial uses that are related to the primary uses of the designation will be permitted. The area of land west of Albion Road designated Open Space is intended to remain in a natural woodland state, and uses are limited to those that do not impact this intention.

Stormwater Management

The intent of the Stormwater Management designation is to provide the land to accommodate the stormwater management facilities required to service development within the Community.

Only stormwater management facilities, such as stormwater management ponds and channels, and public trails, will be permitted.

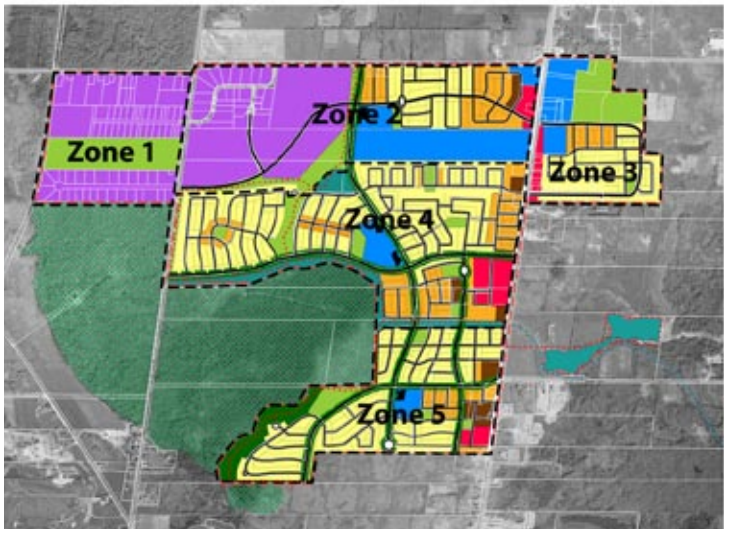
Wetland Buffer

The intent of the Wetland Buffer designation is to reflect the Ontario Municipal Board decision regarding the Leitrim Wetlands boundary and buffer area on the Remer lands.

Only public trails are permitted in a manner that does not adversely impact the Leitrim Wetlands.

4.3 Dwelling Units, Population and Employment

The projected number of units and densities, population counts and employment projections for the Leitrim Community are summarized in the tables on page 30. The tables shows how the Land Use Plan achieves the Official Plan's unit mix and density requirements. The employment estimate shows that the Official Plan's jobs to housing balance requirements are met. For information on how the Plan meets the Official Plan's density requirements of 29 units per hectare, refer to Appendix A.



For evaluation purposes, the Leitrim Community Design Plan was divided in 5 zones.

Units

Zone	Low Density	Medium Density	High Density	Total Units
	20.9 uph	*45 uph*	*90 uph*	
1	30	0	0	**30**
2	262	598	68	**928**
3	401	149	0	**550**
4	1235	873	211	**2319**
5	1012	205	257	**1474**
Total units	**2940**	**1825**	**536**	**5301**
	55%	34%	10%	100%

Population

Zone	Low Density	Medium Density	High Density	Total Pop'n
	@3.2 ppu	*@2.4 ppu*	*@1.9 ppu*	
1	96	0	0	**96**
2	837	1435	128	**2400**
3	1283	356	0	**1639**
4	3952	2095	401	**6448**
5	3237	492	488	**4217**
Total Pop	**9405**	**4378**	**1017**	**14,800**

Employment

Zone	Existing Employment	Infill of Existing Emloyment Area	Proposed Employment Area	Mixed Use	Proposed Institutional	Schools	Home Occupation	Total Employment
			55 Jobs/ha	*55 jobs/ha*	*Respite Care Facility*	*40 jobs/school*	*10 jobs/100 units*	
1	1248	410	0	45.5	0	0	3	**1661**
2	1249	0	2629	143	0	40	93	**4154**
3		0	0	121	25	0	55	**201**
4		0	0	286	0	80	238	**604**
5		0	0	94	0	40	142	**276**
Total	**2497**	**410**	**2629**	**644**	**25**	**160**	**530**	**6896**

Employment requirements in Official Plan = 1.3 jobs per unit
5301 units x 1.3 = 6891 jobs

5.0 Community Design Guidelines

The Official Plan emphasizes quality urban design and establishes a number of general design objectives for "greenfield" communities like Leitrim. The City's objectives for communities such as Leitrim are to:

- enhance the sense of community by creating and maintaining places with their own distinct identity;
- define quality public and private spaces through development;
- create places that are safe, accessible and are easy to get to, and move through;
- ensure that new development respects the character of existing areas;
- create places that can evolve easily over time; and,
- understand and respect natural processes and features, and promote environmental sustainability in development.

While the Official Plan establishes the general policies guiding the development of communities, it intends for specific direction to be developed on a community-by-community basis through the completion of community design plans.

This section provides direction regarding the design of the Leitrim Community, based on the Land Use Plan, identifying how the principles and objectives of the Official Plan can be translated to the community. The community design guidelines are organized by the structuring elements of the Land Use Plan. Their goal is to direct future land use planning and development decisions within the Community for both public and private sector development. The eight structuring elements of the Leitrim Community Design Plan are:

- Greenspace System;
- Streets;
- Transit;
- Mixed Use Centres;
- Schools;
- High Density Residential;
- Neighbourhoods; and,
- Employment.

5.1 Greenspace

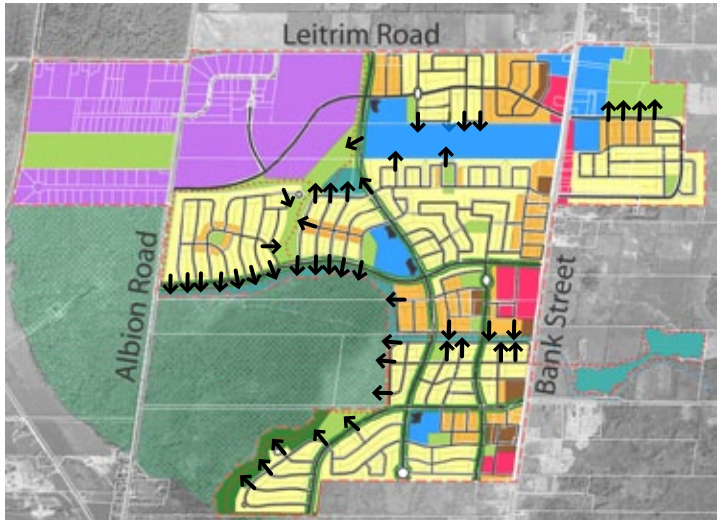
The Official Plan directs that developing communities are intended to be designed with a connected system of parks, open space and natural features that are visible and accessible to residents.

The Leitrim Wetlands and Findlay Creek provide the natural focus around which the community is planned. They are significant natural features that extend on both sides of Albion Road, and distinguish the landscape of the new community. The Community's open space is primarily located to provide a continuous system for recreation, to protect natural features and to provide for a transition in uses. It is distributed to create neighbourhood centres and a community focus. Stormwater management ponds will be designed to compliment the green space system as special features and amenities in the community.

Larger community parks are located as focal points of the Community, while neighbourhood parks are defined by surrounding land use and provide the local focus for a neighbourhood. Single loaded roads generally bound Greenspaces, including stormwater management facilities, while local streets are oriented to terminate the view on greenspaces, enabling the amenity of the feature to be shared by all residents.

The entire Leitrim Community is designed to be pedestrian friendly. For example, roads have sidewalks, the grid street network enables multiple choices of routes, and greenspace is connected. A primary trail system connects the major parks, open spaces, schools and natural features with sidewalks, boardwalks, granular and asphalt trails. This is in addition to the pedestrian connections on sidewalks along local, collector and arterial streets.

A connected system of greenspace.



Roads offer views and access to open space.

The community's greenspace system is comprised of:

1 The existing 12.9 ha Leitrim Park, a district park. It is the site of the Fred Barrett Arena and sports fields and will continue to be used for active recreation.

2 A new 10.6 ha community park to accommodate sports fields and other active recreation facilities provides a buffer between the residential and employment areas. This park will also accommodate a stormwater management facility,

3 A neighbourhood park (0.8 ha) is suggested in the community centre. This park should ideally have an urban character for the frontage adjacent to the commercial centre, with a more passive character towards the west.

4 Three neighbourhood parks are associated with school sites. The parks range in size from 0.8 to 1.0 ha. and will provide for largely passive recreation, with some active recreation in facilities such as courts, rinks and play structures. Larger sports facilities will be provided in the community parks.

5 A number of neighbourhood parks, ranging in size from 0.4 to 0.8 ha, will be the focus for each neighbourhood.

6 A 16.9 ha parcel of open space will be maintained west of Albion Road in a natural state.

7 The 120 metre wetland buffer has been determined by the Ontaro Municipal Board. It is a transition zone to protect the sensitive wetland features and functions. Trails could be located in the buffer.

8 A stormwater management corridor that varies in width along the Leitrim Wetland and Findlay Creek. Trails could be located in the corridor.

9 A 3.2 ha community park will be located south of wetland and will accommodate sports fields.

10 A 10 m wide area on the east side of Albion Road through the residential neighbourhood will be planted with trees and shrubs to compliment the wetlands and provide a visual screen to the residential neighbourhood. If the wide planted area is not provided, the abutting neighbourhood will be developed with a single loaded road to provide window streets into the community.

Additional information on the Greenspace Plan is included in Chapter 6.0.

Guidelines are included for community and neighbourhood parks, buffers and linkages, stormwater management facilities and trails. Guidelines for district parks are not included as Leitrim Park, the only district park, is already built.

General Guidelines for Parks

G1 *Parks must have frontage on at least two public streets. Entirely open parks with frontage on four sides are encouraged.*

G2 *Pedestrian access to parks should be clearly defined with landscape or architectural elements to ensure an appealing park presence from the road.*

G3 *Street trees should be planted along the edge of parks, while not screening the view into the parks.*

G4 *Park design should ensure visual privacy for adjoining residents. Where rear yard fencing adjacent to park is required, its design should be consistent around the perimeter of the park.*

G5 *All residential units across from parks or adjacent to a park should front, not flank the park.*

Community Parks

G6 *Community parks will be designed to provide a focus for the entire community through landscape design and pedestrian meeting areas.*

G7 *Community Parks are intended to be the focus of the Community in terms of active recreation activities and facilities. The majority of the community's sports fields, such as soccer and football, will be located in these parks. These parks can contain a variety of other recreation opportunities, both active and passive. Vehicular access and parking will be provided. There are also opportunities to locate community facilities such as community centres or libraries.*

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Neighbourhood Parks (including urban parks in the Centres)

G8 *Neighbourhood parks will provide opportunities for active and passive recreation for immediate residents in the neighbourhood. Generally, they will inlcude elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures, group mailboxes, lighting, distinctive tree, shrub, and ground cover planting.*

G9 *A park will be the focus of a neighbourhood or centre and provide an amenity area for residents within 400 metres.*

G10 *A neighbourhood park will generally be 0.4 – 1.0 ha of level land.*

G11 *The neighbourhood park south of Findlay Creek Drive could include gardens, gazebos, water features, or architectural features to compliment its location in the mixed use centre. Parking shall be accommodated on the street.*

Single detached homes surrounding a neighbourhood park in the King Ranch Community, Virginia.

Homes facing onto a park in Kentlands, Maryland.

Townhouses front directly onto a park in Jupiter, Florida.

Buffer & Linkages

G12 All wetland buffers and the greenspace west of Albion Road are intended to remain in their natural state to protect their natural features and functions. The natural features should be inventoried to determine opportunities to enhance vegetation and habitat.

G13 Provide a 10 m wide area on the east side of Albion Road. Plant the area with trees and shrubs to compliment the adjacent wetlands.

G14 Access into the wetland or wetland buffer areas shall be prohibited for motorized vehicles (cars, ATVs), mountain bikes, and domestic animals.

G15 Residential neighbourhoods, adjacent to the Leitrim Wetlands are designed on single loaded roads to retain views to the feature. Where there is no option to rear lotting onto the wetlands or buffer areas, the properties must be fenced and treed on the rear property line.

G16 All wetland and buffer lands should be dedicated to public ownership.

G17 Any development plans for lands adjacent to the Leitrim Wetlands or 'Casino Wetland' must preserve a natural corridor between the two wetlands to ensure a terrestrial and hydrological link. The appropriate corridor will be determined by environmental impact statements.

G18 The City and South Nation Conservation Authority, in partnership with developers and other agencies, will implement recommendations from the Leitrim Wetland Management Plan.

Stormwater Management Ponds

G19 Stormwater management ponds and channels will be designed as integral and significant features of the landscape; i.e., grading of a stormwater management pond shall ensure natural and variable side slopes and sinuous contours.

G20 Where possible, in situ materials should be used in the construction of stormwater ponds.

G21 Planting should be comprised of native species and flood tolerant water's edge plants to stabilize banks.

G22 Ponds shall not be fenced.

G23 Public walking/cycling trails should encircle ponds and extend along stormwater channels.

Stormwater facility in the Allstate Business Park, Markham, Ontario.

Stormwater pond in Rockwood, Guelph, Ontario.

Stormwater pond in Kentlands, Maryland.

Guidelines for Trails

G23 Trails will be designed to accommodate a range of users and abilities. Slopes must be under 5%. Curb-cuts must be provided to improve access at street crossings.

G24 Trail design and type will be based on each site's sensitivity to minimize environmental impacts.

G25 Trails for pedestrians and cyclists should be 3.0 m wide. Trails for pedestrians only should be 2.4 m wide.

G26 Trails should be clearly signed regarding permitted use and speed.

G27 Wayfinding signage shall be provided throughout the trail network.

G28 Benches and garbage receptacles should be provided at trail heads and at regular intervals along the route.

G29 Trails located within the wetland, a wetland buffer, or adjacent to stormwater management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.

Boardwalk in a wetland.

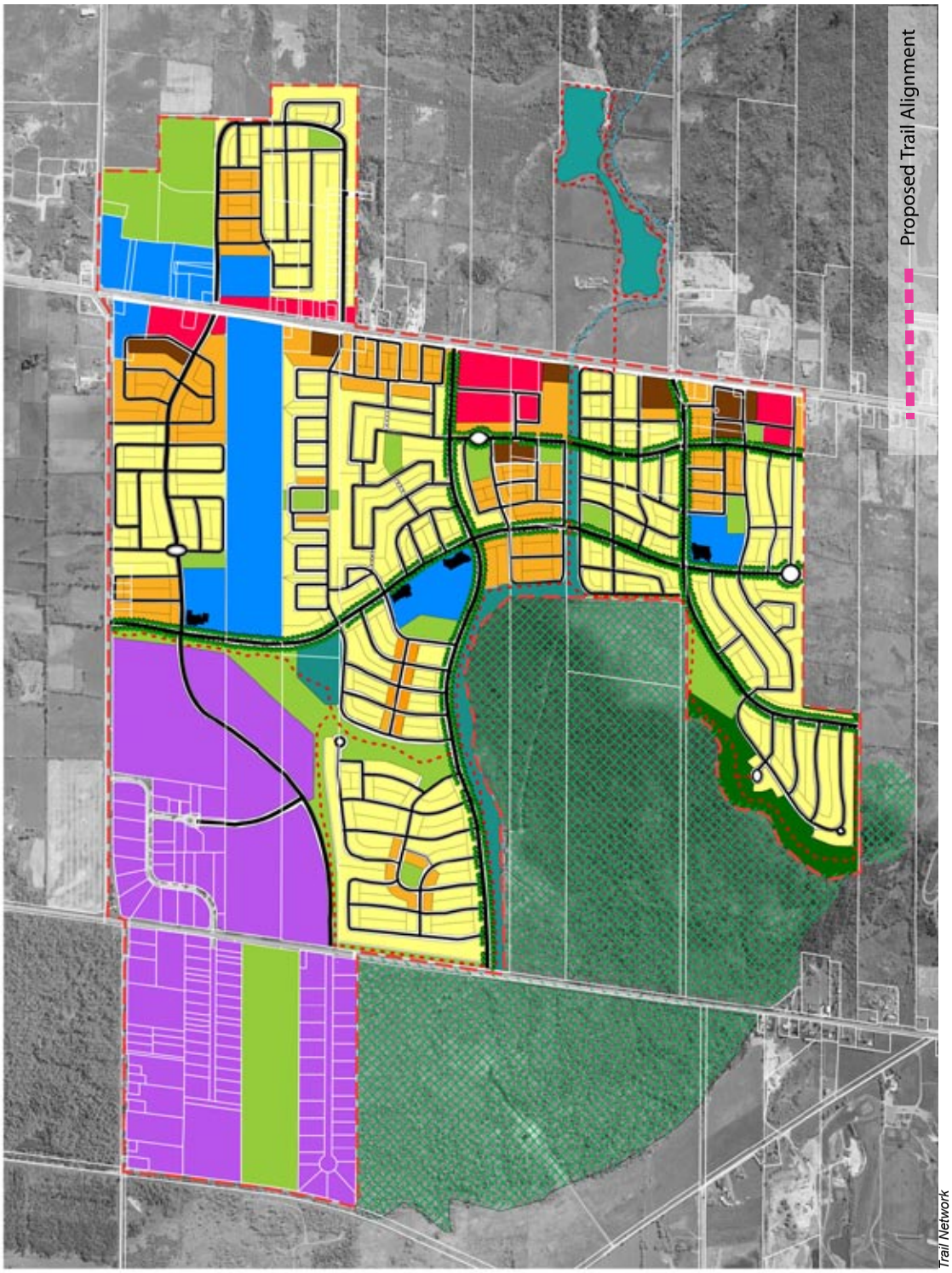
Granular path along the lake in Stratford, Ontario.

Wetland lookout.

Pedestrian trail along the Humber River, Toronto.

Sidewalk along street adjacent to open space.

Cycling trail.



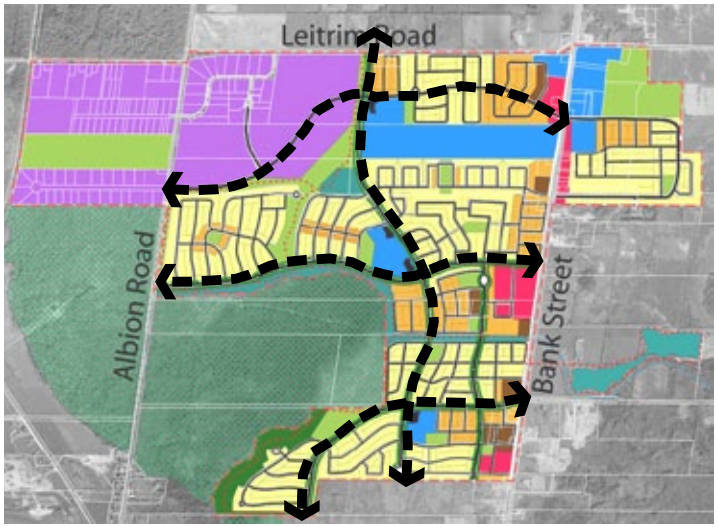
Trail Network

5.2 Streets

The Official Plan directs that new communities should be designed with a modified grid pattern that accommodates a range of transportation modes and that defines a community. The Leitrim Community is designed with beautiful streets - the largest component of the public realm. The main spine streets (collector roads) will be multifunctional to accommodate pedestrians, cyclists, cars and transit. All streets will be tree lined.

The main east-west and north-south collector roads are strategically located to provide access to the adjacent arterial roads and to organize the neighbourhoods. The central east-west road connects with the existing Findlay Creek Road and follows the north edge of the Leitrim Wetlands. It is located to accommodate development only on the north side, allowing open views to the Leitrim Wetlands. This will help to ensure the Wetlands are not cutoff from the community, and indeed lends a special character to new neighbourhoods. The northerly east-west road provides a through route north of the cemetery. The southerly east-west road connects Blais Road to future Earl Armstrong Road. It is located as a spine to the neighbourhoods. The north-south spine road is aligned to provide special views of key uses through the community.

Local roads are designed to allow the permeability of movement and wayfinding. Single-loaded roads are used at key areas throughout the Community to provide views to greenspace, and access to structure neighbourhoods and to protect and integrate greenspaces.



The main spine roads in the Leitrim Community.

A median acts as a signature element in the community, Cornell, Markham, Ontario.

A residential street with street trees and planted centre median, Kentlands, Maryland.

Recent streetscape improvements along an arterial road, Richmond, BC.

The Guidelines outlining recommendations for the road network will be superseded by City street standards.

Guidelines for Collector Roads

Collector roads should be designed with a 26 m right-of-way (ROW). They should have high quality streetscape treatment that should include street trees, pedestrian lights and sidewalks.

S1 Collector roads without a median should be designed with a 26.0 m ROW and include:

- *a road surface of 14.0 m with one driving lane in each direction; and,*
- *the boulevard shall be 6.0 m to accommodate a grass verge with a deciduous street tree, and a sidewalk on both sides.*

S2 Collector roads with a centre median should be designed with a 26.0 m ROW and include:

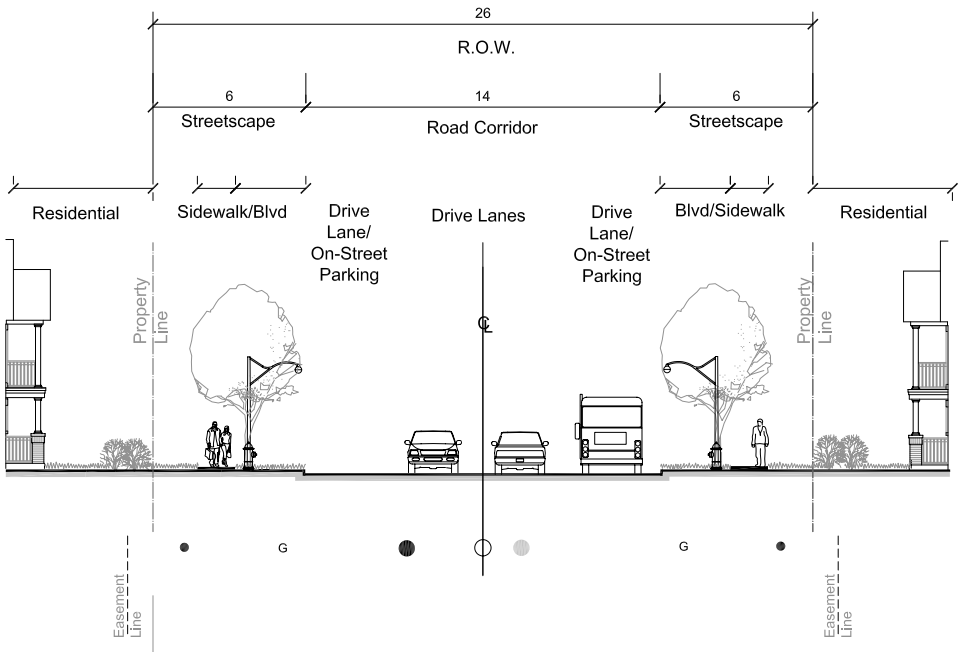
- *a road surface of 12.5 m with a centre, planted median, one driving lane in each direction, and discretionary space on both sides of the road surface; and,*
- *a boulevard of 5.25 m to accommodate a grass verge with a deciduous street tree, and a sidewalk on both sides.*

S3 Deciduous street trees should be located in the centre of the grass verge, planted 8 to 10 m on-centre, in the public right-of-way.

S4 Street trees should be planted opposite each other.

S5 Mailboxes, vending machines, trash cans, and recycling bins should be consolidated in single locations that are adjacent to open spaces.

S6 All single-loaded should be designed and constructed as per any City approved standard.



Typical 26 m collector road cross section.

S7 Poles, lights, signs, and other services should be located along the street tree planting line to minimize clutter and disruption of the road's character.

S8 Lighting design should have regard for road and pedestrian requirements; the size, height, and style of lighting shall reflect the hierarchy of the road.

S9 The style of lighting on Leitrim's key collector roads (three collectors east-west and two north-south) should match the exsiting lighting on Findlay Creek Drive.

Guidelines for Local Streets

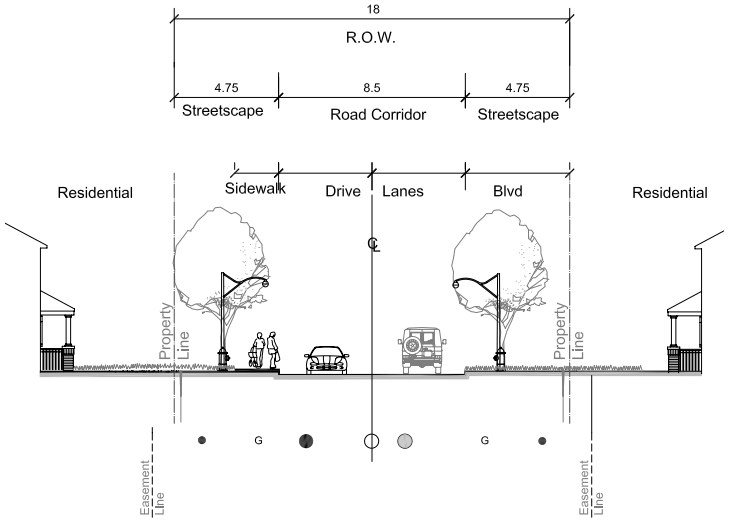
S10 Local streets with an 18.0 m ROW include:

- *a road surface of 8.5 m which will accommodate one driving lane in each direction;*
- *a boulevard;*
- *a sidewalk located at the curb on one side of the street; and,*
- *deciduous trees planted on both sides of the street in grass verges.*

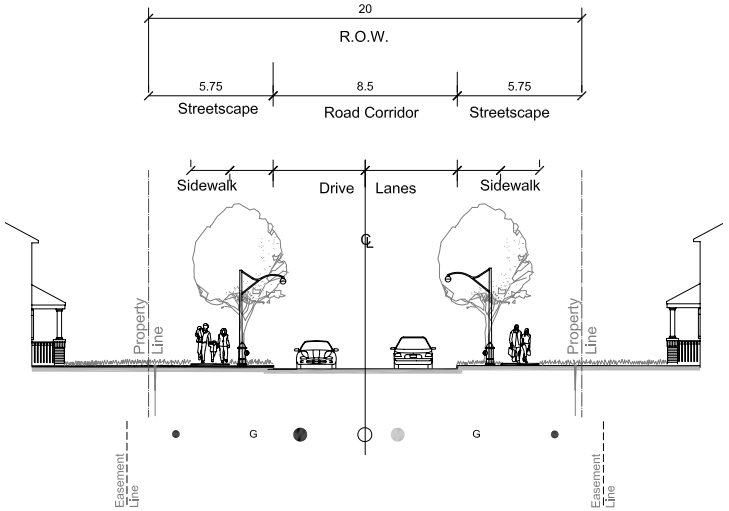
S11 Local streets with an 20.0 m ROW include:

- *a road surface of 8.5 m which will accommodate one driving lane in each direction; and,*
- *a boulevard of 5.75 m on both sides to accommodate a grass verge with a deciduous street tree and a sidewalk on one side of the street.*

S12 Streetscape Guidelines S3 to S8 apply to local streets.



Typical 18 m local street cross section.



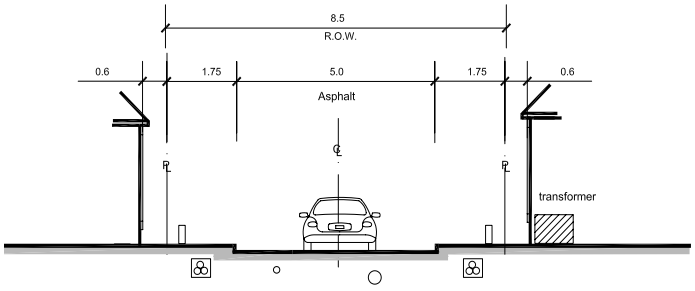
Typical 20 m local street cross section.

Guidelines for Lanes

S13 Lanes should be provided on streets where garages and front driveways will detract from the character of a special location, such as adjacent to a neighbourhood park.

S14 Lanes should be designed within a 8.5 m ROW and include:

- *a road surface of 5 m; and,*
- *a utility corridor on either side of the road of 1.75 m.*



Residential Lane
8.5 m ROW

Notes:

1. Lane R.O.W. to be widened periodically to accomodate transformers, switch gears and utility pedestals.
2. Where practical, bell and cable TV pedestals to be installed within R.O.W. in line with poles.
3. Garages to be set back min. 0.60m from street line. Eaves may extent into set back.

Pedestals
J.U.T.
Gas Main
Water Main

Residential street in Kentlands, Maryland.

Local residential street with sidewalk at the curb edge in a new community, Bois Franc, Montreal.

Local residential street with sidewalks set behind a grass boulevard in a new community, Bois Franc, Montreal.

5.3 Transit

The City's Official Plan has a City-wide target modal split of 30% for transit. The Leitrim Community Design Plan is planned to accommodate transit as an integral component of the community structure.

The Leitrim Community Design Plan ensures that the community has good connectivity to the rapid rail transit stations and Park & Ride facility. All major east-west and north-south collector roads will be designed to accommodate buses, and the connectivity of these collector roads to both Leitrim Road and to Albion Road will provide OC Transpo with maximum flexibility for bus routing and connections to the station via Leitrim Road. All new roads and widening of existing roads will include the accommodation for pedestrians and cyclists.

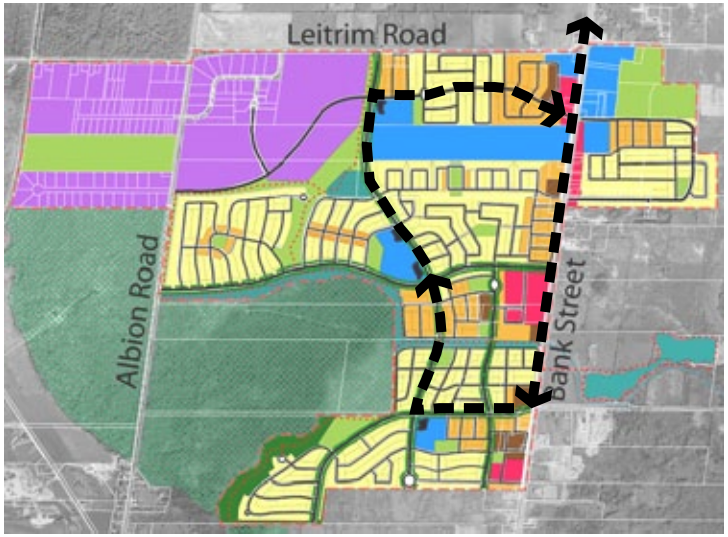
In the short to medium term, bus transit service for the community would be as follows:

- south on Bank Street from Greenboro Station;
- west on Blais Road;
- north on the main north-south collector spine road;
- east on the east-west road south of Leitrim Road; and,
- north on Bank Street.

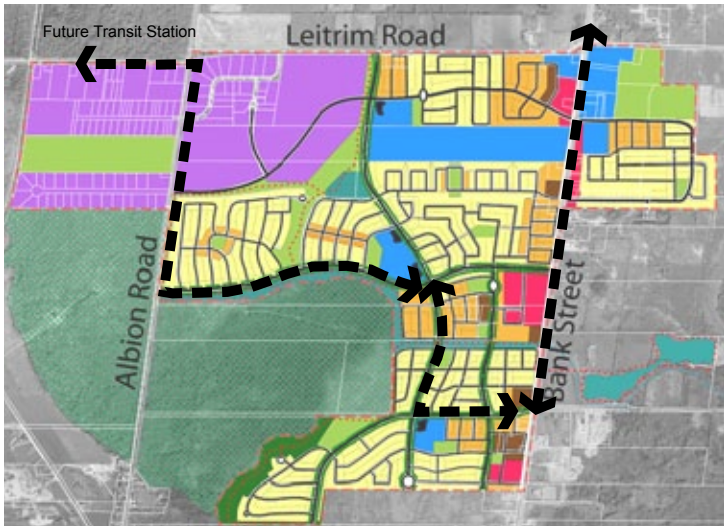
The route shall run clockwise so that residents who live west of Bank Street can walk to and from transit stops without having to cross the collector roads. This may require traffic signals at the intersection of Bank Street and the collector south of Leitrim Road to allow for a left hand turn onto Bank Street.

In the longer-term, a possible bus transit route might be:

- south on Bank Street from Greenboro Station;
- west on Blais Road;
- north on the main north-south collector spine road;
- west on the extension of current Findlay Creek Drive;
- north on Albion Road; and
- west on Leitrim Road to the future light rail transit station.



Potential short term transit route.



Potential long term transit route.

Buses would return to the Greenboro station over the reverse route. This route may require a traffic signal at the intersection of Blais Road and Bank Street to allow for a left hand turn onto Bank.

The City intends to extend the current O-Train line so that the north-south light rail transit corridor unltimately runs from the Nepean Town Centre to downtown Ottawa. The Leitrim community is located on this corridor. Likely, there will be a rail transit station and Park & Ride lot at the corridor's intersection with Leitrim Road, the specific location of which has not been confirmed. Lots are initially built at 200 to 400 spaces and expanded as necessary and as space permits. The design of the station would likely be similar to other stations in the region such as Orleans, Fallowfield and South Keys. A sheltered passenger waiting area, local service, transfer platform and bus lay-up areas would likely be included. Their implementation and use are key to meeting the Official Plan ridership targets.

Additional information on transit is included in Chapter 7.0 Transportation Network Plan.

Guidelines for Transit

TR1 *Concrete pads should be provided at all transit stops. Shelters shall be erected on pads when budget and ridership permit.*

TR2 *Transit shelters should be designed with transparent sides for maximum visibility to and from the interior, so that transit users can see approaching buses, and for personal safety reasons.*

TR3 *Where four-sided transit shelters are not possible, overhead open air canopies should be provided to protect transit users from sun, rain, and snow.*

TR4 *Shelters should be located in the outer boulevard to maximize passenger convenience.*

TR5 *A clear hard surface area 1.5 to 2 metres wide in front of a shelter should be provided to permit safe exit by passengers, including wheelchair users. The sidewalk will often provide this space. In all cases, shelters should be set back 0.5 metres from curbs and sidewalks to protect them from damage by snowplows.*

TR6 *Curb-side transit stop loading areas should be 1.5 to 2 metres wide and long enough to service both the front and rear doors of the longest vehicles using the route (articulated buses).*

TR7 *Transit stops should be located as close to intersections as possible, and their location coordinated with neighbourhood path connections and building entrances.*

TR8 *Benches and other roadside furniture such as waste baskets, bike racks, telephones, notice boards, newspaper boxes and refuse containers should be concentrated at bus stops to maximize their barrier free utility and create active public space.*

TR9 *Surface texture changes should be provided at transit stops to assist the visually challenged in locating the stop and/or shelter location.*

TR10 *Innovative ways to design and deliver transit shelters and related furniture should be pursued. Consider public-private funding partnerships, or integrate them into development on adjacent lands where the location suits transit user needs. Ensure that the emphasis is on amenity over advertising.*

Transit shelter with transparent sides provides maximum visibility.

5.4 Mixed Use Centres

The Official Plan directs that new communities should contain mixed use areas that permit a range of activities. The Leitrim Community Design Plan is designed to provide a mix of places to live, work, shop and play. Mixed use centres for commercial and higher density residential development are proposed along Bank Street to incorporate existing commercial uses in some locations, and to take advantage of the traffic volume on this arterial road. The number of households in the community will not support substantial commercial centres that are located on collector or local roads in the centre of the community.

The primary centre is located at the south-west corner of the Findlay Creek Drive and Bank Street intersection. This centre will have the greatest floor space of commercial and retail uses, the widest range of uses and a substantial resident population. The other centres will have smaller scale retail, offices and high density residential uses.

The centres are located to be well connected to the residential neighbourhoods and are envisioned with street-related buildings that help to create beautiful, pedestrian friendly streets. The view of the centres shall be one of well designed buildings, sidewalks and pedestrian areas rich with amenities and tree lined streets, not dominated by parking. Uses can be mixed in adjacent buildings or in the same building.

Distribution of centres along arterial roads.

On-street parking adjacent to a mixed use development in Orenco Station, Portland, Oregon.

Live Work townhouses in Cornell, Markham.

New development of street related buildings with ground floor retail and upper floors of residential. Port Credit, Mississauga.

Guidelines for Mixed Use Centres

C1 For each of the Mixed Use areas along Bank Street, a composite site plan for the entire Mixed Use area must be approved prior to the first development application for the area. This composite site plan must demonstrate how all land uses will work together, including surrounding land uses, how the CDP's guidelines can be achieved, and how individual proposals will fit within the overall plan.

Buildings

C2 Lot coverage by buildings should be at least 50% of the total lot area. While commercial areas are anticipated to be phased, the composite plan required by guideline C1 must show how this target can be achieved through subsequent phases and infilling.

C3 The maximum floor space index (fsi) should be 2.0. The maximum floor space for retail should be 0.35. The remaining density should be a combination of office and/or residential.

C4 Buildings should be oriented to front, face, and feature public streets, especially with buildings at corners.

C5 Building façades along the public streets should be articulated with colour, material variations, windows, and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the street should be similar to that of the front facade.

C6 The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped above 4 storeys to maintain an appropriate scale in relation to adjacent residential uses.

Buildings adjacent to lower density residential are stepped to maintain an appropriate scale relationship.

Demonstration Plan of mixed use centre south of Findlay Creek Drive.

Demonstration Plan of mixed use centre south of Blais Road.

C7 Both the residential and commercial components of buildings should be of quality construction and architectural details should extend to both components of buildings.

C8 All façades that overlook streets and open spaces should have windows. Reflective mirror glass should not be used for windows at grade.

C9 Building fronts should be treated as pedestrian areas and public spaces:

- *pedestrian areas in front of the buildings should be wide and well-landscaped with furniture, lighting, and planting;*
- *tree planting should be carefully planned with signage to avoid conflicts; and,*
- *planting should be in large continuous planting beds.*

C10 Rooftop mechanical equipment should be screened with materials that are complementary to the building.

C11 A *variety of roof shapes should be considered to avoid the monotony of flat roofs.*

C12 Entrances to buildings should be prominent and visible with entrance canopies, awnings, and other architectural elements.

C13 All utility equipment, hydro transformers and garbage storage facilities should be incorporated into the design of a building. If this is not possible, equipment should be positioned not to be visible from the public street.

Extensive landscape treatment along the street edge of parking in Toronto, Ontario.

Residential above retail and commercial in Cornell, Markham, Ontario.

Pedestrian amenity fronting a retail use in Huntsville, Ontario.

A retail plaza in Oakville, Ontario provides a clear pedestrian route, enhanced by tree planting.

Internal Private Roads

C14 Internal private roads should:

- *be treated as public spaces and designed and landscaped with the amenities of a public street;*
- *include a sidewalk as the primary pedestrian route through the site; and,*
- *include a sidewalk that is integrated within the main planting bed through the parking lot.*

C15 Small buildings clustered along the internal roads should form cohesive and concentrated districts.

Parking

C16 Parking areas should be located at the side or rear of the development and set back from the street ROW.

C17 Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.

C18 Parking areas should be screened from view from streets, open spaces, and adjacent residential areas with low fencing and planting.

C19 Reduced minimum and maximum parking ratios for retail, office commercial and residential will be implemented at the time of zoning in accordance with the new City of Ottawa Comprehensive Zoning By-law for lands within Leitrim's mixed use centres.

C20 Shared parking facilities and on-street parking will be encouraged in the calculation of required parking in Mixed Use Centres.

Loading & Servicing

C21 Servicing and loading areas should be located behind buildings and screened. Conflicts between shipping vehicles and pedestrians must be minimized through signage and delineation of the pedestrian right-of-way.

Site Landscape Treatment

C22 Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.

C23 Planting beds should be established to enable plant material to be massed to create a healthy and sustainable landscape.

C24 A mix of deciduous and evergreen vegetation should be used.

C25 Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.

Colourful landscaping helps improve a parking lot in Kenora, Ontario.

Landscaping screens a parking lot from the street in Jordan, Ontario.

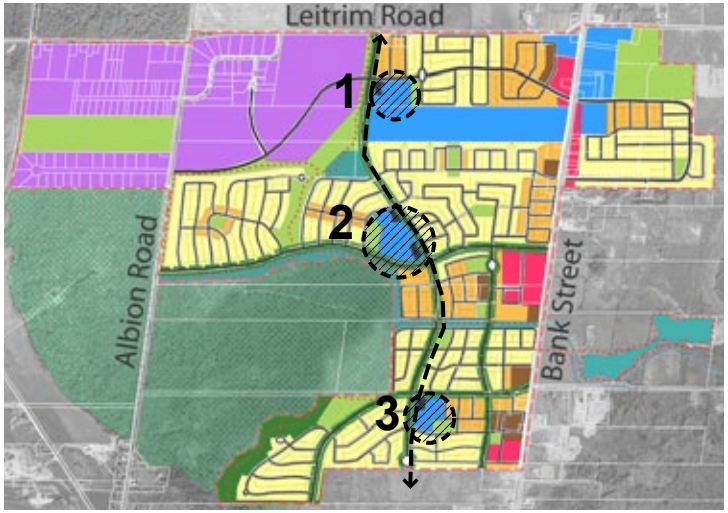
An architectural wall and landscaping separate parking from the sidewalk in Vaughan, Ontario.

5.5 Schools

The Official Plan maintains that schools are key components in new communities, and should be integrated within their structure to act as focal points within the community. Four schools have been requested in the Leitrim Community by three of the Ottawa area school boards. The sites include:

1 2.5 ha school site in the north end for the Conseil des écoles publiques;
2 6.0 ha site in the centre for the Ottawa Carleton District School Board and Ottawa Carleton Catholic School Board; and,
3 2.5 ha school site in the south end for the Ottawa Carleton District School Board.

The school sites have been located along the main north-south spine street as special landmarks in the community. School buildings are envisioned as special buildings that will distinguish the streetscape. Buildings should be located to form the street edge, with parking located at the side or rear of the building. All of the schools have been sited adjacent to neighbourhood parks ranging in size from 0.8 to 1.0 ha, which will accommodate facilities such as courts and play structures. The majority of the community's sports fields will be located in community parks.



Four school sites are located along the main north south arterial in three locations.

Guidelines for Schools

SC1 *School buildings should be located close to the street right-of-way to reinforce the street edge, with frontage on at least two streets, and to create a visually dominant feature in the community.*

SC2 *School buildings should be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings.*

SC3 *Parking should be located at the side or rear of the building.*

SC4 *Drop-off should be provided for buses and cars at the side of the building, but may be located in the front of the building subject to building design and and site plan considerations.*

SC5 *Consideration for a street lay-by should be given for buses and cars.*

SC6 *The front door of the school should be connected with a walkway to the sidewalk on the street.*

School located adjacent to natural features, Windsor.

School in Nepean, Ottawa.

5.6 Higher Density Residential

The Official Plan provides direction to accommodate a range of housing types to ensure a healthy, sustainable community. Density is concentrated in locations adjacent to the mixed use centres to support commercial uses. All forms of townhouses (block, stacked, street) are envisioned, as well as low and mid rise apartments.

Where higher density housing faces arterial roads, single loaded window streets should be used. On collector streets, direct access to residential developments should be provided.

Townhouses are also appropriate adjacent to the parks in neighourhood centres. Townhouses should have rear lane access in these locations to provide an appealing neighbourhood focus.

Distribution of density throughout community.

Townhouses with rear lane access creates an appealing streetscape.

High density housing in a building form that is compatible with low density forms of housing.

Townhouses create a varied street in Morrison, Ontario.

Guidelines for higher density residential

Townhouses

T1 Townhouses should be mixed with other house forms so that they do not dominate an entire neighbourhood.

T2 Architectural style and detail of townhouse blocks should complement the design of single and semi detached units.

T3 Townhouses adjacent to focal points, such as facing a park, should be designed with rear lanes to avoid the dominance of a garage and parked cars in the front yard.

T4 Where front garages must be provided, the garage door should not protrude beyond the main front wall of the dwelling.

T5 Where end units of townhouse blocks are at a corner facing a public street, both front and side façades should be treated.

T6 For stacked townhouses, guidelines A1 – A4 apply

Low to Mid Rise Apartments

A1 Apartment buildings, and their associated landscape treatment, should help define the street edge.

A2 Permanent parking, loading, and service areas should be located in side or rear yards, set back from the front façade of the building.

A3 A visitor drop off should be provided in front of the building.

A4 A substantial portion of the building should front the public road at a minimum setback, and the required building frontage should be in proportion to the lot frontage.

Demonstration plan of a neighbourhood centre with townhousing facing a parkette.

Townhouses in Kentlands, Maryland.

Townhouses facing onto public open space.

Architectural treatment helps to define a special corner condition.

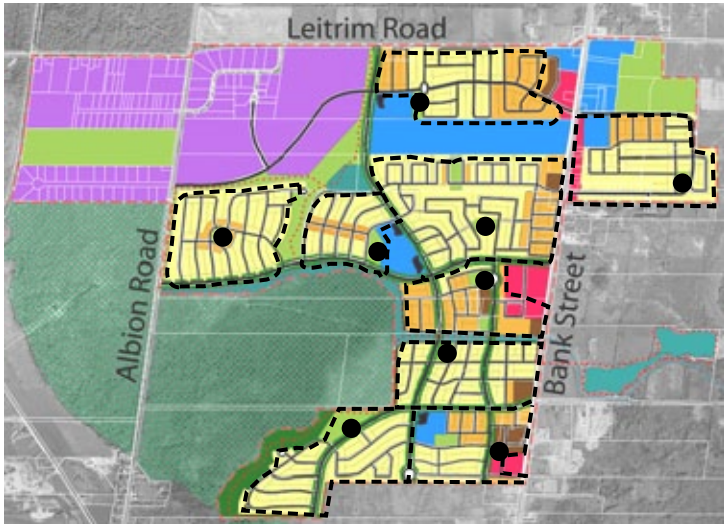
5.7 Residential Neighbourhoods

The Official Plan provides direction to plan new communities with neighbourhoods that have defined identity and focus, and that provide a range and mix of uses and housing types.

The Leitrim Community is planned for approximately 5,300 units and 15,000 residents. The community is planned for a mix of housing types with a maximum of 60% single-detached and semi-detached, a minimum of 30% multiple dwellings, and a minimum 10% apartments. The overall average density for single detached, semi detached and townhouses of 29 units per net hectare (upnh).

The Leitrim Community is designed based on a series of ten neighbourhoods, each defined by open space, natural features or major roads. The neighbourhoods are designed with a modified grid system of roads to provide greater continuity among neighbourhoods, open spaces and the centres. The local streets would be designed with an 18m or 20m ROW.

Each neighbourhood has a focus, typically a small neighbourhood park, within 400 m of residents. The parks are designed with significant road frontage to provide a visually prominent location in the neighbourhood (see Section 5.1).



Neighbourhoods in Leitrim.

A demonstration of the mix of residential land uses and density assumptions is provided in Appendix A.

Single detached housing with front porches and variable setbacks.

Encourage small front yard set backs to bring houses closer to the street and to provide human scale and visual interest.

Parks and natural features, such as this woodlot, should be used to define neighbourhoods wherever possible.

Guidelines for all housing types

N1 *Each neighbourhood will include a variety of housing types, reduced front yard setbacks to reinforce the street edge, and garages set behind the front of the house or accessed from a rear lane.*

N2 *Buildings must have front façades parallel to the road with front doors, windows, and entry features facing the road to create a consistent street wall.*

N3 *The garage door should not protrude beyond the main front wall of the building.*

N4 *Entry features and other architectural elements should be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.*

N5 *Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.*

N6 *Corner lots and homes facing or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:*

- *where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the house;*
- *the main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and,*
- *fencing around front and/or exterior side yards should not block the view of the sidewalk from the house; their height shall be limited to 1.2 m, and they should be primarily open structures, not solid walls.*

N7 *Houses facing parks should be designed with a consistent setback and fencing to help define the park space.*

N8 *The setback to the main front wall of the house should be in the range of 3 - 6.0 m from the front lot line.*

N9 *Additional guidelines for townhouses and low to mid-rise apartments are included in Section 5.6.*

Single detached homes with rear lane access creates a driveway free streetscape.

Garage recessed behind front wall of house in Kentlands, Maryland.

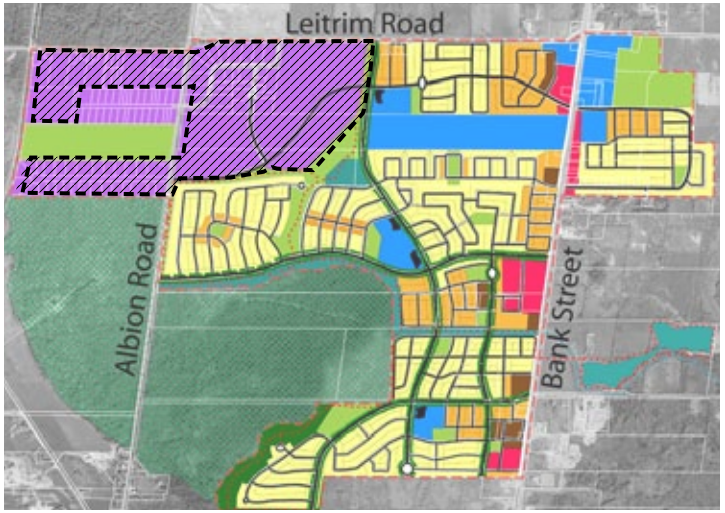
Single detached houses with rear lane access to garages, Calgary.

5.8 Employment

The Official Plan directs that for developing communities outside of the Greenbelt, a ratio of 1.3 jobs per household shall be provided to maintain the balance of jobs and housing in new communities.

The Leitrim Community Design Plan provides a balance of areas for living and working. A total of approximately 100 ha of employment lands is identified in the area on both sides of Albion Road, south of Leitrim Road. This area includes existing employment uses located on Fenton Road, Del Zotto Avenue and Leitrim Road.

The employment area is envisioned with well designed buildings and sited to help create appealing streets. Parking areas shall include significant landscape treatment. Streets shall be designed with high quality streetscape treatment.



Employment designated lands within the community.

Guidelines

Buildings

E1 Lot coverage by buildings should not exceed 35% of the total lot area.

E2 Maximum building height should be 6 storeys or 20 metres, whichever is less.

E3 A substantial portion of the building should front the road at a minimum setback.

E4 Buildings located at the entrance to the employment area from Albion Road and Leitrim Road should be designed as distinct gateway buildings with minimal setbacks, unique building treatment, and special landscape treatment.

E5 Entrances to employment buildings should be defined in the architecture of the building.

E6 Long façades should be differentiated with architectural features.

Parking

E7 Parking areas should be located at the side or rear of the building and set back from the street right-of-way.

E8 Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.

E9 Parking areas should be screened from view from streets, open spaces, and adjacent residential areas with low fencing and planting.

E10 Shared parking facilities and on-street parking will be encouraged in the calculation of required parking.

Clearly defined pedestrian routes and landscape treatment.

Architecture defines the entrance.

Loading & Servicing

E11 Servicing and loading areas should be located behind buildings and screened. Conflicts between shipping vehicles and pedestrians should be minimized through signage and delineation of the pedestrian right-of-way.

Site Landscape Treatment

E12 Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.

E13 Planting beds should be established to enable plant material to be massed to create a healthy and sustainable landscape.

E14 A mix of deciduous and evergreen vegetation should be used.

E15 Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.

E16 The landscape treatment of individual properties has a role in creating the image of the entire Employment Area and therefore should be coordinated.

E17 The front yard setback should be landscaped to define pedestrian walks, the main building entrance, and to screen parking areas.

Parking lot island planting in Nanticoke, Ontario.

Parking lot landscaping in Toronto, Ontario.

6.0 Greenspace Plan

The Greenspace system contained in the Land Use Plan is comprised of natural features, parks, stormwater management facilities and trails. The intention of the Greenspace System, as per the Official Plan's direction, is to provide a range of recreational opportunities within a number of different settings, while protecting natural areas within the Community.

The Official Plan's definition of greenspace includes both structured parkland, from larger community-level parks to smaller neighbourhood-level parks, and natural and environmental areas, such as wetlands or creek corridors. The Official Plan sets two targets for greenspace for the urban areas:

- 2 ha per 1,000 people, or 8-10% of developable land for parks and leisure areas; and,
- 4 ha per 1,000 people, or 16-20% of gross land area for all greenspaces, which includes parks and leisure areas, plus flood plains, hazard lands, stormwater management facilities and environmental lands.

The Leitrim Community Design Plan meets these targets. The Land Use Plan contains 82.3 ha of total greenspace, approximately 5.5 ha per 1,000 people, and 36.9 ha of parkland, approximately 2.5 ha per 1,000 people. Adding in greenspace adjacent to the Community, the Leitrim Wetlands of approximately 300 hectares and the National Capital Commission's Greenbelt north of Leitrim Road, Leitrim easily meets the Official Plan's direction for designing "green" communities.

The greenspace will primarily be under public ownership. These lands will be obtained during the subdivision approval process either from *Planning Act* dedication, which allows 2% of the land area from employment uses, and 5% of the land area from residential uses, or from dedication of constrained lands such as creek corridors or wetland buffers, whichever is greater.

6.1 Distribution of Greenspace

The intent of the Greenspace Plan is to locate parks strategically to augment other greenspaces and to create a north/south, east/west greenspace network. As a result, most residents would be within a 400 m walk to some form of greenspace. The parks within the Community are arranged into a hierarchy: district parks serving the larger areas' need for fields and facilities, community parks serving the Community's needs for fields and facilities, and neighbourhood parks serving the recreational needs of the immediate residents.

The Greenspace Plan is comprised of:

Leitrim Park (12.9 ha)

Leitrim Park is an existing district park of 12.9 ha. It is the site of the Fred Barrett Arena and a number of sports fields and ball diamonds. Fred G. Barrett Arena includes two ice surfaces, a community hall, a concession and meeting rooms. The Park contains three ball diamonds (one lit), one football field, one combination soccer/football field and five soccer fields. The Park accommodates some of the tournament needs of the City and is nearly fully utilized. There is also the possibility of expanding the park's program to incorporate a range of additional uses. Remaining unlit facilities could be lit to increase playing time on ball diamonds and to increase time of use opportunities for soccer fields. Vehicle access and parking is currently provided from Leitrim Road, and vehicle access will be available in the future from roads to the south when lands east of Bank Street are developed..

Community Park North of the Wetland (10.6 ha)

A new 10.6 hectare community park is proposed north of the Leitrim Wetlands as one of the two community level parks in the Leitrim Community. The community parks are intended to accommodate the majority of new sports fields within Leitrim. Other potential facilities include, but are not limited to tennis courts, ice rinks, hard surfaced courts, and waterplay. This park will help connect neighbourhoods through trails and will act as a buffer between employment lands and residential areas. Access and parking to the sports fields can be accommodated at both ends of the park. The sports fields may

have lights, so the location must be carefully considered to avoid disruption to adjacent residents. A community centre could also be incorporated depending on the number of schools built and their amenities. A stormwater management pond located adjacent to the park, will be incorporated into the design of the park.

Community Park South of Wetland (3.2 ha)

A new 3.2 hectare community park is proposed along the southerly east-west collector road. Similar to the other community park, this park will accommodate sports fields. This park will be designed with minimal impacts on the Leitrim Wetlands, such as through the planting of natural buffer areas in the park.

Neighbourhood Parks Adjacent to Schools

There are three neighbourhood parks located adjacent to the school sites. The central neghbourhood park (1.0 ha), is located in association with two schools. The north and south neighbourhood other two parks are associated with a single school and are 0.8 ha. These parks will accommodate some active recreation activities with facilities such as courts, rinks and play structures. Sports fields and larger facilities will be located in the community parks.

The success of these sites will depend on the collaboration of the City and School Boards in site design.

Neighbourhood Parks

A number of neighbourhood parks, ranging in size from 0.4 to 0.8 ha are to be the focus of each neighbourhood. These parks are envisioned as neighbourhood gathering places and would be the site for informal play, children's play facilities, community mailboxes, community bulletin boards, etc.

In the commercial centre at Findlay Creek, a 0.8 ha neighbourhood park is proposed. Ideally, this park should be a more urban park as it is surrounded by commercial, mixed use and higher density residential uses. This park would ideally have hard surfaces, formal landscape treatment, and play facilities. No sports fields are envisioned for this park.

Transport Canada Lands

A 16.9 ha parcel of open space west of Albion Road is proposed to be maintained in its natural state.

Wetland Buffer

The wetland buffer to the Leitrim Wetlands on the Remer lands, has been determined by the Ontario Municipal Board. This area provides a transition zone to protect the sensitive wetland features and functions. Multi-purpose trails are possible in this area, subject to the required studies, and which should be planned to connect to the trail system within the Community.

Stormwater Management Corridor

There is a stormwater management corridor, approximately 40 m wide, proposed along the northern and eastern edge of the Leitrim Wetlands that connects with Findlay Creek. The opportunity exists to provide a multi-use trail in this corridor that connects neighbourhoods with any trail system that is proposed by the South Nation Conservation Authority within the Wetlands.

6.2 Park Facilities

The City of Ottawa completed a *Sports Fields Strategy Strategic Options and Recommendations* report in July 2003 and a *Facility Study Overview* in June 2003 to provide a framework for the provision of recreation facilities.

The Facility study included a recommendation for Southwest Gloucester, which includes both Leitrim and Riverside South community, for a multi-purpose facility which would include a pool, community centre, and possibly a child care centre and/or library. The location and feasibility of this facility has not been confirmed.

The Sports Field Strategy established the following standards for the provision of sports fields:

- 1 soccer field per 850 people;
- 1 softball diamond per 2,700 people; and,
- 1 football field per 23,000 people.

Based on these standards, the Leitrim Community requires approximately 10 soccer fields and 7 softball fields. A football field is not required.

The Leitrim Community Design Plan has sufficient parkland with the configuration necessary to accommodate the facilities the Leitrim Community requires. In addition to softball, soccer and football fields, the Land Use Plan contains enough land to accommodate a range of facilities including, tennis, ice hockey, hard surfaced courts, and waterplay. Ultimately, the Parks and Recreation Branch of the Community and Protective Services Department will determine the type and location of all recreation fields and facilities based on needs within the community.

Greenspace system.

7.0 Transportation Network Plan

The intent of the transportation network is to provide an integrated, multi-modal transportation network for all residents and businesses that is safe, convenient, affordable and energy efficient.

The Transportation Network for the Leitrim Community is composed of a series of interconnected collector and local roads organized in a modified grid system to permit accessibility and flexibility of movement. The modified grid system provides good pedestrian access to the east-west and north-south major collector streets, while discouraging cut-through traffic. The major commercial, mixed use and institutional nodes are readily served by the road system and will minimize circuitous routing of transit buses. The Community Design Plan provides a high level of transit access and many routing options. This is an important consideration, as all residential and commercial areas are located beyond a 400 m walk to the proposed Leitrim Road transit station.

There is sufficient capacity provided on the road network to accommodate projected internal and external traffic volumes. Employment lands are oriented toward major arterial roads to maximize visibility and access and are served by streets separate from the residential uses, thereby minimizing the potential for non-local cut-through traffic. A number of connections from the community to Leitrim Road are provided to minimize the peak traffic load on the north-south collector / Leitrim Road intersection and to better separate residential traffic and employment traffic .

7.1 Public Transit

The City's Official Plan has a City-wide target modal split of 30% for transit. The Leitrim Community Design Plan is planned to accommodate transit as an integral component of the community structure.

As described in Section 5.3, short to medium term bus transit service would be as follows:

- south on Bank Street from Greenboro Station;
- west on Blais Road;
- north on the main north-south collector spine road;
- east on the east-west road south of Leitrim Road; and,
- north on Bank Street.

The route shall run clockwise so that residents who live west of Bank Street can walk to and from transit stops without having to cross the collector roads. This may require traffic signals at the intersection of Bank Street and the collector south of Leitrim Road to allow for a left hand turn onto Bank Street.

In the longer-term, a possible bus transit route might be:

- south on Bank Street from Greenboro Station;
- west on Blais Road;
- north on the main north-south collector spine road;
- west on the extension of current Findlay Creek Drive;
- north on Albion Road; and
- west on Leitrim Road to the future light rail transit station.

Buses would return to Greenboro station over the reverse route. This route may require a traffic signal at the intersection of Blais Road and Bank Street to allow for a left hand turn onto Bank.

The City's priority rapid rail transit corridor is the north-south extension of the O-Train corridor. The City intends to extend the current O-Train line so the North-South Light Rail Transit Corridor ultimately runs from the Nepean Town Centre to downtown Ottawa. This corridor forms the Leitrim Community's western boundary west of Albion Road. Likely, there will be a rail transit station and Park & Ride lot at the corridor's intersection with Leitrim Road, the specific location of which has not been confirmed. The City has initiated an Environmental Assessment study for the expansion of the North-South Corridor, which will determine, among other things, the appropriate corridor and identify locations for stations and parking lots. Completion of this Environmental Assessment study is anticipated for 2006.

The Leitrim Community Design Plan ensures that the community has good connectivity to the rapid transit stations. All major east-west and north-south collector roads will be designed to accommodate buses, and the connectivity

of these collector roads to both Leitrim Road and to Albion Road will provide OC Transpo with maximum flexibility with regard to both on-site bus routing and connections to the station via Leitrim Road. All new roads and widening of existing roads will include the accommodation for pedestrians and cyclists. A sheltered passenger waiting area, local service, transfer platform and bus lay-up areas would be included. Their implementation and use are key to meeting the Official Plan's ridership targets.

7.2 Traffic Generation

The proposed Leitrim Community contains approximately 7,000 jobs, 323,000 ft^2 of commercial / retail development and 5,300 residential units of varying densities. Over 20 ha of institutional use has also been planned to serve the new community.

Traffic generation rates for these land uses were based on National Capital Area data found in the TRANS Trip Generation Manual. These rates assume a non-automobile (transit / bike / walk) modal share of 25% to 30% for both office and residential uses, which is consistent with the Official Plan targets.

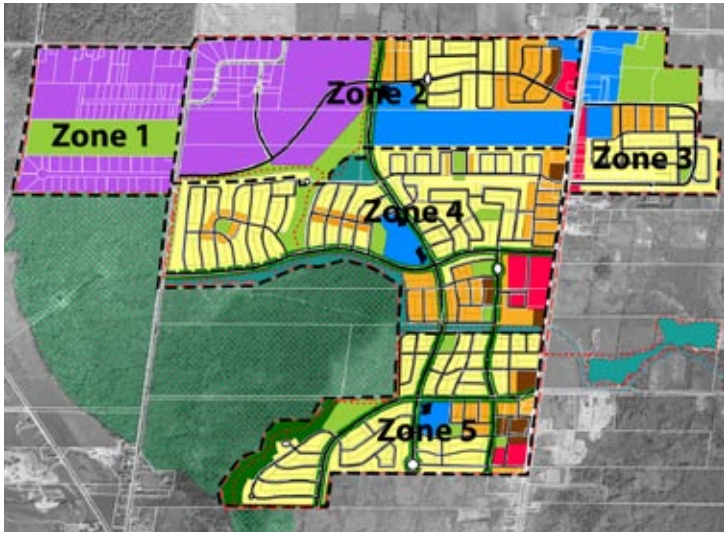
For the afternoon peak hour, which is a worse case and accounts for the overlap between commuter trips, shopping trips and personal trips, the following trip generation rates were assumed:

Residential

- 0.8 vehicles/hour/dwelling unit low density;
- 0.7 vehicles/hour/dwelling unit for medium to high density;
- 65% inbound, 35% outbound for low density;
- 62% inbound, 38% outbound for medium to high density;
- 20% of all trips remain internal to the community (shared trips)

Office

- 0.28 vehicles/hour/job;
- 10% absenteeism;
- 50% peak hour factor;
- 1.2 persons per vehicle;



For evaluation purposes, the Leitrim Community Design Plan was divided in 5 zones.

- 20% of all trips remain internal to the community (shared trips)

Retail

- 5.0 vehicles/hour/1,000 ft^2;
- 80% of all trips are considered internal to the community or already passing by on adjacent streets

The following table summarizes the total and external vehicle trips generated by each zone of the Land Use Plan (opposite page). Institutional land uses were assumed to generate a high proportion of internal trips which would not occur coincident with the commuter peak, and thus assumed to be negligible from the perspective of sizing the road network.

Traffic Generation Summary

Zone	Total PM Peak Traffic		External PM Peak Traffic	
	Inbound	Outbound	Inbound	Outbound
1	47	47	9	9
2	838	1,332	497	892
3	413	299	241	150
4	1,233	835	813	495
5	682	431	477	277
Total	***3,213***	***2,944***	***2,037***	***1,823***

As shown in the above table, the projected peak hour traffic generation added to arterial roads is 3,860 vehicles per hour, 2,037 vehicles per hour inbound and 1,823 vehicles per hour outbound. This external traffic represents approximately 60% of the total unlinked (single origin to single destination) trips generated by the community.

7.3 Traffic Impact

Traffic impact was assessed at a macro level using the following blended peak hour trip distribution:

- 25% to/from the west via Leitrim Road;
- 30% to/from the north via Albion Road;
- 25% to/from the north via Bank Street;
- 15% to/from the east via Leitrim Road;
- 2.5% to/from the south via Albion Road; and
- 2.5% to/from the south via Bank Street

100%

The macro-level distribution reflects the location of the Leitrim Community relative to the Official Plan's projected distribution of employment and residential uses, as well as planned regional transportation links between them. External traffic was assigned to the road network on a zone by zone basis, using the closest routing to reach their macro-level destination.

By superimposing traffic to/from all of the zones onto the proposed Community road network, the projected two-way link volumes were checked to ensure they were consistent with the intended function of the major streets. The capacity of a major collector street is 800 vehicles per hour to 1,200 vehicles per hour, two-way total. The two highest volume roads were found to be Findlay Creek Drive (900 vehicles per hour), which connects Bank Street to Albion Road, and the north-south link (1,100 vehicles per hour) which bisects the community and connects to Leitirm Road midway between Bank Street and Albion Road. Both of these streets should be designed as major collector roads given their projected traffic volumes, the land uses that will have direct access to them, and their function in moving both internal and external traffic volumes through the Community. The next highest volume street is the east-west link immediately south of Leitrim Road (500 vehicles per hour), which serves a mix of employment and residential uses in Zone 2 and connects to both Bank Street and Albion Road. The remaining connections to the arterial road network (serving Zone 3 and Zone 5) are forecast to carry peak volumes of under 200 vehicles per hour, consistent with a minor collector or local street function.

8.0 Servicing Plan

From a municipal servicing perspective the Land Use Plan has been developed respecting the location of major existing and proposed new infrastructure within the Leitrim Community. The plan protects major servicing corridors for trunk water, wastewater and stormwater infrastructure to allow for a cost effective phased development of the entire Community, while maintaining maximum flexibility in phasing to accommodate the anticipated changing needs of the development industry.

The Land Use Plan was reviewed and analysed from a municipal servicing perspective. The “Leitrim Communtiy Design Plan Serciveability Report”, in Appendix B to the Community Design Plan and submitted under a separate cover, describes the water supply, wastewater, and stormwater management infrastructure required to service the Community as proposed in the Land Use Plan. The Serviceability report also provides information on the timing and phasing of services for the Community. This section summarizes the analysis and findings of the “Serviceability Report”.

8.1 Sanitary Servicing

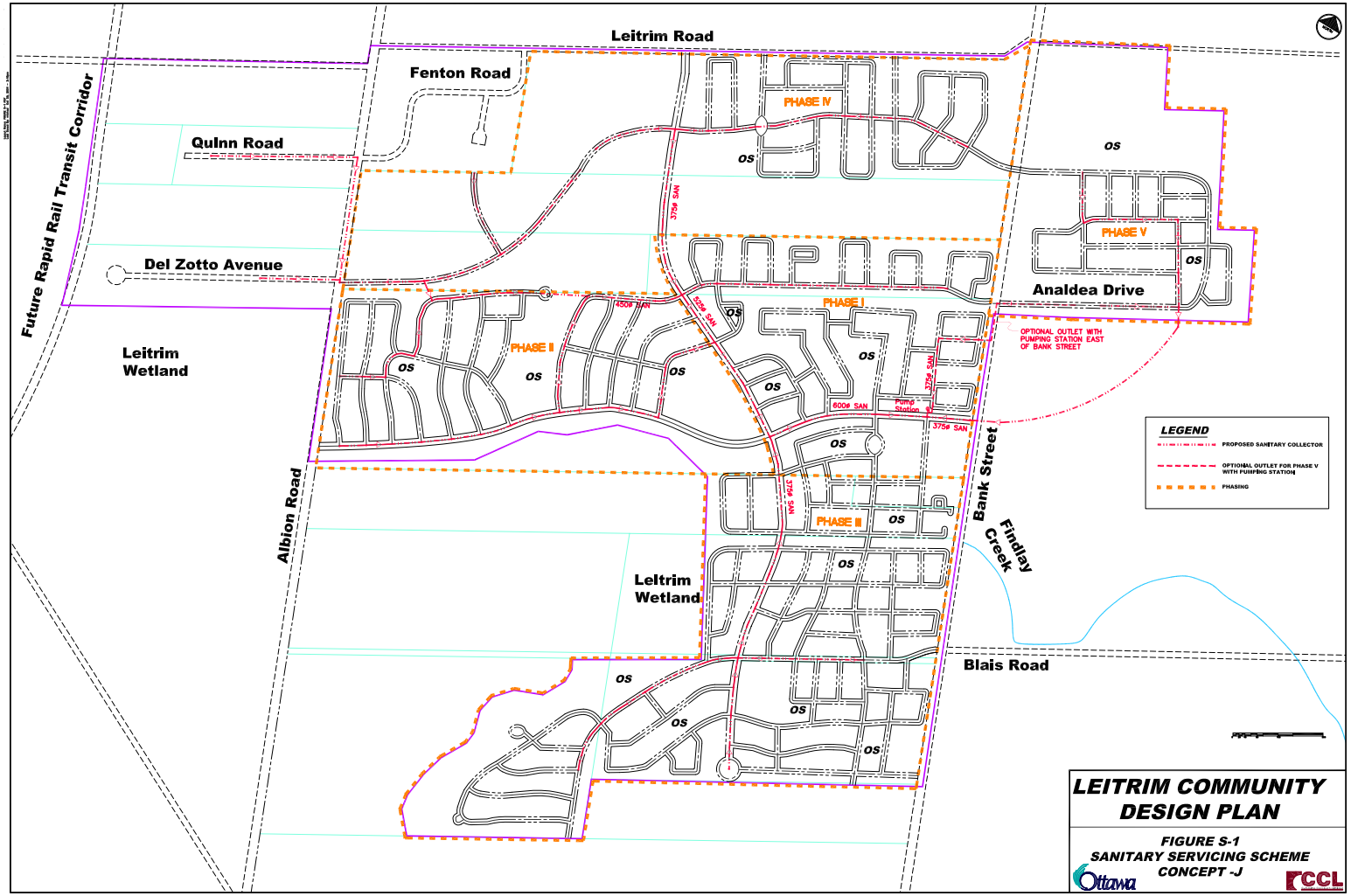
With the exception of the small pocket of existing development at the intersection of Bank Street and Leitrim Road the entire Leitrim Community is serviced by a sanitary sewage pumping station located on Findlay Creek Drive just west of Bank Street. This pumping station outlets to the Conroy Road Collector sewer via a forcemain in Bank Street. Previous design analysis limits the capacity of this pumping station to 380 litres/second due to downstream constraints of the Conroy Road Collector Sewer.

Using the City's standard design criteria for wastewater analysis, the Land Use Plan was evaluated to determine the peak flow for the range of population densities projected at ultimate build out. This analysis suggests that at the lower population projections for the preferred Land Use Plan the existing pumping station has sufficient capacity to accommodate the entire Community at build out.

The analysis also suggests that as the population projections increase to the maximum suggested in the Plan, the allowable capacity of the Leitrim pumping station is exceeded. However, the amount that the maximum peak flow exceeds the allowable peak flow for the pumping station is only marginal (10 %) and can be dealt with through design efficiencies. The relatively small increase in peak flow capacity required to satisfy the maximum density projections for the Land Use Plan suggests that this increase can be accommodated by acknowledging non-sequential peaking between the residential and employment uses within the Community.

If non-sequential peaking is factored into the analysis, the maximum density projections for this plan can be accommodated in the current wastewater capacity allocation for the Leitrim pumping station. It is also recommended that as build out occurs, detailed flow monitoring be carried out at the Leitrim pumping station to confirm the design assumption used in the analysis contained in the Serviceability Report and to develop design criteria which can be used to finalize the design requirements for ultimate build out.

The figure on the opposite page illustrates a trunk wastewater servicing scheme which will satisfy phased development of the Land Use Plan.



Trunk wastewater servicing scheme.

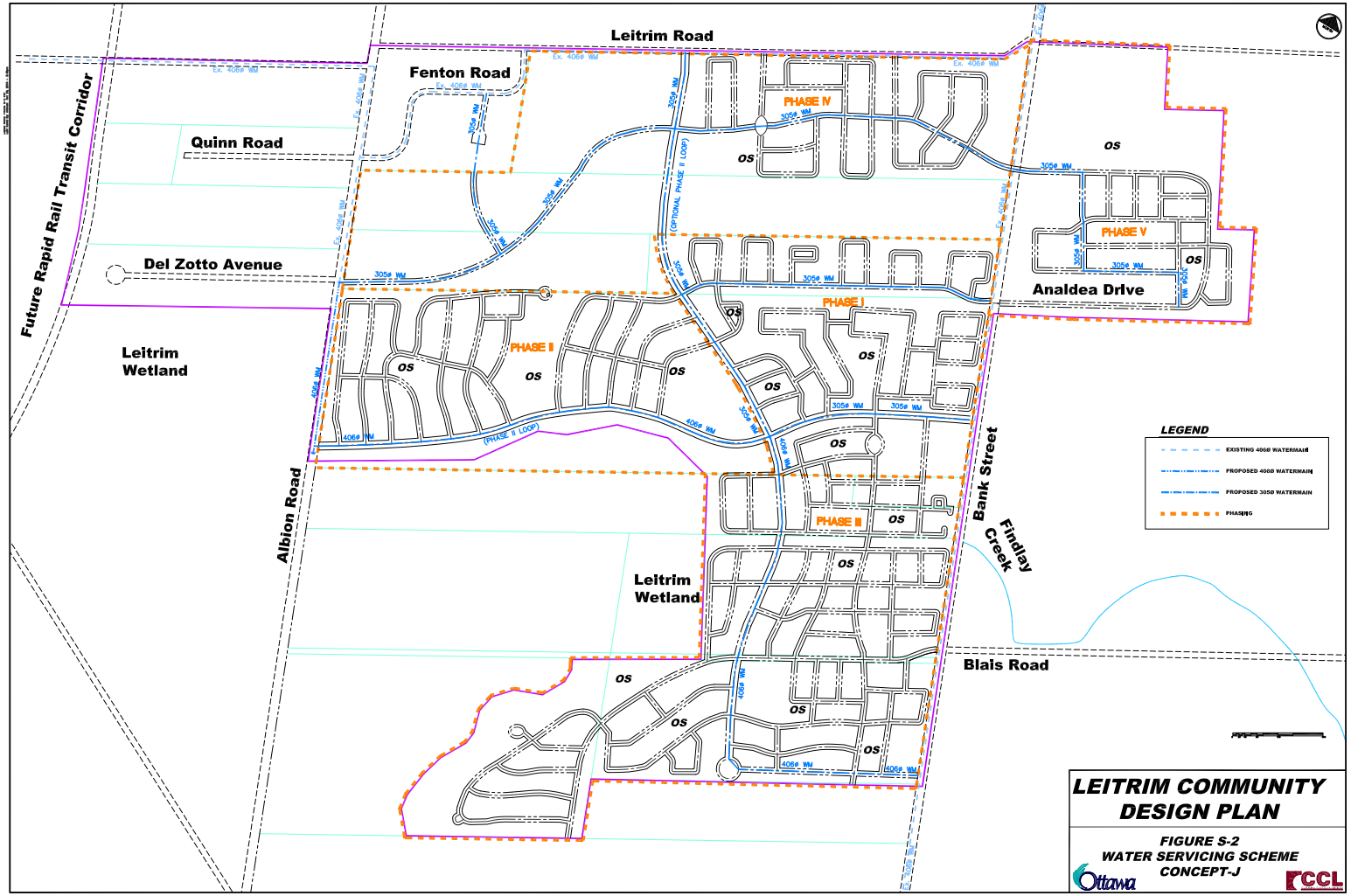
8.2 Water

The Leitrim Community has historically been provided with water through the South Gloucester Pumping Station located at the intersection of Conroy Road and Bank Street. This pumping station feeds a 405 mm diameter watermain in Bank Street, which runs southerly to Mitch Owens Drive. In anticipation of the development of the Leitrim Community, the City of Ottawa recently extended a major feedermain southerly from the South Ottawa Pumping Station to Leitrim Road. This new feedermain will ultimately become the primary source of supply for the entire Leitrim Community.

Appendix B includes detailed hydraulic modeling of the proposed water distribution system required to support ultimate development of the Land Use Plan. This analysis has been broken into five distinct phases to illustrate potential interim servicing and looping requirements to support a phased build out of the entire development area.

The ultimate primary source of water is at the extreme north-west corner of the Leitrim Community while the waste water and stormwater outlets are located along the eastern limit of the Community. For this reason, it is recommended that the primary source of water for the initial phases of development be the existing 405 mm diameter watermain in Bank Street. Hydraulic analysis suggests that this source can support the demands of Phase I and the east half of Phase II without compromising the City's basic level of service requirements. However, it is the recommendation of this Community Design Plan that at some time between the build out of Phase I and prior to build out of Phase II, a secondary water feed be provided. This secondary feed can be provided by extending a watermain north to Leitrim Road or westerly to Albion Road.

The hydraulic analysis also suggests that the South Gloucester Pumping Station cannot be decommissioned until such time as the watermain in Leitrim Road west of Albion Road is twinned, the watermain in Albion Road south of Leitrim Road is twinned; and a secondary feed is provided to Phase I of the development. A trunk watermain servicing scheme is illustrated on the opposite page which will satisfy phased development of the Land Use Plan.



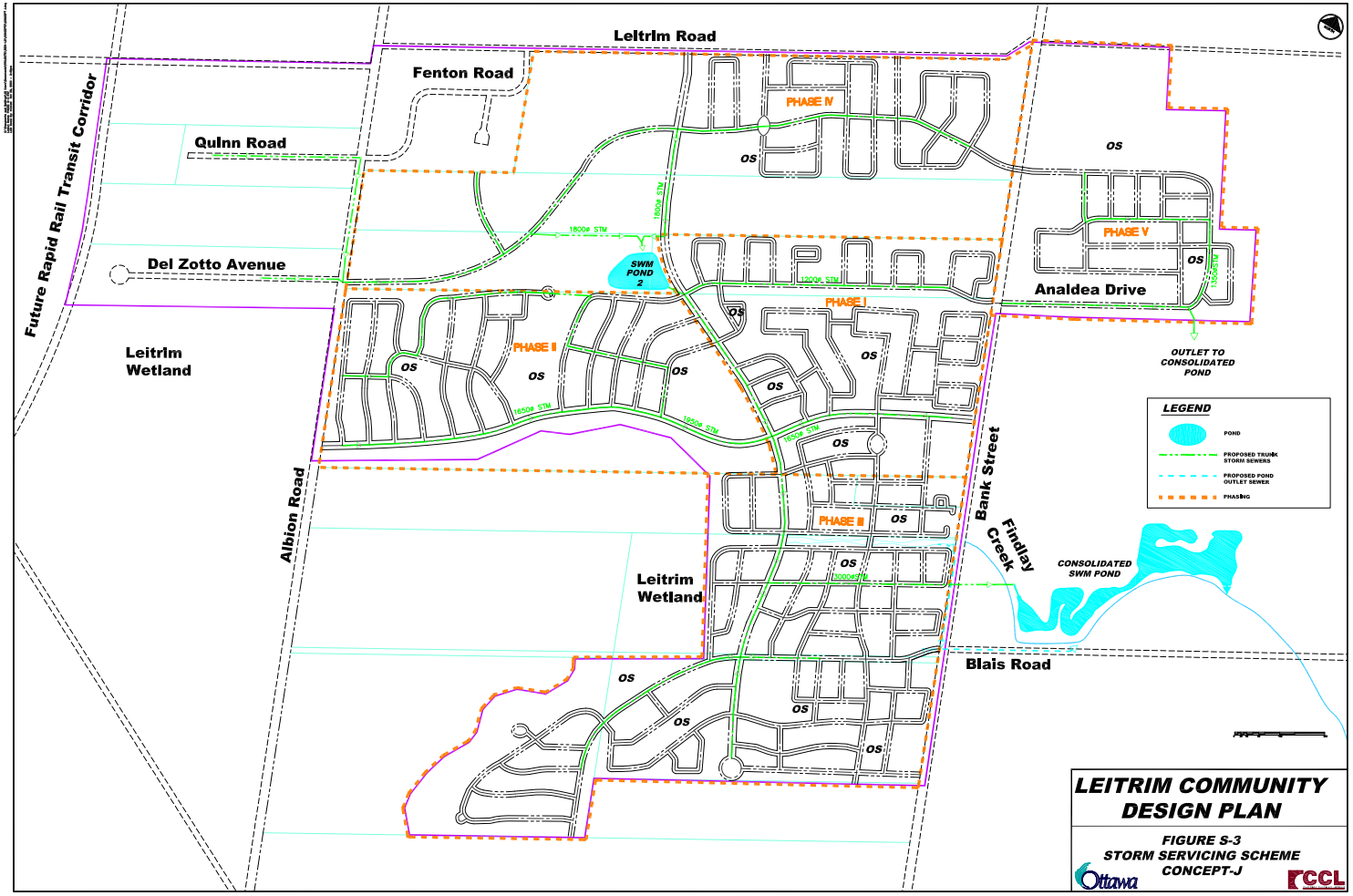
Trunk watermain servicing scheme.

8.3 Stormwater

Drainage in the Leitrim Community flows to a tributary of Findlay Creek. Historically, overland flow has been directed to this creek via a series of ditches and municipal drains. In 1995, the former City of Gloucester, completed a "Stormwater Management Environmental Study Report and Predesign" for the entire Leitrim Community. This master drainage plan developed a preferred drainage scheme which specified the need for four stormwater management ponds to provide the water quality and quantity treatment necessary to satisfy the various approval agencies and allow development to proceed.

Part of this approval process included a re-evaluation of options, should additional monitoring trigger the need. This re-evaluation process has concluded that a consolidated stormwater management facility be constructed east of Bank Street.

The Land Use Plan has been developed respecting the recommendations of the preferred stormwater management plan in Appendix B. As part of the technical analysis of this Land Use Plan, the recommendations of the preferred stormwater management plan were reviewed and found to be consistent with current design criteria. The figure on the opposite page illustrates a trunk storm servicing scheme which will satisfy phased development of the Land Use Plan and provides flexibility to respond to adjustments in phasing as development progresses.



Trunk storm servicing scheme.

9.0 Implementation

The Official Plan requires that community design plans indicate how its policies and guidelines will be implemented at the community level. This section accomplishes this by describing how the Plan is to be interpreted; the phasing of development in the Community; guidelines for reviewing development applications; how affordable housing targets will be met; and the process of making changes to the Plan in the future.

9.1 Interpretation

This CDP is a statement of land use planning policy. It is intended to be a guide to the development of the Leitrim Community. Some flexibility in interpretation is permitted, provided the general intent of the policies and principles of this Plan are maintained.

The designations identified on the Land Use Plan on page 26, are intended to show general areas and the boundaries are flexible and may vary without amendment to the Plan, except where designations are established by fixed boundaries such as wetland boundaries or roads or where specifically stated to be fixed in the policies of this Plan.

Where lists or examples of permitted uses are provided, they are intended to illustrate the possible range and type or uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use.

Development within the Community shall be subject to all policies and guidelines of this CDP and any applicable policies of the Official Plan.

9.2 Phasing

Development in Leitrim will be phased to provide for the continuous, orderly extension of the Community to ensure the most efficient and economical use of existing and proposed infrastructure. Fundamentally, the Leitrim Community will develop in concert with the development of the trunk services, and the establishment of the required stormwater management facilities. Future development within the CDP area will continue to proceed in an incrementally outwards manner both westerly and north and south of Findlay Creek Drive. To accommodate this growth, the balance of the total sanitary servicing system, including a second forcemain and extension of the gravity sewer will be constructed as necessary. The Serviceability Report in Appendix B details the timing of infrastructure for Leitrim.

Residential

The City requires assurance that the Official Plan's residential mix and density requirements are being met as the Leitrim Community develops. To accomplish this, the Land Use Plan has been designed on the basis of five zones, as shown on page 29. This Plan shows each zone with an anticipated mix of housing types that, when considered together, achieve the overall objectives for residential mix and density requirements of the Official Plan.

The land use patterns, unit mix and densities identified in the land use plan do contain some flexibility. For example, while ground-oriented multiples such as street or stacked townhouses are the principle uses of the medium density residential designation, single detached and low rise apartments are also permitted in certain locations. This "shifting" of uses and forms is built into the Community Design Plan provided that:

1 The overall densities and unit targets for each zone, as identified on the map on page 26, are being met;

2 Neighbourhoods, as per the map on page 54, are being planned during the subdivision review process with the location of higher density uses shown from the outset;

3 Any required updates to the Serviceability Study or any further servicing analysis to ensure available capacity be completed as part of the subdivision process if more dwelling units are being proposed in a neighbourhood then have been anticipated by this plan.

Furthermore, any low-rise apartment units constructed that are in excess of the 10% minimum may be credited to the calculation of 29.0 units per net hectare. These may only be credited once the 10% apartment units are constructed and delivered.

These requirements will be implemented and monitored through the City's zoning and draft plan of subdivision processes. The intended targets are to be utilized for monitoring purposes throughout the implementation of the CDP.

Employment

There are existing industrial and office uses in the northwest corner of the Community that are designed Employment on the Land Use Plan. These uses presently rely on private septic systems for their sanitary servicing needs. However, the Leitrim Community, including these lands, is designated a public service area and is intended to be ultimately serviced by full municipal water and sanitary sewers. Given that sanitary sewers will be progressing from east to west as the phasing of the residential community progresses, there will be anticipated delay before full services are available to these lands. In such situations, the Official Plan does permit interim servicing solutions. Development of the Employment lands in cases where full municipal servicing is not yet available will be permitted, subject to the policies of Section 2.3.2 of the Official Plan.

9.3 Review of Development Applications

This CDP will be primarily be implemented through the development approval process, mainly the zoning, plan of subdivision and site plan control processes. Section 4 of the Official Plan highlights the key policies and required studies for development applications concerning a range of issues from servicing and transportation to environmental protection and health and safety. All development in the Leitrim Community must conform to these policies and requirements.

In particular, the following are specific requirements as part of the Leitrim CDP:

a) For each of the Mixed Use areas along Bank Street, a composite site plan for the entire Mixed Use area must be approved by Council prior to the first development application for the area. This composite site plan must demonstrate how all land uses will work together, how the CDP's guidelines can be achieved, and how individual proposals will fit within the overall plan

b) An Environmental Impact Statement is required during the development review process for each of the four sites identified by the Urban Natural Areas Environmental Evaluation Study.

(c) A traffic impact statement is required during the development review process for all future subdivisions along Findlay Creek Drive. The statement should investigate and consider traffic calming measures along Findlay Creek Drive should they be warranted.

9.4 Affordable Housing

Affordable housing will be required in accordance with applicable City policy in all new residential development and redevelopment in Leitrim. The Official Plan directs that 25% of all new housing development and redevelopment is to be affordable to households at the 30th income percentile for rental and at the 40th income percentile for ownership. The Official Plan defines affordable housing as rental or ownership housing for which a low or moderate income household pays no more than 30% of its gross annual income.

Within the Leitrim Community Design Plan (CDP) area, approximately 1,325 residential units (5,300 units x 25%) should be within this affordability range as determined at the time of subdivision development approval. In Leitrim, approximately 55% of all units are contained in multiple-unit buildings, which includes semi-detached, street townhouse, stacked townhouse, and apartment units. Current market prices for such housing suggest that the majority of these homes meet the Official Plan's affordability targets.

The development of 'social housing' by social housing providers, with or without City funding or incentives, will be included within the total 25% of

affordable housing in Leitrim. The social housing component of affordable housing in Leitrim will be at least 7% of residential units, subject to federal provincial funding. For Leitrim, approximately 370 units should be provided for social housing, which are to be affordable to households at or below the 20th income percentile for Ottawa. Assuming a mix of townhouse and apartment dwellings, approximately 5.5 hectares of land would need to be acquired by the City or social housing providers to meet this target.

The required housing type and appropriate location for social housing in the community will be decided as part of the technical circulation process at the time of development approval, subject to Council allocation of funds. The preferred locations for social housing units are those that have convenient access to public transit, shopping and community services.

To support the development of affordable housing, the City will negotiate the use of the following municipal incentives and direct supports, including but not limited to:

- Capital grants, land;
- Deferral or waiver of fees and charges;
- Density incentives or transfer, flexible zoning, alternate development standards; and
- Other incentives to be negotiated depending on the depth of affordability achieved.

Where municipal incentives are provided to support the development of affordable housing, the City will enter into agreements with developers to preserve the level of public interest in affordable housing. Agreements will reflect the level of public investment required, with more investment resulting in greater levels of affordability. Agreements will include mechanisms to maintain affordability, will specify the mix of units to be provided, and will typically be registered on title or become a municipal housing facilities by-law.

9.5 Process to Amend the CDP

Given that the CDP is a statement of land use planning policy, flexibility has been built into the policies and guidelines of this document to reflect changing circumstances in the Community. This subsection details the need and process for making amendments to the CDP. The process depends on the nature of the changes.

For all proposed changes, the objectives of the Official Plan and of the CDP must be reflected. To ensure the objectives of the Official Plan regarding housing mix and distribution and minimum densities are met, changes to the location and/or number of these units should be made within the zone in which they were located originally on the Land Use Plan. Updates to the studies supporting the CDP, such as engineering and transportation, may also be required in support of the proposed change. As well, variations, which require an amendment to the Official Plan, will also require a corresponding formal amendment to the CDP

Minor Changes

Changes to the CDP's Land Use Plan proposed prior to zoning, subdivision or site plan approval, may be made at the discretion of the Director of Planning and Infrastructure Approvals. These include:

- Minor changes to the configuration and pattern of local streets;
- Minor changes to the size and configuration of development blocks;
- Minor changes to the location, size or massing of mixed use and employment areas; and,
- Minor changes to the location, or "shifting", of low and medium density residential uses, provided neighbourhood targets are met.

The approval of a zoning amendment, plan of subdivision, or site plan control application by the City that reflect these changes constitutes approval of the change to the CDP.

Major Changes

Where more substantial changes to the Land Use Plan are proposed prior to plan of subdivision or site plan approval, the approval of the Planning and Environment Committee is required. These changes include:

- Substantive changes to the location, size or number of mixed use or employment areas;
- Substantive changes to the location of collector roads;
- Substantive changes to the location or number of school sites; and,
- Substantive changes to the location, general size or configuration of park sites.

To initiate the review and approval of these proposed changes, the proponent must submit to the City the subdivision and/or site plans showing the affected area in question together with a composite plan that shows how the proposed changes will affect other plans in the neighbourhood, either an approved plan or a plan in the review process, and that shows how the proposed changes affects the broader community. Where the proposed change affects land that is not subject to an approved plan or a plan in the review process, the composite plan must show the surrounding neighbourhood or broader community, as may be required, as shown on the Land Use Plan.

The City will circulate copies of all plans for comment to owners of development and redevelopment land directly affected by the proposed changes. Where a proposed change is deemed by staff to affect the broader community, a public open house to present the proposed changes to the CDP and to receive input may also be required.

Upon agreement of these changes, the approval of a zoning amendment, plan of subdivision, or site plan control application by the City that reflects these changes constitutes approval of the change to the CDP. Should there be disagreements regarding the changes, approval of the Planning and Environment Committee is required. Each successive change to the Land Use Plan must reflect prior revisions as approved through the above process. The City will keep all approved changes on file.

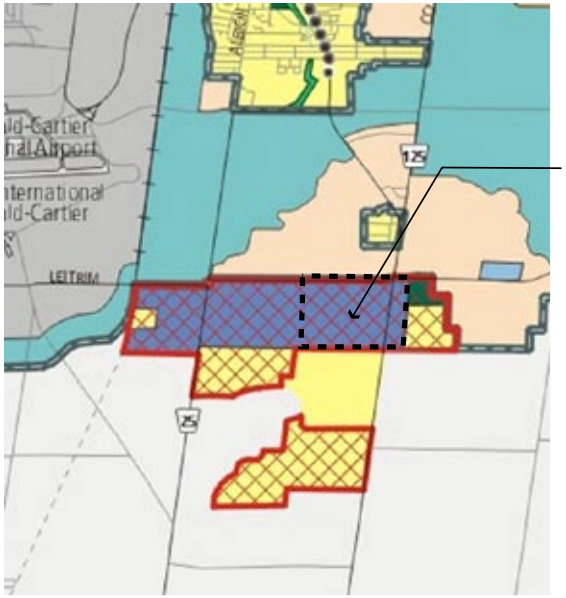
City-initiated Changes

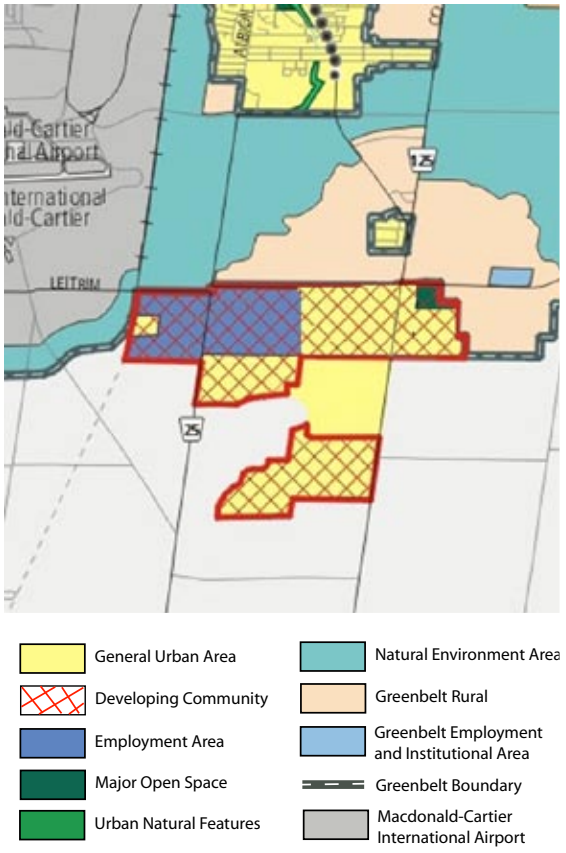
Staff initiated changes to the Land Use Plan may be made at the discretion and approval of the Director of Planning and Infrastructure Approvals and shall involve notice to owners of affected development and redevelopment parcels as required. The approval of a zoning amendment, plan of subdivision, or site plan control application by the City that reflects these changes constitutes approval of the change to the CDP. Where changes are deemed by staff to be substantive or there is disagreement between staff and affected landowners of the proposed changes, approval by the Planning and Environment Committee may be required.

9.6 Required Official Plan Amendment

An Official Plan Amendment is required to implement the Leitrim CDP by changing Schedule B of the Official Plan to reflect the Land Use Plan. The map changes would be as follows:

Official Plan – Schedule B Urban Policy Plan shall be amended as shown on the figure below to change the designation from Employment to General Urban Area to match the Land Use Plan of the Leitrim Community Design Plan.





Appendix A

Appendix A

This section is simply a demonstration of how the Land Use Plan on Page 26 can achieve the Official Plan's residential unit mix and minimum density targets. It is only one method based on a specific set of assumptions, and is not necessarily how the numbers and assumptions have to work.

The Official Plan requires that the area designated Developing Community with the Leitrim Community, have a net density of 29 units per hectare. The Leitrim Community can achieve this density based on the following assumptions:

1 The Official Plan dictates that in addition to the 29 uph net density requirement, no more than 60 percent of the housing mix may be single/semi-detached. Further, no less than 40 percent must be multiple dwellings of which 10 percent must be apartments. In addition, the apartment units cannot be used in the calculation of the 29 uph net.

2 The current Leitrim Plan includes two residential land use categories that include an array of housing types - they are identified as Low Density Residential and Medium Density Residential. As per the table on page 25 the net land areas for proposed LDR and MDR categories on Leitrim Concept K are:

LDR = 115.2 net hectares
MDR = 38.2 net hectares

These land area calculations specifically exclude:

- The existing residential area east of Bank Street on Analdea Drive;
- The existing residential area west of Albion Road on Quinn Road, and,
- The land area covering the existing 552 units registered and/or constructed in the first phase of Findlay Creek Village.

3 In order to establish an overall average density figure, housing mix, and associated density, figures need to be established for the LDR and MDR categories. For Leitrim, the following assumptions have been used:

For LDR, including single detached, semi-detached and townhouse units, the following mix and density assumptions were used:

- 75% singles at 18 uph net (15 m frontage lots)
- 10% semis at 35 uph net (8 m frontage lots)
- 15% street townhouses at 45 uph net (7 m frontage)

Therefore, the overall density for LDR category is:
.75(18) + .10(35) + .15(45)
= 13.5 + 3.5 + 6.75
= 23.75

For the MDR category, including all forms of street and stacked townhouses, the following mix of townhouse types has been assumed:

- 75% street townhouses at 40 uph net (7 m frontage lots)
- 25% stacked townhouses at 60 uph net

Therefore, the overall density for MDR category is:
.75(40) + .25(60)
= 30.0 + 15.0
= 45.0

4 Using these average density calculations, and the measured net land areas, the housing unit yields can be calculated.

Yields for LDR
Total number of units in LDR:
Net land area x average MDR density =
115.2 ha x 23.75 uph = 2,736 units

Unit mix (as per assumption #3):
75% Singles = 2,052 units
10% Semis = 274 units
15% Street Townhouses = 410 units

Yields for MDR
Total number of units in MDR:
Net land area x average MDR density =
38.2 ha x 45.0 uph = 1,719 units

Unit mix (as per assumption #3):
75% Street Townhouses = 1289 units
25% Stacked Townhouses = 430units

Total Housing Units and Resulting Housing Mix

Singles	2052 units	(46%)
Semis	274 units	(6%)
Street Townhouses	1699 units	(38%)
Stacked Townhouses	430 units	(10%)
Total	**4455 units**	**(100%)**

5 Overall Density LDR/MDR

With an understanding of the percentage of each land area type and net density assumptions for each, the overall average density within the LDR/MDR categories can be calculated, as follows:
.75(23.75) + .25(45)
= 17.81 + 11.25
= 29.06 uph net

6 It is also a requirement that 10 percent of the planned housing stock in Leitrim be in apartments. This is calculated based on the housing already generated in LDR and MDR. It is expected that the apartments will be located within the High Density areas.

Based on the anticipated housing yields a total of 495 apartment units need to be generated within the Leitrim Plan. When these apartment units are added into the overall housing yield calculations, the following housing unit mix will be generated:

Total dwellings: 4950 units

Total housing mix:

Singles	41%
Semis	6%
Townhouses	43%
Apartments	10%

7 Therefore, based on the assumptions and calculations presented, the Leitrim Plan, as proposed meets the Official Plan requirement for an overall net density of 29 uph. Further, the Leitrim Plan, as proposed exceeds the housing mix requirements of the Official Plan.

Summary

Based on the above assumptions and the existing housing mix in Leitrim, the following table summarizes the housing mix in Leitrim:

	New Units (Excluding Apartments)		**New Units** (Including Apartments)		**All Units** (Existing and Proposed)	
Type of Unit	**#**	**%**	**#**	**%**	**#**	**%**
Singles	2052	46	2052	41	2443	44
Semi-Detached	274	6	274	6	368	6
Street Townhouses	1699	38	1699	34	1821	33
Stacked Townhouses	430	10	430	9	430	8
Apartments	NA	NA	495	10	495	9
TOTAL	4455	100	4950	100	5557	100
NET DENSITY *(UPNH)*	**29**		**31**		**27**	