

**PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 14 -  
CUMBERLAND HIGH SCHOOL AND SPORTS PARK**

**COMMITTEE RECOMMENDATION**

**That, having held a public meeting, Council enact a by-law to adopt Regional Official Plan Amendment 14 to the 1997 Regional Official Plan, attached as Annex A to this report.**

**DOCUMENTATION**

1. Planning and Development Approvals Commissioner's report dated 11 Sep 2000 is immediately attached.
2. An Extract of Draft Minute, 26 Sept 2000, immediately follows the report and includes a record of the vote.

REGION OF OTTAWA-CARLETON

REPORT

RÉGION D'OTTAWA-CARLETON

RAPPORT

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File/ Réf.	43-00-0130
DATE	11 September 2000
TO/ DEST.	Co-ordinator Planning & Environment Committee
FROM/ EXP.	Commissioner, Planning & Development Approvals
SUBJECT/ OBJET	<b>PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 14 - CUMBERLAND HIGH SCHOOL AND SPORTS PARK</b>

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### DEPARTMENTAL RECOMMENDATION

**That, subject to the public meeting, Planning and Environment Committee recommend that Council enact a by-law to adopt Regional Official Plan Amendment 14 to the 1997 Regional Official Plan, attached as Annex A to this report.**

### PURPOSE

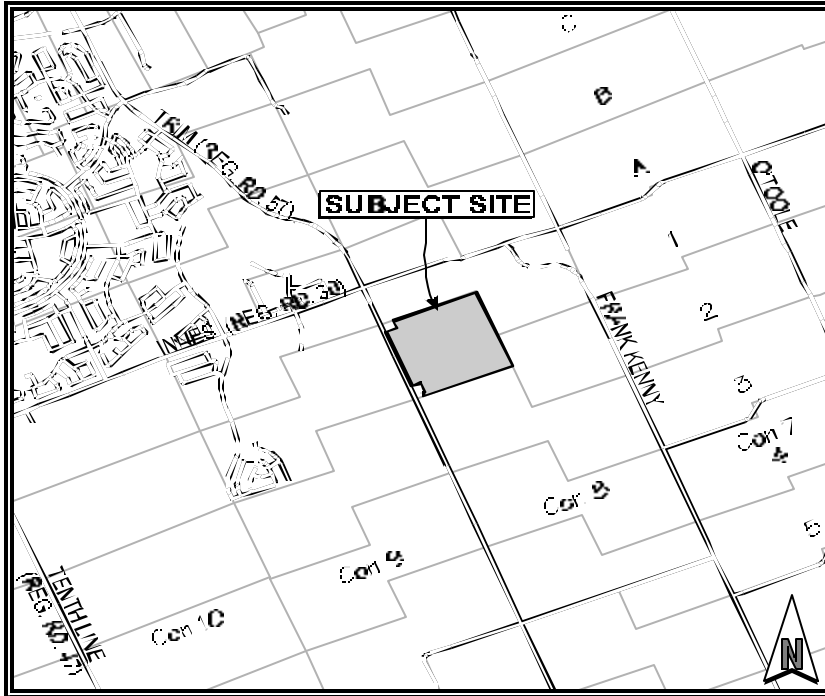
The purpose of Amendment 14 is to permit the development of a high school and sports park on the basis of full central water and sewer services. The subject lands (Part 1 on Plan 50R-6318, being Part of Lot 2, Concession 8, Cumberland) are designated Agricultural Resource Area in the Region's Official Plan. This designation does not permit the intended uses, therefore the City of Cumberland has applied to amend the Regional Official Plan to permit this proposed development.

### BACKGROUND

As part of its planning efforts for the Orléans community, the City of Cumberland purchased the subject property, comprised of 40 hectares on the east side of Trim Road (See Location Plan below). This site is situated in the rural area, immediately across Trim Road from the Cumberland urban expansion area and a future extension of the Region's transitway system.

Aside from the urban area to the west, on lands adjacent to this site there are Agricultural Resource lands to the south and east. To the north there are General Rural lands and Agricultural Resource lands.

## Location Map



### *Proposed Development*

Plans for this Sports Park are to provide a range of intensive recreational facilities (sports fields, community centre and track) for the residents of Orléans and rural Cumberland. Cumberland's zoning by-law allows municipal facilities to be located in any zone, so the sports park is considered a permitted use. On this basis, Cumberland has begun construction of the first phase, comprised of six playing fields on the northwest portion of the site. Attached as Annex B to this report is a Need and Justification report prepared by Cumberland staff which describes the proposed development in greater detail.

A recent proposal by the Conseil des écoles publiques de l'Est de l'Ontario (CEPEO ~ the French Public School Board) to build a high school to serve the Orléans community has provided an opportunity to combine the two, creating a joint use facility. With a jurisdiction extending beyond Orléans to include other communities in eastern Ontario, this proposed high school will also serve the western part of Prescott and Russell County. This joint use facility would be similar to an existing high school/ recreation centre on Tenth Line Road in urban Cumberland. All other School Boards except this one already have reserved high school sites in the Cumberland urban expansion area.

In their search for a suitable high school site, the CEPEO had to satisfy various criteria, including:

- Availability ~ the site had to be readily obtainable so construction could begin as soon as possible. Plans call for the school to be open for September 2002.
- Proximity to both urban and rural student populations. The School Board estimates that approximately 70 percent of its students will come from Orléans.

- Good access to a major road and public transit.
- Ability to provide connections to central water and sewer services.
- Benefits accruing from the joint use of facilities. These are detailed below.

### ***Regional Official Plan***

The Regional Official Plan designates the subject lands as Agricultural Resource Area; they are comprised of class 3 agricultural soils. This designation applies to lands of good agricultural potential and the range of intended uses is generally related to agriculture. This designation does not normally permit a high school and recreational uses like a sports park.

Resource policies of the Provincial Policy Statement (PPS) allow for limited non-residential uses in prime agricultural areas provided there is a demonstrated need, there are no reasonable alternative locations which avoid prime agricultural areas, and there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.

In response to these PPS policies, both the School Board and the City have demonstrated a need for their respective facilities. To consider alternative locations that might avoid prime agricultural areas, a review of alternative sites was conducted by Cumberland staff. Six sites within the urban area and three on nearby rural lands were examined. Conclusions of this review were that the alternate sites were not as suitable because they did not meet all the locational criteria mentioned above, and none of them were able to offer the benefits of a joint use facility. (See Annex B) Furthermore, the land to be used for the school has already been taken out of agricultural production for purposes of the sports park.

### ***Connection to Central Services***

Section 10.3 of the Regional Official Plan states that development in the rural area is to proceed on the basis of private services except in circumstances specified in the Plan. Central services are permitted in the rural area where a health problem arises and Regional Council determines central services, not correction of private services, are the best solution. Regional Council may also consider large-scale extensions to an entire village, following a comprehensive study.

Although the Region's Official Plan generally requires private services for developments in the rural area, the location of this site beside the urban area and the scale of development suggest that central servicing is the preferred servicing solution. Therefore, proposed Amendment 14 would also permit as an exception, the requested central service connections. Water supply and stormwater servicing solutions are achievable. The sanitary sewer outlet will depend on the planned Ottawa River subtrunk/Trim Road sewer. All the necessary funding for design of this sewer was approved in the 1999 capital budget and funding for construction of this sewer has been requested in the 2001 draft budget that staff have submitted to the Transition Board. Cumberland has already budgeted for the further extension of

this sewer south along Trim Road to service this site and other urban lands. Assuming budget approval, construction would proceed next year.

## DISCUSSION

Normally, high school sites should avoid prime agricultural lands and the Region's Official Plan supports this approach. However, the circumstances of this proposed development are unlike the typical rural situation involving agricultural lands. The sports park is permitted in Cumberland's zoning by-law and is already under construction. These lands, therefore, will no longer be used for agricultural purposes. In light of this, the question that presents itself is: Are there benefits to the community of adding a high school to the sports park? A joint use facility offers tangible benefits to both the City and the School Board, such as:

- Efficient use of land ~ Less land is required for the school site; 12 acres instead of 20.
- Ability to cost share in the provision of facilities ~ Partnerships enable the sharing of parking and sports fields with overall cost savings for both parties.
- Sharing of facilities ~ Peak usage for students differs from the community at large, promoting optimum use of recreation facilities.

When the new neighbourhoods were planned for the Cumberland urban expansion area, all the School Boards except the CEPEO reserved high school sites. At the time, the CEPEO did not anticipate a need for a high school in this area, however, student enrollments have increased and the need for a new high school has arisen. With the detailed design of these neighbourhoods completed, an urban location would involve setting aside 20 acres for a stand alone high school site. Removing this amount of land from a neighbourhood and redesigning the remaining lands impacts on the structure of the community. For this reason, plus not being able to meet the timing and locational criteria, alternate sites were considered unsuitable. As a result, both Cumberland and the CEPEO favour this site for the mutual benefits of combining the high school with the sports park.

One issue that arises is the planned transitway extension that will one day serve these new Cumberland neighbourhoods. The Environmental Assessment (EA) has been completed for this transitway and an alignment has been approved as far east as Trim Road, to a location immediately across from the proposed school. In the long term, however, this transitway will likely be extended further east to connect with Frank Kenny Road, the planned major road link between Regional Road 174 and Highway 417. This further extension east of Trim Road will require a future EA to determine a preferred alignment, including a grade separation at Trim Road. Until that time, approval of any development plans must protect for the alternative transitway alignments that will be considered by this future EA. Therefore, ROPA 14 includes a clause requiring the approval of any plans for this development to accommodate the range of possible alignments. (Annex C illustrates the range of alignment alternatives)

A related amendment to the Cumberland Official Plan is being considered by Cumberland Planning Committee on Sept 25, 2000. The results of that public meeting will be available for discussion when Planning & Environment Committee considers this item.

### COMMENTS FROM THE CIRCULATION

The application was circulated to agencies, municipalities, community groups and landowners in the immediate vicinity. Responses were received from the various agencies, none of whom were opposed to this proposed ROPA. (Copies of correspondence are available at the Corporate Resource Centre)

The Ministry of Citizenship, Culture and Recreation (MCCR) noted there is potential for archaeological resources on this site, and noted that an archaeological assessment should be completed prior to any development of the site. Some assessment work has been completed in this area as part of the EA work that was done for the Transitway extension.

The City of Gloucester had no objections but questioned whether there was sufficient servicing capacity for this development. In response, sewer capacity, dependent on the Ottawa River subtrunk, will be sufficient.

The Ministry of Municipal Affairs and Housing (MMAH) spoke to the Provincial Policy Statement as it applies to prime agricultural lands and requested that additional sites be considered. MMAH also noted that servicing capacity has not been allocated for the site. In response, Cumberland staff extended their review of alternate sites to examine three more sites on rural lands close to the urban area. None of these sites were deemed suitable, primarily because they were too distant from central services. This additional review is included in Annex B. Servicing issues have been discussed above.

The Environmental Health Advisory Group (EHAG) had no objections but noted a small woodlot at the southeast corner of the site should be preserved to ensure no further loss of woodland. EHAG also opinioned that good agricultural land should be safeguarded because global climate change could bring about a drastic need for good farmland.

### CONSULTATION

Public notice of proposed ROPA 14 was published in the *Ottawa Citizen*, *Le Droit*, and *Ottawa Sun* on 1 September 2000. In addition, notice of the public meeting was mailed to affected agencies, adjacent residents, community associations and other interested parties.

### FINANCIAL IMPLICATIONS

Construction of the Ottawa River subtrunk is proposed in the 2001 draft budget. There are no other financial implications associated with the service connections permitted by ROPA 14.

## CONCLUSION

Official Plan policies discourage a high school from locating on good agricultural land. This proposed joint use facility, however is exceptional. It involves Agricultural Resource lands on the edge of the urban area that are being developed for a sports park. With the sports park setting a development pattern for these lands, agricultural use of this land is no longer possible. The addition of a high school will not change this status.

The approach taken in Amendment 14 is to permit this development on its merits as a special exception to the Agricultural Resource Area policies. In this way, the policy context for other agricultural lands in general proximity to the urban area is retained, and thereby, the on-going protection of their status as prime agricultural lands. Also, situated in the midst of agricultural lands, this proposed development is not considered to be incompatible with adjacent agricultural operations, as residential uses would be.

As proposed, this Cumberland Sports Park and CEPEO High School present a unique opportunity to create a joint use facility for the Cumberland community's education and recreation needs. A similar joint use development has been built on the Tenth Line Road (Ray Friel Centre & Sir Wilfred Laurier High School) demonstrating the real benefits to both the City and the School Board.

Amendment 14, attached as Annex A, introduces a new policy to Section 7 ~ Agricultural Resource Area of the Regional Official Plan to permit this proposed development on central services. Amendment 14 also protects for the possible future extension of the transitway beyond its current planned terminus of Trim Road.

*Approved by*

*N. Tunnacliffe, MCIP, RPP*

NT/SM/

Attachments:

Annex A ~ Draft Regional Official Plan Amendment 14

Annex B ~ Need & Justification Report by City of Cumberland

Annex C ~ Plan showing range of alignment alternatives for Transitway extension.

**DRAFT**  
**AMENDMENT 14**

**OFFICIAL PLAN (1997) OF THE  
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**

**PURPOSE**

The purpose of Amendment 14 is to permit the development of a high school and sports park on the basis of central water and sewer services. The subject lands (Part 1 on Plan 50R-6318, being Part of Lot 2, Concession 8, Cumberland) are designated Agricultural Resource Area in the Region's Official Plan. This designation does not permit the intended uses, therefore the City of Cumberland has applied to amend the Regional Official Plan to permit this proposed development.

Amendment 14 consists of the following changes to the Region's Official Plan:

- Inserting a new policy in Section 7 ~ Agricultural Resource Areas to permit this proposed development as an exception to the permitted uses of the Agricultural Resource Area designation. Connection to central sewer and water services would also be specifically permitted.

**BASIS**

***Background***

As part of its planning efforts for the Orleans community, the City of Cumberland purchased the subject property, comprised of 40 hectares on the east side of Trim Road (See Location Plan below). This site is situated in the rural area, immediately across Trim Road from the Cumberland urban expansion area and a future extension of the Region's transitway system.

Aside from the urban area to the west, on lands adjacent to this site there are Agricultural Resource lands to the south and east. To the north there are General Rural lands and Agricultural Resource lands.

***Proposed Development***

Plans for this Sports Park are to provide a range of recreational facilities (sports fields, community centre and track) for the residents of Orleans and rural Cumberland. Cumberland's zoning by-law allows municipal facilities to be located in any zone, so the sports park is considered a permitted use. On this basis, Cumberland has begun construction of the first phase, comprised of six playing fields on the northwest portion of the site.

A recent proposal by the Conseil des écoles publiques de l'Est de l'Ontario (CEPEO ~ the French Public School Board) to build a high school to serve the Orléans community has provided an opportunity to combine the two, creating a joint use facility. With a jurisdiction extending beyond



Orléans to include other communities in eastern Ontario, this proposed high school will also serve the western part of Prescott and Russell County. This joint use facility would be similar to an existing high school/ recreation centre on Tenth Line Road in urban Cumberland.

In their search for a suitable high school site, the CEPEO had to satisfy various criteria, including:

- Availability ~ the site had to be readily obtainable so construction could begin as soon as possible. Plans call for the school to be open for September 2002.
- Proximity to both urban and rural student populations.
- Good access to a major road and public transit.
- Benefits accruing from the joint use of facilities, including student use of recreational facilities, community use of school facilities, and a reduced land requirement for the school.
- Ability to provide connections to central water and sewer services.

The Regional Official Plan designates the subject lands as Agricultural Resource Area; they are comprised of class 3 agricultural soils. This designation applies to lands of good agricultural potential and the range of intended uses is generally related to agriculture. This designation does not normally permit a high school and recreational uses like a sports park.

Resource policies of the Provincial Policy Statement (PPS) allow for limited non-residential uses in prime agricultural areas provided there is a demonstrated need, there are no reasonable alternative locations which avoid prime agricultural areas, and there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.

In response to these PPS policies, both the School Board and the City have demonstrated a need for their respective facilities. To consider alternative locations that might avoid prime agricultural areas, a review of alternative sites was conducted by Cumberland staff. Six sites within the urban area and three on nearby rural lands were examined. Conclusions of this review were that the alternate sites were not as suitable because they did not meet all the locational criteria mentioned above, and none of them were able to offer the benefits of a joint use facility.

### ***Connection to Central Services***

Section 10.3 of the Regional Official Plan states that development in the rural area is to proceed on the basis of private services except in circumstances specified in the Plan. Central services are permitted in the rural area where a health problem arises and Regional Council determines central services, not correction of private services, are the best solution. Regional Council may also consider large-scale extensions to an entire village, following a comprehensive study.

Although the Region's Official Plan generally requires private services for developments in the rural area, the location of this site beside the urban area and the scale of development suggest that central

servicing is the preferred servicing solution. Since this site is in the rural area, Amendment 14 will also permit as an exception, central service connections for the high school.

### ***Transitway Extension***

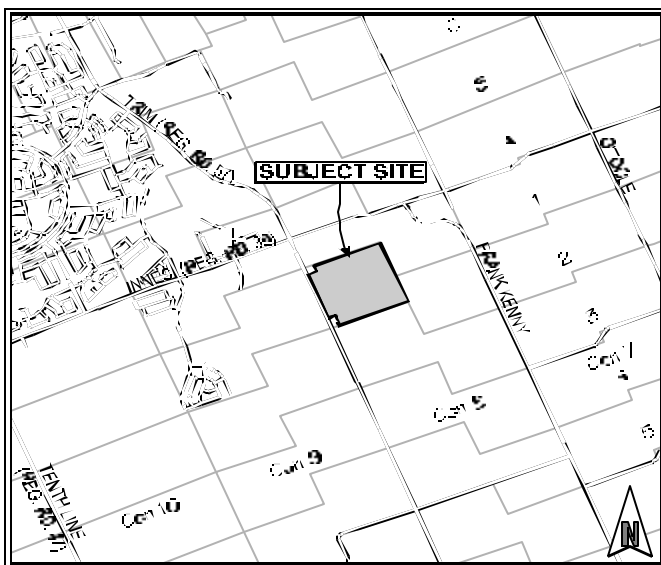
One issue that arises is the planned transitway extension that will one day serve the new Cumberland neighbourhoods. The Environmental Assessment (EA) has been completed for this transitway and an alignment has been approved as far east as Trim Road, to a location immediately across from the proposed school. In the long term, however, this transitway will likely be extended further east to connect with Frank Kenny Road, the planned major road link between Regional Road 174 and Highway 417. This further extension east of Trim Road will require a future Environmental Assessment to determine a preferred alignment, including a grade separation at Trim Road. Until that time, approval of any development plans must protect for the alternative transitway alignments that will be considered by the EA.

## **THE AMENDMENT**

1. Section 7.2 is hereby amended by the addition of the following new policy:

"4. Notwithstanding the uses permitted in Policy 1 above, permit a high school and public recreational facility on the lands described as Part 1 on Plan 50R-6318, being Part of the west half of Lot 2, Concession 8, Cumberland. In addition, notwithstanding the policies in Section 10.03 ~ Water and Wastewater Services in the Rural Area, local service connections for sanitary sewer and water service are permitted for this development. Furthermore, the approval of any site plan and zoning by-law for this project shall protect for the range of alignment alternatives for the possible future extension of the transitway east of Trim Road."

### **Location Plan**



Note: This is an information map and does not constitute part of Amendment 14

**NEED AND JUSTIFICATION  
PROPOSED REGIONAL OFFICIAL PLAN  
CUMBERLAND MILLENNIUM SPORTS PARK  
AND CONSEIL DES ÉCOLES PUBLIQUES  
DE L'EST DE L'ONTARIO  
HIGH SCHOOL**

**CUMBERLAND PLANNING DEPARTMENT  
MAY 2000**

## **Need and Justification for a Regional Official Plan Amendment Cumberland Millennium Sports Park**

### **Introduction**

The City of Cumberland is the landowner of approximately 100 acres (40 hectares) in Lot 2, Concession 8. These lands are currently designated Agricultural in Cumberland's Rural Official Plan and Agricultural Resource Area within the Regional Official Plan. The City is currently developing portions of this site for recreational purposes and is proposing to develop the entire site for a combined Sports Park and High School Site. This development requires the addition of the lands to the urban area to facilitate the provision of services and to recognize the proposed uses. This justification report is being prepared to accompany an application for amendment to the Regional Official Plan. Local Official Plans are also required which will remove this land from the Rural Official Plan, add it to the Urban Official Plan, and provide the appropriate designation.

The proposed development of this land includes a large Sports Park which will include approximately 19 sports fields. This facility will include a range of facilities including soccer, football, baseball and a sports track. The park will include showcase fields designed for senior competitive play. This park will provide a destination sports park of a scale sufficient to handle large tournaments.

In 1999 the Conseil des écoles publiques de l'Est de l'Ontario (CEPEO) approached the City of Cumberland searching for a site to construct a new high school. Cumberland's current development plans did not foresee the creation of a high school site for this particular board and therefore the City evaluated new options for the introduction of a new school site. Following the evaluation it was concluded that the appropriate location for the site was within the lands intended to be used for the Sports Park east of Trim Road. In addition to providing a site for the school, the benefit of co-locating facilities resulted in a reduced site demand of 12 acres for the school board which is also a benefit. In order to accommodate this project, urban services are required. This requires an amendment to the Regional Official Plan and Cumberland's Official Plans to bring this area into the urban area, thereby permitting urban servicing.

### **School Board Justification of Need**

In the early 1990's when Cumberland prepared the Official Plan and Development Plans for the urban expansion area, all the school boards in existence at the time provided their projected demand for future sites and these sites were incorporated into the plans. Since that time the composition of the school boards has changed and the jurisdiction of the boards has been altered. Within the approved Development Plan, sites were included for high schools for both the English Public and the French Catholic boards. One of these schools is currently built (Beatrice Desloges). The second site which is within the Core Area is committed to the Ottawa Carleton District School Board. Draft approval on the related subdivision is being dealt with at this time and the board is requesting the protection of the site.

In 1994, the English Catholic board also approached the City looking for the long term protection of a site for a high school in addition to the recently completed St. Peter's High School. No such site was identified within the development area and the City considered providing such a site within the Special Policy Area located at the southeast corner of Portobello Blvd. and the Blackburn Hamlet By-pass. The City has committed to the school board to provide for such a site in the planning of this area.

The needs of the Conseil des écoles publiques de l'Est de l'Ontario (CEPEO) were newly identified and result from the expansion of the boards physical jurisdiction as well as the increase in the demand for public french education. The school board has prepared a separate document outlining the justification for a high school in the east end of the Region. The board has prepared a justification for their needs separately from this document. They have listed the criteria for locating a new school as follows:

- proximity to the actual and potential students
- access to municipal services
- location on a main road to service the regional draw of students
- easy access to public transportation
- adjacent to a public park, thereby minimizing the site size
- partnership potential

#### Cumberland's Criteria for School Site

##### *Size of School Site*

Cumberland's current development plan policies require that high schools provide 20 acres. This was determined to enable the high schools to develop without seriously impacting on the parks. As well, the needs of high schools to provide a playing field for their own use and to accommodate the extensive use of portable classrooms has kept the size requirements high. In evaluating alternative locations, consideration was given to finding a location where joint use of sports facilities could be provided. In this way, the size of the school site could be reduced. This benefits both the school board and the City by enabling the sharing of facilities. Also, the reduced site size limits the impact of the school on the overall concepts for the area by consuming less land.

##### *Location of the School*

The proposed service area of this school is quite large. It is intended to service the eastern end of the Ottawa-Carleton Region including primarily the Orleans urban area as well as the rural portion of Cumberland. Because of the board's large geographic service area, the communities of Clarence-Rockland, Alfred and Plantagenet, Russell and Casselman will also be served. Students from these rural communities will be bused long distances to this school. As a result, convenient arterial road access is a very important criteria.

### *Servicing*

The proposed high school requires urban services including water and sanitary sewers. Any potential site has to have the ability to be serviced. Given the requirement of the school board to have the school open in 2002, the lands must be able to be serviced within the next year. This is a very limiting factor in terms of finding alternative locations. Much of the land within the area which can be serviced in the short term is currently within draft approved subdivisions and will be subject to imminent residential development. This is particularly the case given the strong economy and the resurgence of new house construction.

### *Neighbourhood Design Philosophy*

Cumberland's Development Plan was approved in 1994. This plan includes the neighbourhood design, primary road pattern, residential development fabric, and the school and park sizes and locations. As well, within this plan the commitments to specific school boards for individual sites has been included.

The Development Plan incorporates specific design principles for each neighbourhood. The area south of Innes Road is broken into three neighbourhoods. Each neighbourhood includes a combination of residential, school, park and commercial uses. Neighbourhoods 2 and 3 (those which are currently developing) were based upon a grid system of collector roads, being divided in the middle by the transitway. As a result, each neighbourhood is divided into quadrants. Within each quadrant the City's objective was to obtain an aspect of public open space in the form of a school and/or park complex. These open spaces combined equal between 15 and 20 acres of public space within the quadrant. This scale of public space provides an amenity to the community while still enabling each quadrant to have approximately 600 - 800 residential units, thus creating a sense of community. In searching for a new school site, the desire to protect this neighbourhood concept was considered. As well, given the amenity provided by a large high school site, as well as the impact of this concentration of students on the surrounding area, there is a desire to distribute the sites throughout the urban community. Due to the traffic created by high schools, the sites need to be located on arterial or major collector roads.

The projected residential development of the overall expansion area provides for 9,315 units. This degree of development satisfies the objectives of the Official Plan to enable the Orleans community to achieve a target of 38,000 residential units within the planning period. The lands currently designated within the Regional Official Plan for the Orleans community will allow for a build-out development of approximately 44,000 units. It is important that the future development of the community achieves these targets in order to satisfy the other objectives of the plan relating to growth management.

### *Timing of Development*

The School Board has a mandate to start the development of the school immediately. The intent is to open the school in September 2002. This timing will dictate the availability of potential sites within the growth area..

### Context for Development in the Growth Area

The new residential communities in the Orleans community are rapidly growing and demand for schools continues to be high. Within the area approved as part of the Cumberland Neighbourhood Development Plan for the expansion area, there are 8 elementary and 2 high school sites. The boards continue to confirm the need for all these sites. Since the approval of the plan, one high school and one elementary school have been built. Two more elementary schools are currently being planned. A plan attached shows the current plans for development in the area. On this plan, the limit of residential development anticipated for year 2000 is illustrated.

In addition to those lands shown in the current Development Plan, there is small section of land in the south east section of the urban community which is designated General Urban Area in the Regional Plan but which was retained as a Special Policy Area in Cumberland Official Plan. The reason for leaving this land out of the current planning in the early 1990's related to two issues; one being the limitation on residential units provided in the Regional Official Plan at the time and the second being the difficulty of assessing an appropriate use for these land in isolation of planning for what will likely be a future neighbourhood to the east. Since the approval of the Development Plan, the Ottawa Carleton Catholic School Board approached the City of Cumberland with an interest in protecting lands for a future high school site. Their need for such a site is not expected for a few years. In discussions with the board the City proposed to protect lands within this Special Policy Area for a long term location for a high school.

The board has confirmed the desire to have this site. The general location of a such a site is included on the plan illustrating the development of the area to provide a context for future development. The location of this site factors into the decision making regarding the provision of a site for the Conseil des écoles publiques de l'Est de l'Ontario.

### Evaluation of Alternative Sites

Following the request from the school board for a new site, the City prepared plans illustrating possible alternative sites within the current boundary of the urban area. A schedule attached shows sites which were considered. A discussion of each of the sites is included here. Following evaluation, the conclusion reached by the City was that the proposed site within the sports park lands east of Trim Road would best satisfy all the objectives.

*Site A*

This site is a 20 acre property located at the north east corner of the future Blackburn Hamlet By-pass Extension and Nantes Street. This site would be located immediately south of an elementary school recently constructed by the same school board. This proposed site would be located for many years at the end of a local street with no arterial road access given that the construction of the Blackburn Hamlet By-pass Extension in this area is not foreseen for many years. This site does not satisfy the needs of the board in terms of convenient access for buses.

From a community design perspective, the taking of 20 acres out of this quadrant would reduce the residential component by approximately 150 units. This would severely compromise the ability of this quadrant to provide a sense of community. Other land uses within this quadrant include an elementary school, a natural park area and a future apartment tower block. This design would also result in the loss of an east-west road through this neighbourhood, disconnecting the residential areas.

This site is not recommended.

*Site B*

This parcel is located on the northwest corner of the Blackburn Hamlet By-pass Extension and Portobello Blvd. The lands proposed for this site are currently designated for a Neighbourhood Commercial use. The re-designation of this site to permit a school would compromise the City's planned commercial hierarchy. The need for this site was recently re-confirmed through the finalization of a Commercial Study.

As with Site A, the short term access to this property is also poor without the construction of the Blackburn Hamlet By-pass Extension. The location of this site is also very close to the two other potential high schools, those to be built by the Ottawa Carleton District School Board and the Ottawa Carleton Catholic School Board. The concentration of three high schools in one area of the municipality does not satisfy the desire to distribute them evenly throughout the area.

This site is not recommended.

*Site C*

This property is located on the southeast corner of the future re-aligned Trim Road and Watters Road. The site takes the entire corner, being bound at the east and south by a creek.

This location satisfies the board's desire for convenient access and it has little impact on the development of the adjacent residential community. This site has also been considered for other institutional uses such as a Senior's home or a church. The difficulties associated with this property



relate to its availability within the time frame required by the school board. A series of planning and servicing issues require resolution.

The location of Trim Road in this area was identified in the Trim Road Environmental Assessment, however the Official Plan Amendment dealing with this road has been appealed to the Ontario Municipal Board. Many of the objectors live in proximity to this site and one of their main issues is a request to move the road more easterly. This would impact the viability of this site.

The second issue is the provision of a storm water outlet for the lands. Works are planned by the City in year 2001 to provide a storm water management facility within the Cardinal Creek which will receive the storm water from this site. The development of the site would however require the installation of a storm sewer through lands held in different ownership to the south of this property. The lands through which the pipe would be required are currently farmed and are not held by a developer which is pursuing approvals for development at this time. These lands belong to one of the objectors of the Trim Road OPA.

The difficulty associated with finalizing the Trim Road alignment and negotiating the solution to the storm water sewer makes this parcel undeliverable within the required time frame.

This site is not recommended.

#### *Site D*

Lands on the northeast corner of the current Trim Road and Innes Road could be considered as another possible site. These lands are currently designated High Density Residential in Cumberland's Official Plan. The provision of high density residential development is critical in achieving the City's housing targets. The sites for this use were designated in the Official Plan in 1994 and have been the subject of pressure for re-designation to lower density. It is not recommended that a high density site be abandoned for the provision of a high school given the difficulty of introducing a new high density site within the area.

This site is not recommended.

#### *Site E*

Lands at the easternmost boundary of the urban area at the intersection of the future Trim Road and Innes Road have also been considered as a possible location. This site is constrained by the problems associated with the Trim Road OPA and future design. Servicing to this area would also require a major extension of services in a direction where development is not currently occurring. This would lead to non-contiguous urban development and a focus on growth in an area where development is not related to any of the current servicing and roads infrastructure.

This site is not recommended.

### *Site F*

This site is located on the west side of Trim Road in a location immediately north of the proposed transitway lands. As with Site D, this alternative removes a high density site which is designated in the Official Plan. As well, this proposal would introduce a second high school in the northeast quadrant of neighbourhood 3. A commercial parcel is also proposed in this quadrant. The overall impact of two high schools and a commercial development would limit the residential capability of this neighbourhood.

This site is not recommended.

### *Site G*

This site is located east of Trim Road within lands proposed to be developed as a sports park. By incorporating the school into the park, the size of the parcel required to be purchased by the board can be reduced from 20 acres to 12 acres. This is possible because of the joint use of sports fields within the park. The City park users will also benefit from co-locating with the proposed high school because facilities (ie. washrooms, change rooms, storage) can be incorporated into the school to benefit the park.

The site is conveniently accessible for bus transportation along Trim Road with good access for the urban and rural populations.

The conversion of land from park use to school use will not impact any of the existing communities in the same manner as the other proposed locations. The overall unit targets will remain unaffected and the proposed site is located a reasonable distance from other high schools.

The provision of urban services to this site as part of the school development will also accommodate the future needs of the park development. Should buildings and facilities be constructed as part of the park, urban servicing will be available. As well, the extension of services to this school site will open up more land for future development within the existing urban boundary. These lands are located south of Beatrice Desloges school and are contiguous with the development which is currently being undertaken by Urbandale and Regional Realty. The addition of this school site benefits the overall servicing scenario.

It is recommended that the proposed site be provided as a school site to the Conseil des écoles publiques de l'Est de l'Ontario.

## History and Justification for the Millennium Sports Park

### *Description of the Park*

In recent years the City identified a need to create a major sports park of sufficient size to satisfy the needs of the various sports associations for field space including lit fields which would allow evening and tournament usage. The fields which currently exist within the city's park are primarily unlit and exist

singly in most cases. Where lit fields exist within neighbourhood parks, conflicts with existing neighbours have resulted. The new sports park is intended to provide a major sports facility which will satisfy the demands of the city residents.

The park lands comprise approximately 150 acres with 100 acres currently being proposed in the western half of Lot 2. During the initial stages of the development of this parcel, the City encouraged partnerships with the various sports associations. Through these efforts, groups started fund raising to help in the development of the fields. As well, the local business and development community became involved by contributing funds and time to the grading and cleaning of the site. The front approximately 25 acres have been filled as part of this project.

This year the City will be proceeding with the construction of the first six fields on the area which was previously filled. The City has also identified this park as their only millennium project and have applied for Millennium funding.

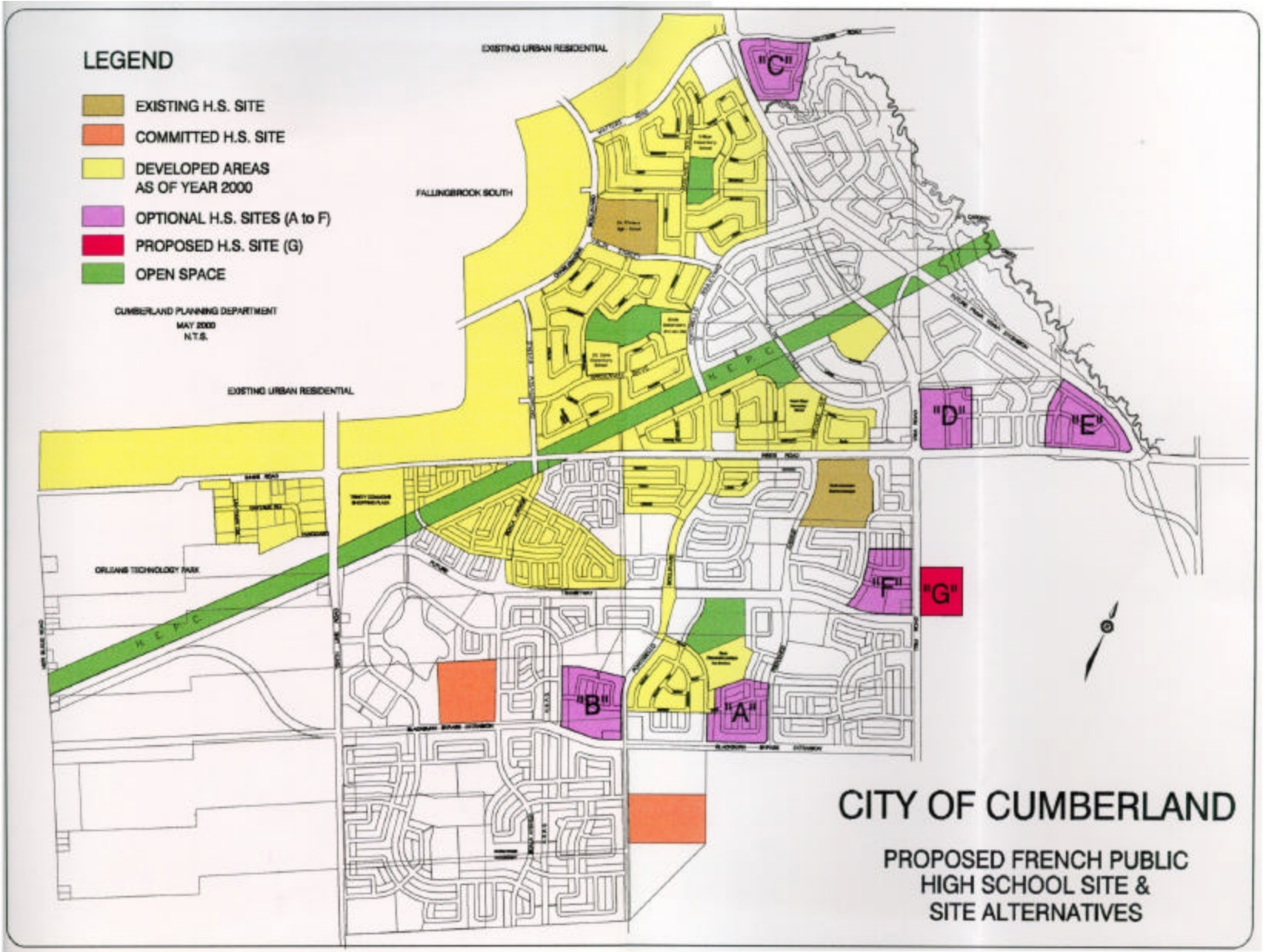
A master plan for the development of the park is currently being prepared which illustrates how the overall site will develop. A copy is attached to this report.

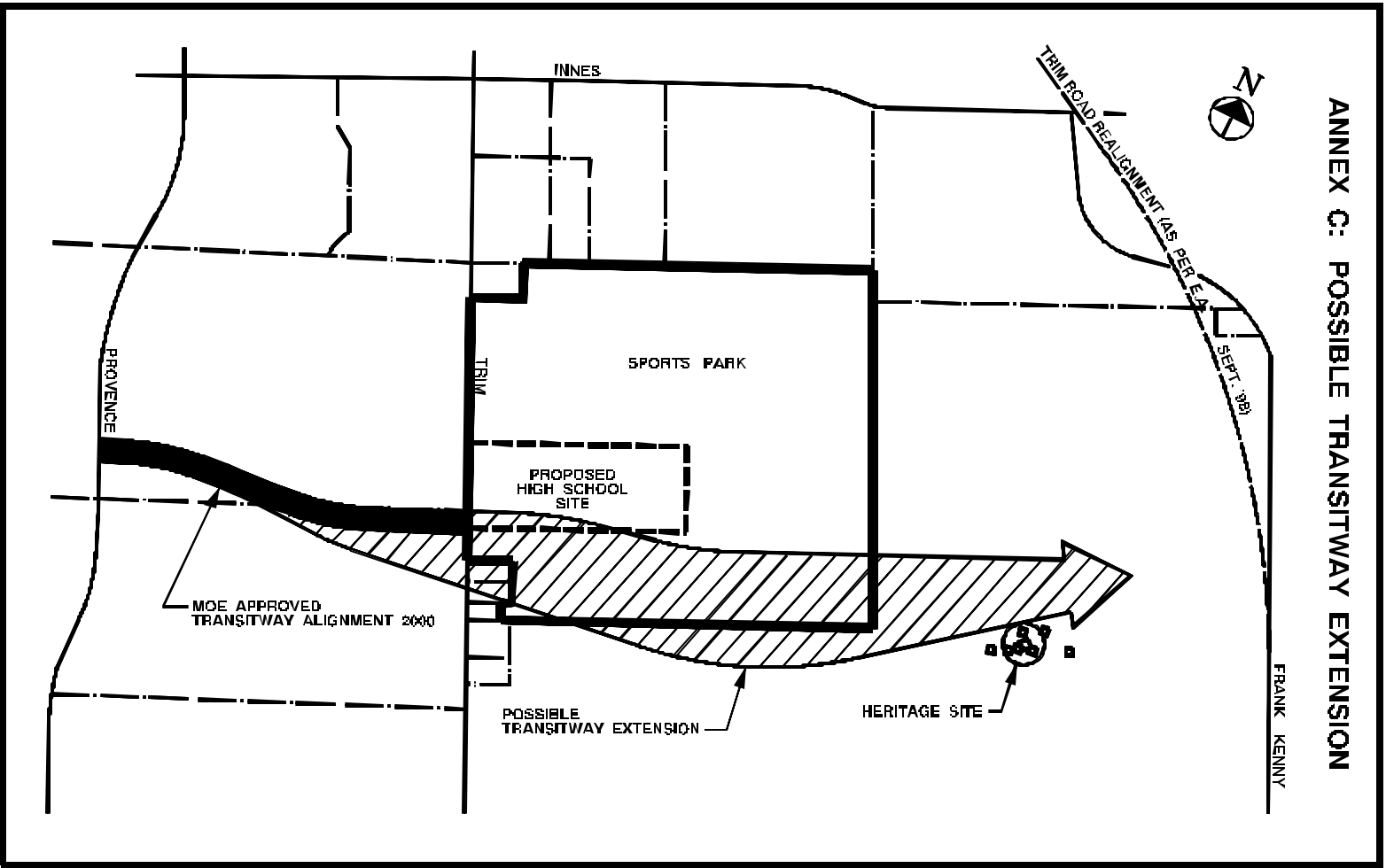
#### *Current Zoning*

The site is currently within the Agricultural zone in the rural zoning by-law. Cumberland's by-law allows municipal works to be located anywhere and therefore the park is a permitted use. The proposed Official Plan Amendment and Zoning would simply clarify this use of the property as well as enable the park buildings to be connected to City services rather than being on well and septic tank.

#### Proposed Official Plan Amendments

Based upon the proposed development of a City sports facility and a high school on lands within Lot 2, Conc. 8, the City is applying for an amendment to the Regional Official Plan to re-designate the subject lands from Agricultural Resource Area to General Urban Area with a provision that the lands will be used for recreational and institutional uses. The City is also preparing Official Plan Amendment No. 33 to the Urban Official Plan to add these lands to the urban area, designating the lands Community Park to permit the proposed facilities, and Official Plan Amendment No. 66 to the Rural Official Plan to remove the lands from the Agricultural designation.





**ANNEX C: POSSIBLE TRANSITWAY EXTENSION**

Extract of Draft Minute  
Planning and Environment Committee  
26 September 2000

PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL  
PLAN AMENDMENT 14 ~ CUMBERLAND HIGH SCHOOL  
AND SPORTS PARK

- Planning and Development Approvals Commissioner's report dated 11Sep 2000

Committee Chair Hunter began by reading a statement required under the Planning Act, wherein he advised that anyone who intended to appeal Regional Official Plan Amendment 14 to the Ontario Municipal Board (OMB), must either voice their objections at the public meeting or submit their comments in writing prior to Amendment 14 being adopted by Regional Council. Failure to do so could result in refusal/dismissal of the appeal by the OMB.

Scott Manning, Planner, Development Approvals Division, Planning and Development Approvals Department, provided Committee with a brief overview of the staff report. Mr. Manning noted the corresponding Local Official Plan Amendment was considered by the Cumberland Planning Committee the previous evening and was approved.

Councillor Legendre noted on page 24 of the staff report, it states that normally a high school site should avoid prime agricultural lands. He questioned why. Mr. Manning noted the Regional Official Plan identifies prime agricultural lands for agricultural uses. In this case, the Councillor noted the Cumberland zoning by-law allowed for prime agricultural lands to be used for a sports park. He felt this "loophole" had effectively removed these lands from the rationale that they are to grow food. Mr. Manning agreed.

Councillor van den Ham noted Mr. Manning had spoke about the two issues surrounding this; one being the request for central services (water) and the second was the transitway. The Councillor sought clarification that this really has nothing to do with extending transitway services out there, it just facilitates the planning of the transitway corridor. Mr. Manning confirmed this stating it only protects a corridor for the possible future extension of the transitway. He stated the Committee was not being asked to approve an extension of the transitway in this report.

The Committee then heard from the following delegations.

Marcel Bisson, had questions concerning all of the sites that had been considered for this amendment. He noted at public meeting in Cumberland the previous evening, it had been mentioned that 9 sites were considered yet the map in the staff report shows only 6 sites. Mr. Manning replied there were three other sites south of the urban area considered: two sites on Tenth Line Road and one on Mer Bleue Road.

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Responding to further questions from Mr. Bisson, Mr. Manning advised these additional sites were reviewed in terms of the servicing capabilities available and were considered too far away from existing services to make them feasible for a high school site.

Mr. Bisson stated servicing does exist on Mer Bleue Road, from Regional Road 28 north to Fourth Line Road. He said there is a 16 inch watermain that was installed in 1974 and was paid for by the property owners on both sides of Mer Bleue Road. As well, there is a high pressure gas main which runs from Regional Road 28 down to Regional Road 30 which could adequately service this infrastructure. As well, the Region is in the process of putting a pumping station on Fourth Line Road, just east of NCC lands, which is supposed to service all the land in the Gloucester district.

Mr. Bisson noted two of the parcels of land that were not even mentioned in the staff report, are Class 5 lands, far from being good for agriculture land and for which property owners have paid money to have the proper studies done to justify the change in designation. He stressed that the contention that there would be no services available in the near future is completely false, particularly with respect to the piece of land abutting the urban development on the north and the west side. He felt this piece of land would be the most central to provide proper access to the school for the east and west districts. He noted in the report considered by Cumberland the previous evening, it was mentioned that 80% of the population will be coming from urban lands. He opined the millions of dollars it will cost to service the land east of Trim Road for a park and a school was not reasonable and stated he was opposed to this land in the agricultural resources area being considered as the site for this new school. He said he had first hand information about this land as he is the part owner of the south part of the lot and his father-in-law owned the subject property until 1974. He said this is Class 2 agricultural land and by putting this development so close to an active farm operation (i.e. within 600 feet), this area will be deemed useless for agriculture.

Councillor Legendre asked for staff comment on Mr. Bisson's point concerning the proximity of this location to active agricultural land. Mr. Manning replied this would be an exception to the agricultural resource designation as there are special circumstances in this instance. As the sports park was being built, it made sense to add the high school at the same time. He said by making this an exception, we are continuing to protect agricultural lands as best we can at this point in time. Mr. Manning added there would be some fencing to control access from adjacent lands, and, unlike residential uses, this use would not be incompatible with agriculture.

Robert Gauthier, explained he owns property on Trim Road on the north and south sides of the proposed park. He noted the service to the school would likely be extended from Innes Road, and he raised a concern about who would pay for the extension of services to the site. Mr.

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Manning explained some services (i.e. water) were already available nearby. He said the preferred solution for a sanitary sewer would be to bring the Ottawa River sub-trunk down Trim Road, continue towards the high school and service some of the nearby lands as well as the lands in between Cardinal Creek and Trim Road. He noted financing would be done partly through development charges, and that this was currently in the proposed 2001 budget. He said that local extensions to the sewer and water were usually paid by the developers themselves.

Mr. Gauthier then asked if, as a homeowner, he would be billed for the installation of sewers and water supply in front of his house. Mr. Manning explained there usually were hook-up charges, if a landowner were allowed to connect to the system, proportionally based on the amount of a property's frontage.

Mr. Gauthier asked if any other facilities were being planned for construction on agricultural lands. Mr. Manning indicated he was unaware of any such plans. Mr. Gauthier explained his concern stemmed from what he perceived to be a plan that was constantly changing. He said the last plan he saw indicated a transitway corridor would be passing through the schoolyards, and he said the plan currently before Committee seemed to have changed again. Mr. Manning said the current plans corresponded with what had been shown at a recent meeting in Cumberland which Mr. Gauthier attended. He explained the transitway corridor alignment had been approved to Trim Road, and to some day connect to Frank Kenney Road. He said this was a future project the Region wanted to protect for. However, he said that in discussions with the school board, the board felt it was possible to design its site to accommodate the range of alignment alternatives that the transitway might take.

Mr. Gauthier also raised concerns about a change in zoning and in the grading plan. He noted the sports park was half completed and the zoning had not yet been changed. Chair Hunter empathized, but said these were not points the Committee could address or satisfy right now. He emphasized Committee was dealing with an Official Plan Amendment to approve the use of a school in the agricultural zone and to allow it to connect to urban services.

Mr. Gauthier closed by stating he did not want to be stuck with a bill for bringing sewers to the school, a concern he said was shared by property owners along Trim Road.

Councillor van den Ham acknowledged Mr. Gauthier's concerns as genuine, and suggested if he was still unsatisfied with the information he was receiving on points he had raised, he should talk with Cumberland staff again. The Councillor said he believed a homeowner fronting on the proposed infrastructure route would not have to pay, as the hookup was specifically for the school, and other hook-ups would not be allowed.



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Pierre Châtelain, directeur des services techniques au Conseil des écoles publiques de l'est de l'Ontario, spoke in favour of the amendment. Mr. Châtelain said in the planning stages, the board was looking for a high school site in the eastern part of the Region or the western part of Prescott-Russell to supply the demand. The speaker said the closest francophone high schools were in Vankleek Hill, Cornwall and Gloucester's Louis Riel. Mr. Châtelain said the board had looked for sites that would fulfill the following criteria:

- proximity of actual and potential students, approximately 70% of whom would be urban, and 30% rural,
- access to municipal services; preferably on a main road for ease of access for both rural and urban students,
- access via public transportation for urban students,
- adjacency to public parks, to minimize the amount of land the Board would have to purchase,
- access to educational development charges, which are available in the Ottawa-Carleton area, which help the board subsidize the purchase of sites;
- partnership potential/joint use agreements, and;
- the need to be ready for September, 2002.

Mr. Châtelain said the subject site answered these criteria. He said it would provide the community and students a diversified joint use facility, would minimize the overall cost to the Board and the city, and met the Ontario government direction to encourage partnership arrangements/joint use and alternative accommodation agreements. He explained that for these reasons, the Conseil des écoles publiques and the City of Cumberland had requested an amendment for the site.

Chair Hunter noted the earlier question regarding payment of hookup costs. Mr. Châtelain said the board's agreement with the city was to purchase a serviced site, meaning the cost of the purchase included the cost of servicing.

There being no further presentations from public delegations or discussion, the Committee then considered the staff recommendation.

**That, having held a public meeting, Planning and Environment Committee recommend that Council enact a by-law to adopt Regional Official Plan Amendment 14 to the 1997 Regional Official Plan, attached as Annex A to this report.**

CARRIED