

Greenbelt

Master Plan Review

Public Consultation Report

Phase 2– Step D

Land Designations,
Policies &
Sector Plans

Prepared for the
National Capital Commission

By SENES Consultants Limited
October 2013

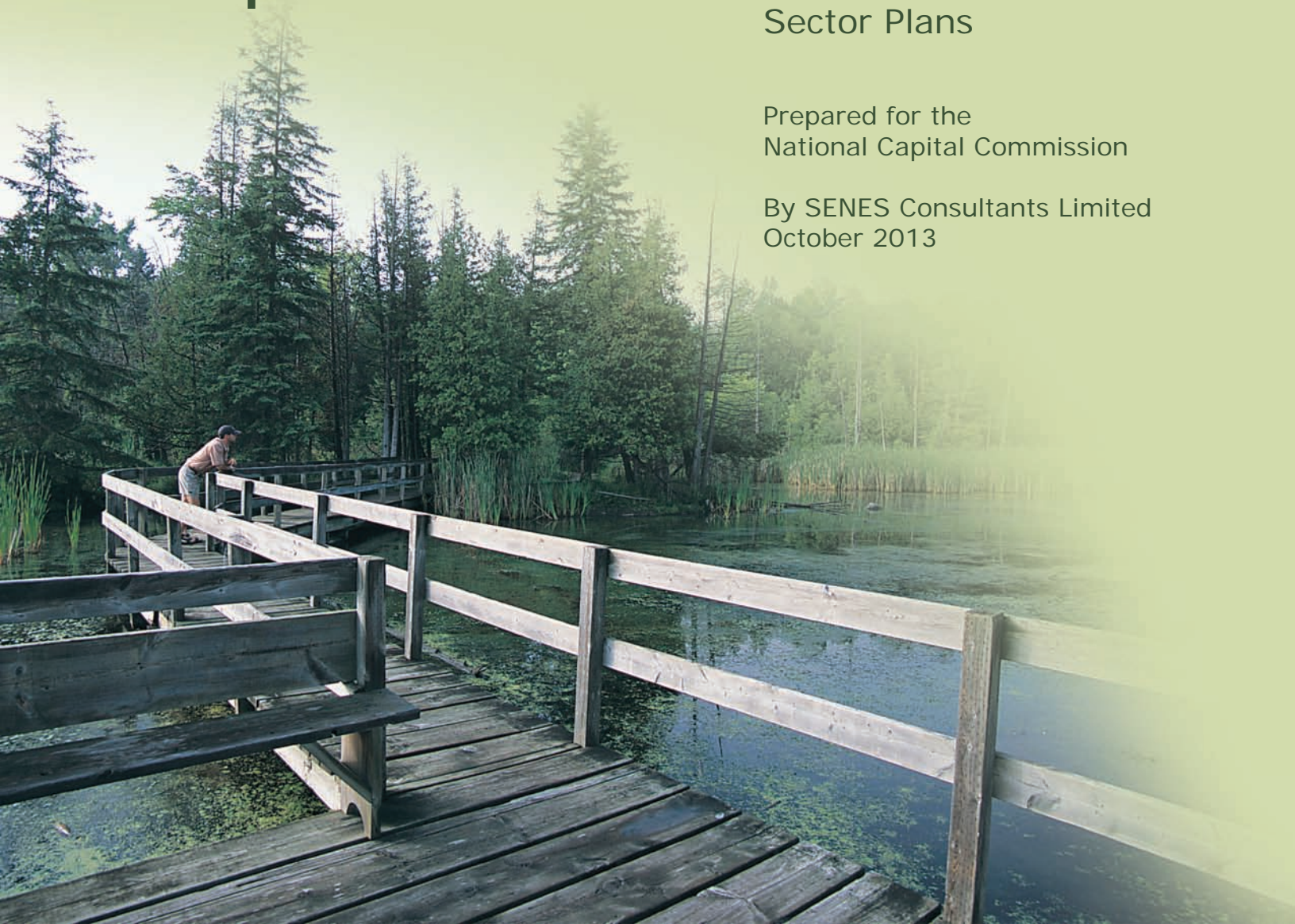


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Appendix B – Media Release and Advertisement to Announce Public Consultation on Greenbelt Land Designations, Policies and Sector Plans (Step D of the Greenbelt Master Plan Review)

Appendix C – Summary of Questionnaire Results

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1.0 Executive Summary

The Greenbelt is the pride of Canadians and is a benefit to local residents and visitors with its many recreational opportunities and natural environment areas. Increasingly, those who know the Greenbelt are viewing it as part of a greater system - the Capital Ecosystem Network - that includes the Ottawa River, the Carp Hills in the West, natural areas in Gatineau, the Cumberland Forest in the East, and the Osgoode Swamp in the South, to name but a few. For this reason, the Greenbelt as an ecosystem must not only function within its 20,600 hectares, but must also be managed for how it connects and functions with other ecosystems outside its map-defined boundaries.

The final phase of consultations in the Greenbelt Master Plan Review Process confirmed what has been heard since the review was initiated in 2008: that the natural environment of the Greenbelt is a local and national treasure and must forever be protected. Participants in the consultation process on *Step D: Land Designations, Policies and Sector Plans* overwhelmingly agreed that the Natural Environment remains the Greenbelt's primary role, which prioritizes the Core Natural Area and Natural Link land designations as the Greenbelt's main focus. Consensus is clear that these natural areas are a source of major ecological benefit as well as being one of the largest recreational spaces in the Capital. Again, calls rang out from residents and environmental organizations for strengthened natural connections to ecosystems outside of the Greenbelt and continued attention to opportunities that may present themselves for increasing the Greenbelt's natural environment footprint.

Agriculture within the Greenbelt is still considered a very relevant feature, and stakeholders echoed the request from farm tenants to work with the NCC to negotiate long-term leases. This would make farming viable and allow for return on the large infrastructure investments farming requires. Neighbouring communities to the Greenbelt, residents, farmers and the Public Advisory Committee (PAC), stated emphatically that sustainable farming sets a positive way forward and that the policies and details of "sustainable agriculture" must be established in consultation with necessary stakeholders. Sustainability became a word that was latched onto during the consultation process, with many people agreeing with the term in principle, but requesting that sustainability be more clearly defined.

The seven Sector Plans that were presented were favourably received, with the Ottawa International Airport Sector receiving the most detailed comments. Although it is generally agreed that the airport operations do not fit with the Greenbelt's vision and desired sustainable and natural character, some public feedback indicated a fear that the removal of the Greenbelt designation from the Airport would not ensure the protection of the natural lands in this sector. In addition, some participants asked that the ecological corridor south of the Airport be as wide as possible, even exceeding the currently-targeted 250 metre width.

Transportation corridors were a concern for many. Through the Greenbelt Cumulative Effects of Transportation Infrastructure Study carried out for the NCC and the City of Ottawa, transportation

infrastructure projects on Greenbelt lands identified in the City of Ottawa Transportation Master Plan (TMP) were evaluated. Residents, the Greenbelt Coalition and Ecology Ottawa voiced strong concerns that these transport projects affecting the Greenbelt should not be included in the final Master Plan. There was cautious agreement on the five road projects that the NCC and the City of Ottawa had determined should be removed from the list of proposed transportation infrastructure projects, following a joint review of the Study results. Some people disagreed, however, with the proposed projects that are to be included in the Greenbelt Master Plan even though these were flagged as requiring completion of environmental assessments, mitigation measures and specific conditions for designated projects. Some residents were concerned that if the projects were included in the Master Plan, there would be no recourse to inhibit or influence their construction.

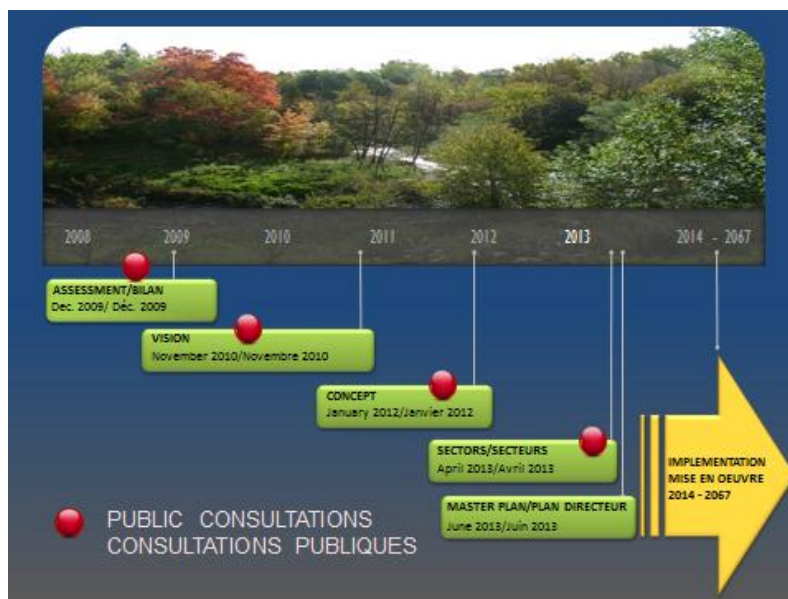
Potential land additions adjacent to the Greenbelt were identified and formed part of a consultation with private landowners in the Pine Grove, Shirleys Bay and Mer Bleue Sectors. Landowners were asked to consider the possibility of land areas, in a natural state, and of an area greater than two hectares, to voluntarily be added to the Greenbelt through partnership agreements. Preliminary options, for those landowners that might be interested, consisted of working with third parties like the City, conservation authorities and the Province of Ontario, to negotiate agreements with the NCC to make these natural lands part of the Greenbelt. Overwhelmingly, residents and landowners were against the idea—fearing government interference on their land, reduction in property values, and stating that the lands are already identified as natural areas and are being appropriately protected and managed. Consequently, the proposed additions in these areas have been removed from the Greenbelt Land Use Concept and will not be included in the 2013 Greenbelt Master Plan.

2.0 Introduction

This report documents the public and stakeholder consultations held in early 2013 as part of the final stage in the Greenbelt Master Plan Review Process—*Step D: Land Designations, Policies and Sector Plans*. It presents comments received on the Land Designations, Policies and Sector Plans and explains the consultation methodology, as well as the NCC's responses.

2.1 Context of the Consultations

The first phase of the 1996 Greenbelt Master Plan review was initiated in 2008, to assess the existing conditions of the Greenbelt. The resulting report *Greenbelt Master Plan Review-Phase 1 Step A: Existing Conditions, Issues and Opportunities* (June 2010) determined



that the current state of the Greenbelt supported the designated roles for natural, rural and visually-aesthetic landscapes, viable farms and Capital gathering places, and contributed to positive economic, social and cultural wellbeing in Canada's Capital Region. The second phase of the review established a long-term vision guiding future Greenbelt development, which started in the fall of 2009 and continued into 2010. The process involved extensive consultation with international Greenbelt experts, project partners, stakeholders and the public, and the results are encompassed in the *Consultation Report: Phase 1- Step B, Vision: The Greenbelt in 2060*. The final vision looking fifty years ahead for the Greenbelt states:

“The Greenbelt will forever protect natural systems, agriculture, and opportunities for outdoor recreation and education that will inspire Canadians and contribute to the sustainability and quality of life in Canada's Capital Region.”

The review of Step C in 2011 and 2012 involved extensive consultation to determine the best Land Use Concept and Guiding Principles for the Greenbelt. The *Phase 1- Step C: Land Use Concept* report outlines the establishment of the Natural Environment as a primary Greenbelt role and specifies goals to better guide each role through strategic statements. Using these guiding principles, a Greenbelt concept map was developed to meet the desired outcomes for lands within and surrounding the Greenbelt, which would include ecological corridors identified through the Capital Ecosystem Network.

The final phase of the review process involved outlining the detailed Land Designations, Policies and Sector Plans. These details were highlighted in the *Phase 2 - Step D Summary Report of the Land Designations, Policies and Sector Plans (2013)*.

2.2 The Consultation Process

Throughout the Step D review process, many stakeholder groups, organizations and interested parties—including the general public—were involved in the consultation process. Throughout 2012, meetings were held with the varied stakeholder groups, culminating in public consultations in early 2013.

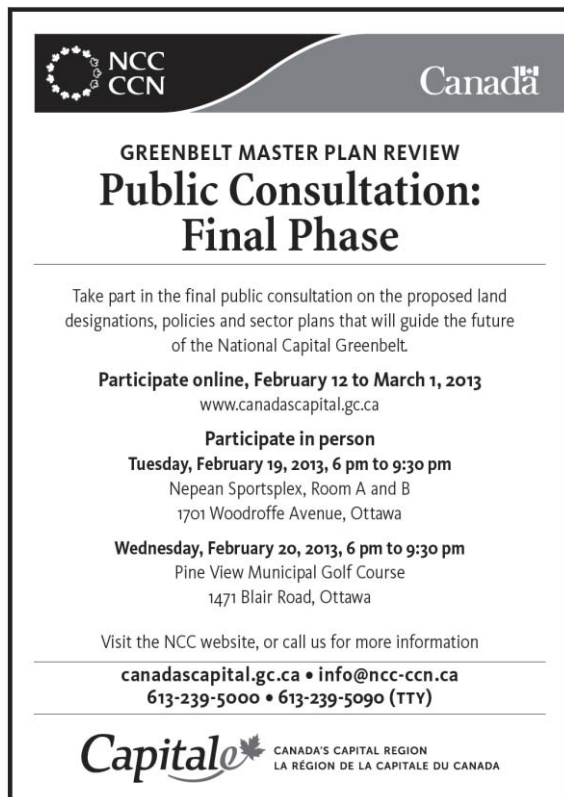
Public Consultations:

The public consultations were open to all members of the public and many local organizations attended, including the Greenbelt Coalition, Ecology Ottawa, Greenbelt tenants, and Community Association representatives. City of Ottawa Councillors, whose neighbourhoods are part of the Greenbelt, were also in attendance. The consultations were advertised through local newspapers (Ottawa Citizen, EMC and Le Droit) media advisories, and promoted on the NCC website and through the Public Affairs database (3,200 individuals). Appendix B provides a copy of the media release and advertisement.



The meetings were held as follows:

- Tuesday, February 19, 2013 (from 6 p.m. to 9:30 p.m.) at Nepean Sportsplex, Rooms A & B, 1701 Woodroffe Avenue – 30 participants;
- Wednesday, February 20, 2013 (from 6 p.m. to 9:30 p.m.) at Pineview Golf Course, 1471 Blair Road – 30 participants.



The poster is for the 'GREENBELT MASTER PLAN REVIEW Public Consultation: Final Phase'. It features the NCC/CCN logo and the 'Canada' wordmark at the top. The main title is 'Public Consultation: Final Phase'. Below this, it says 'Take part in the final public consultation on the proposed land designations, policies and sector plans that will guide the future of the National Capital Greenbelt.' It lists two participation options: 'Participate online, February 12 to March 1, 2013' with the website 'www.canadascapital.gc.ca', and 'Participate in person' with two dates and locations: 'Tuesday, February 19, 2013, 6 pm to 9:30 pm' at Nepean Sportsplex, Room A and B, 1701 Woodroffe Avenue, Ottawa; and 'Wednesday, February 20, 2013, 6 pm to 9:30 pm' at Pine View Municipal Golf Course, 1471 Blair Road, Ottawa. It also provides contact information: 'Visit the NCC website, or call us for more information', 'canadascapital.gc.ca • info@ncc-ccn.ca', and '613-239-5000 • 613-239-5090 (TTY)'. At the bottom is the 'Capitale' logo and 'CANADA'S CAPITAL REGION LA RÉGION DE LA CAPITALE DU CANADA'.

Each meeting began with an open house, with display panels set up so that attendees could review, discuss and question the material with NCC staff and study team members. The display panels showcased a summary timeline and the review process, including the Vision and Strategic Statements. They also presented new material such as the Greenbelt Land Designation Map, Land Designation policies, and Sector maps with their correlating policies.

While the display panels contained general information about the detailed Land Designations, Policies and Sector Plans, a Draft Summary Report (*Summary: Phase 2 – Step D: Land Designations, Policies and Sector Plans*) was posted on the NCC Web site, and available at the public consultations in print format. This 21-page report, with maps as appendices, contained more detailed information pertaining to this phase of consultation and was available for those who wished to review more in-depth

information. Comment sheets containing a questionnaire were displayed on tables. In addition, two computers linking to the online version of the questionnaire on the NCC web site were available, for residents who wanted to complete the questionnaire digitally.

At 7:30 p.m. Cynthia Levesque (study team leader from SENES Consultants Ltd.) and Sylvie Lalonde (Principal Regional Planner, NCC, and Project Manager for the Greenbelt Master Plan Review) formally presented Step D content, explaining the development and content of the proposed Land Designations, Sector Plans and related policies. The presentation was followed by a question and answer period facilitated by Sandra Pecek, Director of Communications and Public Affairs, and directed to the study team panel of Ms. Levesque, SENES Consultants, Ms. Lalonde, Principal Regional Planner, Ms. Lori Thornton, Acting Chief Planning and Transportation, and Mr. François Cyr, Greenbelt Portfolio Manager.

Online Consultation

The Draft *Step D Summary Report* and questionnaire were posted on the NCC website between February 12 and March 1, 2013 allowing those who could not attend the consultations, and a broader

Canadian audience, the possibility of participating. A total of 90 responses were submitted online. The feedback is integrated into the following sections and summarized in Appendix C.

Stakeholder Consultations

The stakeholder consultation process involved organizations that lease, own or manage land in the Greenbelt and those community members that have a stated Greenbelt interest, participating throughout the review process as part of the Public Advisory Committee. The meetings followed the format of a formal presentation on the proposed Land Designations, Policies and Sector Plans, followed by thorough discussions and questions with the study team and NCC staff.

The following agencies participated in the Stakeholder Consultations that consisted of 22 meetings and several written submissions between June 2012 and February 2013:

- Public Advisory Committee for the Greenbelt
- City of Ottawa
- Federal Departments of National Defence (DND), Natural Resources, Industry Canada, Royal Canadian Mounted Police, Transport Canada, Defence Construction Canada
- Canadian Food Inspection Agency
- Ottawa Macdonald-Cartier International Airport Authority, Queensway Carleton Hospital
- Conservation Authorities: Rideau Valley, South Nation and Mississippi Valley
- Provincial Ministries of Natural Resources, Agriculture, Food and Rural Affairs and Infrastructure Ontario.

Stakeholder feedback on the land designation, policy and management actions¹ suggested wording that would achieve greater clarity, and requested minor changes to sector plan maps to better reflect facility details. The discussions often involved review of directions from facility Master Plans, the City's Official Plan and the Greenbelt Master Plan in order for these documents to be better aligned. The stakeholder consultations also included a focus on the Airport lands and achievement of the natural link, as well as, and implementation of, results from the transportation cumulative effects study. Relevant stakeholder feedback was integrated into the *Step D Summary Report* that was presented to the public in early 2013.

Potential Land Additions: Targeted Consultation Sessions

Implementation of the 2067 Greenbelt Concept proposed a revision to the Sector Plans, relative to the 1996 Master Plan, to include the potential addition of lands northwest of the Shirleys Bay sector, southeast of Mer Bleue and south of Carlsbad Springs.

Meetings with landowners within these potential addition areas were held in early 2013 to discuss the possibility of including privately owned natural lands in the Greenbelt, by applying a Greenbelt designation to land parcels greater than two hectares in size. The goal for the new additions was to

¹ In the Final Greenbelt Master Plan, the expression 'management actions' is replaced by 'Guidelines and Actions'

support the protection of these lands for their ecological value and to strengthen the Greenbelt by allowing for connectivity to natural areas within and surrounding the current Greenbelt boundary.

The meetings were held as follows:

- Wednesday, January 30, 2013 (7 p.m. to 9:30 p.m.) St. John's Anglican Church, 325 Sandhill Road, Kanata – 30 participants;
- Tuesday, February 5, 2013 (7 p.m. to 9:30 p.m.) Carlsbad Springs Community Centre, 6020 Eighth Line Road – 150 participants.

The meetings were of an open-house format, in order to discuss the proposal with landowners and answer their questions. Display panels were set up showing Land Designation maps with potential addition areas, maps of the proposed land additions, and a large screen displaying a live GIS map, which allowed landowners to identify their land and inquire about specific areas. Material about tax incentives, land trusts and conservation easements was available. At each meeting, comment sheets were made available to determine landowners' interest in their lands becoming part of the Greenbelt. Appendix A includes a copy of the invitation letter sent to landowners and of the questionnaire participants were asked to complete.

3.0 Consultation Content and Comments

The material presented for consultation contained both broad policy directions as well as specific map-related detail contained in the Land Designations and Sector Plans. The overall notable highlights and differences to the draft Plan from the 1996 Master Plan are:

- There are now five Land Designations compared to the previous seven. These designations define the functions and long-term land uses for Greenbelt lands
- An increased protection for the Greenbelt Natural Environment is achieved through stricter policies for the Natural Environment land designations of Core Natural Areas and Natural Links
- Policies are listed for each Land Designation and Sector Plan, as well as theme-based policies to achieve Greenbelt-wide experiences and goals
- There is increased emphasis on partnerships with facility managers and owners, tenants, agencies and community groups, to accomplish management actions such as sustainable human activities, natural environment conservation, restoration, monitoring, and sustainable agriculture
- The previous eleven Sectors have been reconstructed and divided into seven Sectors bounded by physical features such as highways, forests and rail lines



- Presentation of sector-specific directions on an aerial photographic geo-referenced base map provides a descriptive visual of the Greenbelt lands.

This section presents a summary of the content for which public feedback was sought through the consultation process. It also summarizes the input received through the meetings of the Public Advisory Committee in June 2012, November 2012 and February 2013, the public meetings, questionnaire responses and written comments. Appendix C presents a summary of the questionnaire responses while Appendix D includes copies of written submissions.



3.1 Land Designations

A Land Designation is a classification assigned to areas of land to describe its character, while guiding how the lands are used and managing accordingly. The five proposed Land Designations are: Core Natural Area, Natural Link, Agriculture, Federal Facility and Operations, and Non-Federal Facility and Operations.

Changes since the 1996 plan include:

- Merging the previous three Natural Environment designations (Core Natural Area, Natural Area Buffer and Natural Area Link) into two designations: Core Natural Area (CNA) and Natural Link, and removing the Natural Area Buffer designation
- The “Cultivated Landscape” and “Rural Landscape” designations from 1996 have been removed and reassigned to other designations such as Agriculture and Non-Federal Facility and Operations
- The 1996 Buildable Site Area designation has been converted to Federal Facility & Operations and Non-Federal Facility & Operations
- In addition, two “overlays” have been created. These are land uses that can occur within or adjacent to another land designation. These two overlays are: a): Capital Experiences & Recreation and b): Sustainable Transportation. Transportation infrastructure appears on all sector plans and “Capital Experiences and Recreation” may occur in all designations

3.1.2 Feedback on Land Designations

The material presented, and the feedback received, for each of the five Land Designations is provided in the sections below.

3.1.2.1 Core Natural Area

Core Natural Areas represent ecologically sensitive habitats and include provincially and globally significant wetlands, habitat of threatened and endangered species, wildlife habitat, woodlands, sand dunes, fish habitat, escarpment geology and Areas of Natural and Scientific Interest (ANSI). The primary objective of CNA is to protect, enhance and in some cases restore biodiversity and ecosystem health. There are ten core natural areas, encompassing approximately forty percent of the Greenbelt. These areas represent the primary Greenbelt destinations for visitors to enjoy nature (estimated 3.5 million visits to the Greenbelt per year).

Comments received about Core Natural Areas

Levels of support for the land designations were highest for Core Natural Areas. The strong support for the natural environment was further expressed through requests for **assured long-term protection and extension of Core Natural Areas** that could be accomplished by naturalization and restoration of additional lands. Some wish to see more details on how lands will be protected.

Many of the allowable uses in the Core Natural Areas are identified as low-impact recreational activities. Recreation is understandably an important topic for residents with questions arising on **where recreation will be allowed and controlled** and how recreational use will change, if at all. A few expressed the desire to allow a range of low-impact activities across the Greenbelt and they requested assurance that existing recreational activities would be allowed to continue. One respondent suggested the designation of recreational areas.

NCC Response

The policies within the full Master Plan document will provide more detail and description as to **how Core Natural Areas will be protected in the long term**. The supporting Commissioning Plan that will be developed upon Master Plan approval will provide further detail through a workplan of project types and timing. An increase in area of the Core Natural Areas that has occurred relative to the 1996 Plan was accomplished through natural area evolution within the former Natural Links and Buffers. It is expected that future restoration and naturalization within the now designated Natural Links will result in further expansion of Core Natural Areas over time.

Existing **recreation** activities enjoyed within Core Natural Areas **will remain**. The introduction to this designation within the Master Plan will specify the relationship of CNAs to the natural environment role. The expression of the Capital Experiences and Recreation role within this designation will also be explained within the Master Plan.

3.1.2.2 Natural Link

The primary function of Natural Links is to protect linkages between Core Natural Areas thereby allowing species movement and habitat connectivity as well as providing recreation activities away from sensitive CNA lands. Natural Links comprise approximately twenty percent of the Greenbelt.

Comments received about Natural Links

Like the Core Natural Areas designation, Natural Links received majority support from attendees at public consultations and from survey respondents. Consistently, participants told NCC Staff and the Study Team that the **Natural Links are as important to the functioning Greenbelt ecosystem as Core Natural Areas and must be protected and managed accordingly**. Participants also wish to see **protection of ecological corridors**, both land and stream, which connect the Greenbelt to other natural areas outside its boundaries. Several participants expressed the desire for the **Greenbelt to be part of a regional natural system**. In support of Natural Links there was an emphasis on **active management, restoration and expansion** of their widths to achieve functioning Natural Links over time.

NCC Response

Management directions for specific areas are presented on the sector plans. Policies for **ecological corridors** specify partnership efforts to connect the Greenbelt to natural areas beyond its boundaries as part of a healthy Capital Ecosystem Network.

3.1.2.3 Agriculture

Agricultural lands consist of productive farmlands typically part of a farmstead, characterized by class 2 to 4 soils, capable of sustaining production of a variety of crops. These lands will enable the practice of sustainable agriculture by integrating environmental stewardship, economic and social objectives. There will be a greater emphasis for these lands to host production of produce for local farmers' markets and market gardens, as well as opportunities for agri-tourism. Approximately twenty-seven percent of the Greenbelt is designated as Agriculture lands.

Comments received about Agriculture

There is **support for the Agriculture** land designation and its accordant policies; however, it was raised a number of times that the **policies and strategies that will encompass “sustainable agriculture”** need to be clearly thought through and **developed in consultation with farmers and other stakeholders**. The NCC is urged to accept partnership offers, to capitalize on the potential for visitors to learn of our history and about farming, to encourage organic farm practices and to develop a national showcase for sustainable farming. As the transition is made towards local food production and smaller, market garden and community garden allotments, the moves and policies that guide these agricultural shifts in the Greenbelt are requested to be undertaken through discussions with farmers and also, as highlighted by residents in Blackburn Hamlet, with communities that neighbour on agricultural lands.

Residents in Blackburn Hamlet were worried about a proposal for an **anaerobic digester**, which a Greenbelt tenant is considering on agricultural lands. The NCC at the time of consultation did not have a proposal in front of them; however, the point that residents made was that any innovative technologies

being considered that could impact on neighbouring communities, should always be discussed with the NCC and potentially-impacted-upon parties.

Agricultural tenants in the Greenbelt came out to express **support for long-term leases on NCC land**, giving farmers such as those in the dairy, crop and horse stabling sectors the ability to invest capital into farming infrastructure (such as barns, equipment).

NCC Response

Master Plan policies, leasing strategies and land use approval processes address the majority of comments offered with regard to Greenbelt farms and the Agriculture designation. It is expected that the finalization of the strategy for Sustainable Agriculture and Commissioning Plan will be able to respond to public questions as to how the transition will occur. The NCC will consider a review of the approach to implementation with the On-going Public Forum to be established following approval of the Master Plan and subsequent Commissioning Plan.

3.1.2.4 Federal Facility and Operations

The Federal Facility and Operations areas contain federally owned and managed properties with specialized land needs such as seclusion, security, or larger operational areas. A built area footprint limit is established to contain existing buildings, parking lots and landscaped areas. At the end of a facility's life cycle, these uses will be phased out over the long term. Approximately eleven percent of the Greenbelt is designated as Federal Facility and Operations.

Comments received about Federal Facilities

In the questionnaire responses, approximately 35% expressed support for this designation, 20% disagree with the approach while the remainder of respondents are neutral (20%) or unsure (16%). General interest was expressed for **assurance that facilities do not impact upon Greenbelt integrity**, particularly upon the natural environment, **and that facilities do not impact or change recreational use of Greenbelt lands**. Specific concerns were expressed regarding the exact nature of allowable training activities within Core Natural Areas and Natural Links that would not result in negative impacts. Continued use was also urged for the trail systems and natural areas on the new federal facility for National Defence to be established in the former Nortel facilities at Carling Avenue and Moodie Drive.

NCC Response

It is anticipated that the concerns regarding potential impact of federal facilities upon Greenbelt integrity, natural environment and recreational use will be alleviated through the facility-specific management actions provided within the sector plans of the Greenbelt Master Plan.

3.1.2.5 Non-Federal Facility and Operations

The Non-Federal Facility and Operations designation includes facilities owned, leased and managed by others such as municipal, provincial or private organizations and individuals. These include community recreational and institutional facilities, residential hamlets and public transit park and ride facilities. The Non-Federal Facility and Operations designation covers approximately eight percent of the Greenbelt.

Comments on Non-Federal Facilities

The questionnaire responses to Non-Federal Facilities were similar to that of the federal facilities with approximately one-third expressing support for this designation, 20% disagreeing with the approach, while the remaining respondents are neutral or unsure. Questionnaire comments that focus upon recreation express the appreciation for existing opportunities within the Greenbelt, however, no comments are offered on existing or new non-federal facilities beyond the **desire for maintenance and possible expansion of the trail systems** (part of the Capital Experiences and Recreation system, not facilities) and enhanced regional connectivity. One respondent noted that they **disagree with any development of non-federal facilities** within the Greenbelt. Another expressed frustration that the policies of the Greenbelt Master Plan should only apply to public not privately owned lands.

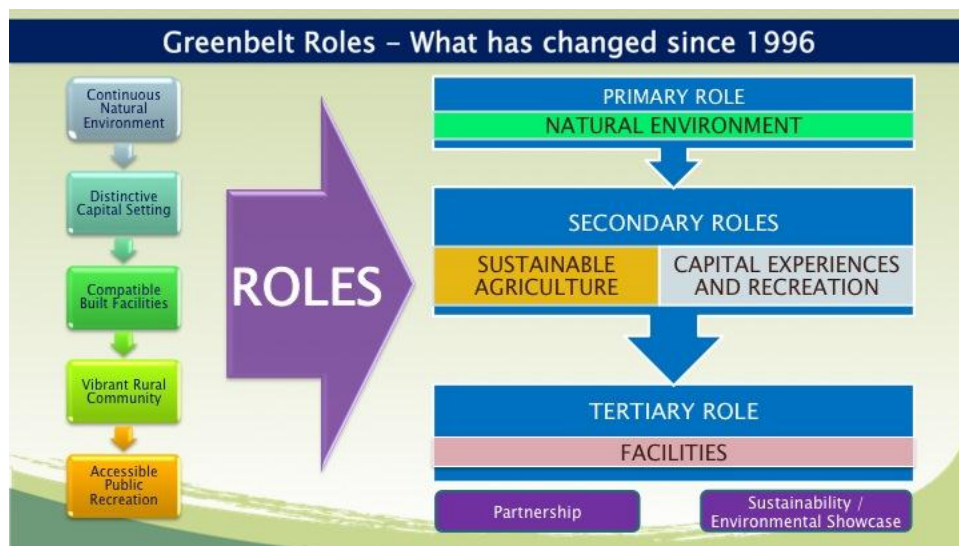
At the Public Advisory Committee meeting in February, **interest was expressed in knowing more about the plans for the Nepean Equestrian Park** for which a new lease agreement is in process. Frustration was voiced by this Committee that the community did not have time to learn about the enhancement plans for the site in advance of the NCC Board meeting in January 2013, where the concept was approved.

NCC Response

Policies under the Capital Experiences and Recreation Network and management actions in the sector plans include the completion of the Greenbelt Pathway that extends across the Greenbelt and connection of the Greenbelt trail system to the regional network. Regarding the concern with potential development within the Greenbelt, it is intended that the policy that allows for minor expansion of non-federal facilities provides a balance for avoidance of impact upon Greenbelt features and roles while providing managers of existing facilities the flexibility and incentive to maintain their assets in a sustainable way. The application of policies to public lands will be stated clearly within the Master Plan document. The NCC will advise the new tenant of the Nepean Equestrian Park of the community interest.

3.2 Policies

Implementation of the Greenbelt Land Designations, Roles and Goals is further supported by a number of policies based on specific themes. Policies are not exclusive to a Land Designation or Sector Plan. Since the 1996 Plan, general policy changes include enhancing and fostering partnerships, and adding a Greenbelt Profile & Environmental policy theme. Other policies are related to ensuring environmental leadership, identifying the Greenbelt limits, and applying a no-net-loss approach to compensate for lands to be used for transportation infrastructure.



3.2.1 Policies Overview

The policy themes can be categorized as follows:

Policies pertaining to *Capital Experience and Recreation Network* include:

- Visual Resources (Panoramas, Scenic Routes, Greenbelt Edge)
- Recreational Network
- Capital Arrivals
- Visitor Destinations

Comments Received on the Capital Experience and Recreation Network

As described in the land designation section on Core Natural Areas, recreation is an important topic for residents with questions arising on **where recreation will be allowed and controlled and how recreational use will change, if at all**. A few expressed the desire to allow a range of low-impact activities across the Greenbelt and one respondent suggested the designation of recreational areas.

Other participants expressed the need for better defining “low-impact” recreation, better signage to explain these uses to visitors (such as where dogs are allowed and where dogs can be off-leash), and a better explanation of where cycling is allowed on trails. An overarching theme in this policy area, and also pertaining to the list of allowable recreational activities in the CNA and natural link land designations, is that participants requested that **recreational policies be more clearly defined, more specifically worded, and most importantly, when implemented, to be better signed (and enforced)** in the Greenbelt.

NCC Response

No changes are being proposed to existing allowable recreational use on Greenbelt lands. Additional detail in the policies and a glossary will be provided within the Greenbelt Master Plan. Implementation details will be articulated through the Commissioning Plan and the Capital Experiences and Recreation interpretation strategy and communication initiatives.

Policies pertaining to *Greenbelt Resources* including:

- Natural Environment
- Greenbelt Limits
- Ecological Corridors
- Cultural Resources
- Greenbelt Profile and Environmental Leadership (Greenbelt showcasing, branding and promotion, interpretations, education, research).

Comments received pertaining to Greenbelt Limits

Through consultation with private landowners, potential “Greenbelt Additions” from private landowners were explored. Landowners in Shirleys Bay, Mer Bleue and Pine Grove sectors overwhelmingly rejected this idea at the early 2013 consultations with them. It is important to note that the proposed additions comprising private lands in the Pine Grove, Mer Bleue and Shirleys Bay Sector were removed in advance of the public consultations and **have been removed** from the 2013 Master Plan. The proposed additions in the Airport Sector remain.

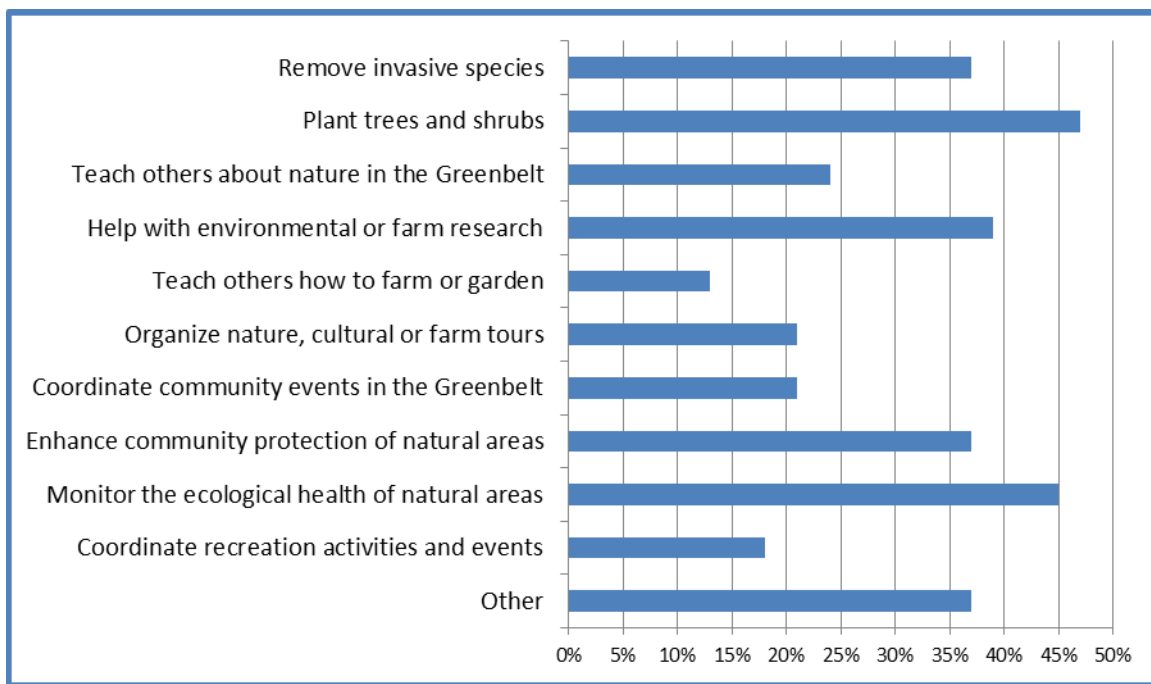
Several landowners noted that they are already good stewards of their lands and some expressed interest in long-term conservation options such as easements, property or income tax relief incentives. Almost all landowners were opposed to the idea of a Greenbelt designation. Several participants in the subsequent public consultation expressed disappointment with the loss of these additions, urging that a focus be maintained for partnerships to establish a connected natural system. In addition, feedback from the Greenbelt Coalition and the March Rural Community Association (near/at Shirleys Bay wetland) clarified that there is interest in land conservation by some private landowners in the natural areas near the Greenbelt. There is, however, a need for clear and detailed site-specific information on the options available for their specific situations.

NCC Response

NCC will not be proceeding with the proposed land additions in the three sectors mentioned. Instead, it will work with provincial and municipal partners, and conservation authorities, to further strengthen connections to ecological corridors through the Capital Ecosystem Network in these areas.

Comments received through surveys about environmental leadership

In the survey provided to residents at public consultations and online, participants were asked to indicate whether they would be interested in participating in Greenbelt activities. One of the new policy directions and themes for the 2013 Greenbelt Master Plan is environmental stewardship—cooperating with partners to help the NCC with various tasks pertaining to Greenbelt management. Responses were favourable, with many respondents indicating a willingness to help in some way and with activities like “planting trees and shrubs” and “monitoring ecosystem health” receiving the highest levels of commitment. Actions such as helping with environmental research, removing invasive species and enhancing community protection of natural areas also scored high.



NCC Response

The positive public response to assisting in Greenbelt stewardship will be integrated into the Greenbelt Commissioning Plan.

General comments about the Greenbelt Resources policy area

In addition to a request to ensure that the ecological connections happen, online respondents also recommended including policies for sale of lands to purchase other ecological areas, to allow mixed use in selected areas to create a more sustainable Capital and for the NCC to steward these lands to ensure better regional planning.

NCC Response

As noted above, ecological corridors remain an important direction for the Master Plan; their realization is needed to achieve the 2067 Greenbelt Vision and Concept. The NCC will continue to work with its municipal partners to plan for a sustainable Capital. As described in the facility designations above (sections 3.1.2.4 and 3.1.2.5), additional development, such as the recommendation to explore mixed use centres, is not identified for the Greenbelt. One land parcel within the Stony Swamp Sector (land-locked by roads) could be sold, and funds received could be used to purchase significant natural lands.

Policies pertaining to Infrastructure including:

- Transportation infrastructure
- Utilities (water, sewer, energy, communications)
- Stormwater Management

Comments received on transportation infrastructure

Residents, the Greenbelt Coalition and Ecology Ottawa, and the PAC, voiced strong concerns about the proposed road projects assessed through the Greenbelt Transportation Cumulative Effects Assessment Study. There was cautious agreement with the five road projects that the NCC and the City of Ottawa agreed to remove from the proposed transportation infrastructure projects, following a joint review of the Study results. However, some people disagreed with the proposed projects to be included in the Greenbelt Master Plan even though these were flagged as requiring mitigation measures and completion of environmental assessments. Some residents were concerned that if the projects were included in the Master Plan, there would be no recourse to inhibit their construction. Significant concerns were also expressed by the Greenbelt Coalition that the draft transportation policies are not strong enough to protect the Greenbelt and to achieve the principle of no net loss.

In addition, the City of Ottawa is currently conducting its Transportation Master Plan (TMP) review. Consequently, residents questioned whether the NCC could influence this City process, negotiating the roads flagged as requiring specific conditions, mitigation measures and environmental assessments in the Greenbelt Transportation Cumulative Effects Assessment Study, as well as delay signing a Letter of Intent with the City of Ottawa, until the City has completed its TMP review. One road project that received attention is the potential widening of Richmond road that was offered as an alternative to the removed Hope Side Road, and which was not analyzed through the Cumulative Effects study. Many felt that this project would have a significant effect on the Stony Swamp Sector.

Respondents to the online survey also recommended including policies to secure rail lines crossing the Greenbelt for future transit corridors. Many others expressed that new transportation routes through the Greenbelt should only be developed to support public transportation. The Greenbelt Coalition recommended adoption of the principles from the Cumulative Effects Assessment Study and urged that the focus should be on precluding new roads or widenings within the Greenbelt unless there are exceptional circumstances.

NCC Response

The detailed Greenbelt Master Plan policies for transportation will address some of the concerns raised with the application of the Cumulative Effects Study results. The study process and results provided a framework for future review of proposed transportation projects and the directions and principles defined through this study are being integrated into the Master Plan policies. Further opportunity for input on the City's transportation system will be available through the review of the City's Transportation Master Plan, anticipated to be complete in the fall of 2013.

Facilities

The policy pertaining to Federal Facilities & Operations and Non-Federal Facilities & Operations specifies that expansion of facilities will be limited.

Comments received on Facilities

This policy was supported by the PAC members. No other specific public comments were received on this policy.

3.3 Sector Plans

Seven sectors now define the Greenbelt—a reduction from the previous eleven. Each sector has corresponding policies that best addresses the opportunities, challenges and desired landscapes of each land designation, as well as prescribing allowable uses within the sectors. Since the 1996 Plan, the management actions and policies have been greatly enhanced.

The following sections present an overview of the sector plan proposals and a summary of the feedback received.

3.3.1 Feedback on the Shirleys Bay Sector

Highlights of the Sector

Increases to the Core Natural Area, Natural Link and Agricultural lands have been accomplished through the re-designation of areas within the Shirleys Bay sector. There is a Gateway Node and an enhanced opportunity for recreation at the Nepean National Equestrian Park and the Ottawa campground. The addition of the DND site is included with a Built Area footprint designated as a Federal Facility and Operations area. This facility is encouraged to follow sustainable practices while residing in the Greenbelt boundaries.



Comments Received

Earlier in the Plan's development, natural lands west of the Shirleys Bay Sector were identified as potential addition areas. To respect feedback received through the consultation with private landowners in February 2013, these areas have been removed from the Sector Plans and will not be considered for addition.

Through the public consultations, concerns were raised that the recreational trails around the new DND site (former Nortel Campus) in the sector may be lost, owing to national security issues. Connections of the Greenbelt to natural areas of South March Highlands, Carp Hills and Constance Bay, and a connection between Carp Hills and South March Highlands, are important to the public.

NCC Response

Management actions provide direction for pursuing the identified ecological corridor connections and for retention of trail connectivity within this sector.

3.3.2 Feedback on the Stony Swamp Sector

Highlights of the Sector

The large Core Natural Area that defines the Stony Swamp Sector is well used and known for its recreational trails. By re-designating some lands, the overall CNA has increased, as compared to the 1996 Plan. A Special Study Area has been assigned to quarry areas south of Stony Swamp—it is hoped that upon these quarries' closure (not imminent upon writing this report) that these lands could contribute to and provide additional protection for the surrounding natural areas. There is potential to add a community garden in this sector and a new Federal Facility.



Comments Received

The potential road widening of Richmond Road in the Stony Swamp sector was the focus of most comments. The project is among the alternatives to the Hope Side Road extension that are being evaluated through the Kanata South Environmental Assessment by the City of Ottawa. Many residents and members of the Greenbelt Coalition oppose this project, believing it would have important and unmitigable impacts on Stony Swamp.

NCC Response

A full evaluation of alternatives to Hope Side Road will be conducted, through the City of Ottawa's environmental assessment process which includes ongoing dialogue with NCC.

3.3.3 Feedback on the Southern Farm/Pinhey Forest Sector

Highlights of the Sector

This sector sees an increase of Core Natural Area within Pinhey Forest and along Black Rapids Creek, as well as the creation of a natural link through agriculture lands. There is also an addition of a City-owned "Urban Natural Feature" that will become Natural Environment lands. The facilities of the Greenbelt Research Farm will support sustainable agriculture in the short-term and with the possibility of conversion to a Federal Facility in the future.



Comments Received

This sector received few criticisms. Some survey respondents commented on the setting aside of the Greenbelt Research Farm for short-term use in support of agriculture is contradicted by the future potential for hosting a Federal Facility. All planning, by definition should be long-term and the objective should be to phase-out these facilities.

NCC Response

It is agreed that the directions need to be consistent. The study team will clarify the intent in the final Master Plan, providing management actions for appropriate long term use of the buildings and prime agricultural soils within this sector.

3.3.4 Feedback on the Airport Sector

Highlights of the Sector

The Greenbelt designation upon the Ottawa International Airport lands has been removed in exchange for an enhanced natural link west and south of the airport, which connects to the Leitrim Wetland in the Airport sector. The Core Natural Area has expanded to include the Lester Wetland as well as add natural lands to the Greenbelt that include the provincially significant Leitrim Wetland and adjacent linkages to the Pine Grove sector. A route for the Greenbelt Pathway connection from Rideau River to the Pine Grove Forest has also been refined.



Comments Received on the Airport Removal

The removal of the “Greenbelt” designation from the Airport raised concerns. Generally, people agree that the operating facilities at the Airport do not fit in the Greenbelt. The Greenbelt Coalition noted their support in principle for this action. However, concern was expressed over the natural lands (identified Lester Wetland) in the northeast corner of the airport operating area, lands which are part of the Airport Authority lease and owned by Transport Canada. People do not think that the lands will remain natural if the Greenbelt designation is removed. The NCC received a number of concerned emails, comments in its online surveys, and in the submission of the Greenbelt Coalition, about the removal of airport lands that include areas of the Lester Wetland and areas that are important to maintenance of hydrological conditions for the Leitrim Wetland. Residents feel if these areas of natural significance lose their Greenbelt designation, they could be commercially developed, and their natural value destroyed, by the Airport Authority. One respondent also suggested that the removal of 1300 ha of lands for the Airport should be compensated through addition of lands elsewhere. The Greenbelt Coalition also urged that the eastern lands under discussion be retained within the Greenbelt and that more lands be added to the Greenbelt as natural lands on the south side of the Airport southern Natural Link (including the Bowesville Woods) and to the west of the Leitrim Wetland.

NCC Response

A thorough review of area opportunities for Greenbelt natural link and core natural area lands within the Airport sector was completed. Given the existing and planned development activity, City land designations and zoning within this area, there are no further opportunities for addition of more lands to the Greenbelt than have been identified in the Plan. The City Official Plan designation of the Provincially Significant Wetlands for areas (Lester Wetland) outside of the Greenbelt boundaries does restrict their development.

Comments received about the Natural Links south of the Airport

Although the concept of the enhanced natural link south of the Airport is supported, many people, Ecology Ottawa and the Greenbelt Coalition, raised concern over the 250 metre ecological corridor that has been negotiated to the south of the Airport. There is a desire to see this corridor be at least 500 metres wide. Everyone agrees with the concept of establishing a natural link, but the desire is to see this be as wide as possible, including many of the sensitive natural lands in this area. The areas that are “under discussion” and marked as “potential addition” lands raised skepticism. It is hoped that more of the areas south of the airport, especially those that connect to the Leitrim wetlands, can be protected, rather than be impacted by development.

NCC Response

It is agreed that additional natural link lands are desirable to provide a strengthened Greenbelt connection in the area south of the airport. As noted above, the potential location of a fully functioning natural link has been explored to the degree possible, and the successful result is presented on the Airport Sector Plan.

3.3.5 Feedback on the Pine Grove Forest Sector

Highlights of the Sector



Expansion of the Core Natural Area will be established to include the Lester Wetland and Pine Grove Forest in the Pine Grove sector. There will be an increase in natural link around Conroy Pit and the link from Pine Grove Forest to Leitrim Wetland and South Gloucester will be restored through collaboration with agencies. This sector will also host a Gateway Node announcing the entrance to the Greenbelt.

Comments Received

As with the Shirleys Bay Sector, natural lands that are privately owned and that lie adjacent to the Pine Grove Sector, scouted as voluntary additions to the Greenbelt through the landowners’ consultation in February 2013, will not be included in this Sector Plan.

NCC Response

Management actions for the sector provide direction for supporting the identified ecological corridor connections within this sector.

3.3.6 Feedback on the Mer Bleue Sector

Highlights of the Sector

The Core Natural Area within Mer Bleue bog has been expanded and an ecological corridor to Vars, Cumberland and Larose Forests has been identified. There will be restoration and better management of habitats along tributaries to Greens Creek. The Natural Resources Canada facility will be designated a Built Area Footprint.



Comments Received

Landowners in the formerly proposed Greenbelt additions areas and survey respondents raised the issue of the proposed municipal waste facility south of this sector (outside the Greenbelt) and the issue of contamination and potential impact on the Mer Bleue Bog.

As with the Shirleys Bay and Pine Grove Sector, proposed Greenbelt additions of natural lands that are privately owned and that lie adjacent to the Mer Bleue Sector, will not be included in this Sector Plan.

NCC Response

Management actions provide direction for pursuing the identified ecological corridor connections within this sector. The NCC has been notified of the proposed municipal dump south of the Greenbelt, but has no jurisdiction over this site or decision since the site is outside of the federal government's jurisdiction.

3.3.7 Feedback on the Greens Creek Sector

Highlights of the Sector

The Core Natural Area around Greens Creek has been expanded, through re-designation of lands in this sector; as well, an NCC land addition will occur along the north side of Innes Road, contributing to Natural Environment and Sustainable Agriculture lands. A long-term potential addition would occur when adjacent quarries, upon closure, could contribute to the sector's Core Natural Area and enhance the Natural Link between Green's Creek and Chapel Hill Forest—these lands have been identified as a special study area. Collaboration with municipal and other partners will identify and protect an ecological corridor from Green's Creek and Lower Duck Island to Upper Duck, Kettle Island and McLaurin Bay. There will also be additional protection of the Greens Creek watershed. A Built Area Footprint will be established for the Royal Canadian Mounted Police facilities.



Comments received

Interprovincial crossing options are identified on the Greens Creek Sector Plan; residents expressed frustration that the vision of the Greenbelt Master Plan and the natural lands upon which these crossings will impact does not preclude the Greenbelt options from being considered.

NCC Response

The environmental assessment for the Interprovincial Crossing was proceeding in parallel with the Greenbelt Master Plan review, and took into consideration the current draft directions of this Plan as well as the environmental value of the lands within the Greens Creek Sector. The Study was cancelled in July 2013, following the withdrawal of one of the Funding Partners. Prior to its cancellation, the Study has identified the Kettle Island corridor as the technically-preferred corridor. The NCC accepts this finding and will incorporate the results of this process into its Planning Framework. The potential corridors within the Greenbelt that were part of the Study will no longer be identified as potential option within the Greenbelt Master Plan.

3.4 Additional Comments

Sustainability is supported by many residents and stakeholders; however, many have questions on what this term will mean and how “sustainability” will be accomplished. A few survey respondents also noted that sustainability must be considered when evaluating all activities that occur within the Greenbelt boundaries and those which occur outside the boundaries and have a potential to impact upon Greenbelt lands.

NCC Response

Sustainability is a principle that is integrated throughout the Plan directions. It is expected that the fuller wording in the Plan document will provide assurance to those that expressed their support for a sustainable Greenbelt.

An important **transparency and consultation process** issue was raised in that the “details” behind the Summary report were not available for public consumption. Interested stakeholders requested the opportunity to read through the detailed designation directions, policy statements and management actions, and to see a copy of the draft text before the completed Master Plan is tabled at the NCC Board meeting.

NCC Response

The detailed management actions have been shared with stakeholders and the Public Advisory Committee during this final step of the review process. The Commissioning Plan, that follows approval of the Master Plan, will provide the necessary details to the managers responsible for the implementation of the Master Plan (priority, timing, approach).

Public engagement: An interested Carleton Student commented on the need to engage youth who will be the stewards of the Greenbelt into 2067 and questioned how the metrics of public consultation were being evaluated. In addition, a PhD student from the University of Coimbra, Portugal, working with the

University of Ottawa, is interested in the Greenbelt Master Plan consultation process as a model of stakeholder, public and interest group engagement.



NCC Response

The outreach through the NCC communications throughout the Plan review process included youth groups. It is agreed that youth have a significant part to play in the Greenbelt's sustainability. This focus will be kept in mind in the future development of partnerships during Plan commissioning and implementation.

4.0 Media Coverage

The Tuesday, February 19, public consultation at Nepean Sportsplex was covered live and online by Ottawa Sun reporter Chris Hofley who tweeted updates and photos from the meeting.

CBC Radio (February 7) and CFRA (February 15) aired short news items about the landowner and public consultation. The EMC News attended the public consultation at Nepean Sportsplex on February 19.

Media coverage on the Landowner Consultations included two detailed reports in the Ottawa Citizen explaining the land additions and citizens' reactions, mostly negative, to the proposal. The Ottawa Citizen first broke the story by covering the Shirleys Bay landowner consultation (Zev Singer, "Landowner backlash causes NCC rethink of Greenbelt expansion plans," February 5). The Carlsbad Springs landowner meeting, held on February 6 was followed by CBC News: "Greenbelt expansion plan gets chilly reception" (Feb 6) and the Ottawa Citizen: "Opposition kills NCC greenbelt expansion; Majority of landowners at second public meeting strongly rejects proposal" (Feb 6), by Zev Singer. Radio-Canada echoed this story by posting on its Web site on February 6: "Expansion de la ceinture de verdure: la CCN ne forcera pas la note."

The Ottawa Citizen concluded its coverage of the landowner consultation by announcing the NCC's decision to not include the proposed private land additions in the Shirleys Bay, Pine Grove and Mer Bleue sectors, and publicized the upcoming public consultations with a short article on February 15: "Greenbelt expansion abandoned, NCC says; More Master Plan sessions Feb. 19, 20" by Teresa Smith.

5.0 Conclusions and Next Steps

The final round of consultations contained a large amount of information for review: the Land Designations, Policies and Sector Plans provided equally broad and conversely, very specific information for stakeholders and the public to review. Overall, the consultations proved that the Land Designations and Policies are in line with the guiding principles and vision statement of the Greenbelt, but most importantly, the consultations emphasized, again, how much this Capital asset is valued. Where criticism was offered, with regards to the Airport Sector, ecological corridors, transportation routes and clarity of policies, the NCC and study team commit to address and mitigate the threats to the Greenbelt raised by stakeholders and the public. In terms of landowner consultations, the NCC listened to private landowners, respecting their desire that the Greenbelt designation not be further studied to apply to their lands, and the proposed additions have been removed from the Greenbelt Concept and final Master Plan.

The feedback received through this final phase of consultation shows, overall, how valuable dialogue with partners, tenants, stakeholders, residents and interested organizations is and that together, we can all share in the stewardship of the Greenbelt well into 2067 and beyond.

The content of this report was presented to the NCC Board of Directors at their meeting on April 24th 2013, and the resulting input received through the consultation process informed the finalization of the Master Plan document.

APPENDIX A

Landowner Invitation Letter and Questionnaire

January 18, 2013

Dear Property Owner,

The National Capital Commission (NCC) is currently reviewing its *Greenbelt Master Plan*, which sets out the overarching planning framework, policies and land designations that guide Greenbelt programs and projects. As we review and update this important plan, we have created a consultation program to gather feedback and engage the public throughout the process. More specifically, we would like to hear your thoughts regarding our idea to possibly include lands adjacent to the Greenbelt in the Shirleys Bay, Mer Bleue, Airport, and Carlsbad Springs sectors in the Greenbelt. We would like to explore this idea with the residents of these areas before pursuing it any further. **Please note that this proposal would only include parcels of land that are larger than two (2) hectares.**

The new *Greenbelt Master Plan* places greater focus on environmental protection. This has led to the identification of lands in Shirleys Bay, Mer Bleue, south of the airport, and south of Carlsbad Springs for potential addition to the Greenbelt (see attached documents). This could strengthen the conservation of the Greenbelt's ecosystems over the long term. Due to their important contribution to the natural environment, these lands have significant natural features that could create larger habitats and stronger natural systems if they were included within the Greenbelt boundary. You are receiving this letter because you are located within the area of lands proposed to be added to the Greenbelt.

We want to hear your thoughts on this proposal and, accordingly, we would like to invite you to attend an open house, where NCC staff will be on hand to provide more details and answer questions:

| | Carlsbad Springs | Shirleys Bay |
|-----------|--|---|
| Date: | Tuesday, January 29, 2013 | Wednesday, January 30, 2013 |
| Time: | 7:00 to 9:00 PM | 7:00 to 9:00 PM |
| Location: | Carlsbad Springs Community Centre 6020 Eighth Line Road, Ottawa | St. John's Anglican Church 325 Sandhill Road, Kanata |

The objective of this meeting is to explain what is involved in this proposal and how you, as a landowner, could benefit from such a designation.

If you cannot attend either of the meetings, we would still like to hear from you. Please contact Émilie Girard-Ruel at 613-239-5777 or emilie.girard-ruel@ncc-ccn.ca. If you wish to learn more about the *Greenbelt Master Plan* Review, please visit our website at: www.canadascapital.gc.ca/planning/master-plans/greenbelt-master-plan-review.

The goal of the proposed additions to the Greenbelt is to conserve the natural heritage value of these lands for generations to come. All comments received on the proposed addition of lands to the Greenbelt will be considered by the NCC before finalizing the draft *Greenbelt Master Plan* for approval by the NCC's

Board of Directors. We count on the continued support of our federal, provincial and municipal partners, communities, groups and landowners for the long-term health and success of the Greenbelt.

Kind regards,

A handwritten signature in blue ink, reading "François Lapointe". The signature is fluid and cursive, with the first name and last name clearly distinguishable.

François Lapointe
Vice President, Capital Planning and Environmental Management
National Capital Commission

FACT SHEET: POTENTIAL ADDITIONS OF LANDS TO THE GREENBELT

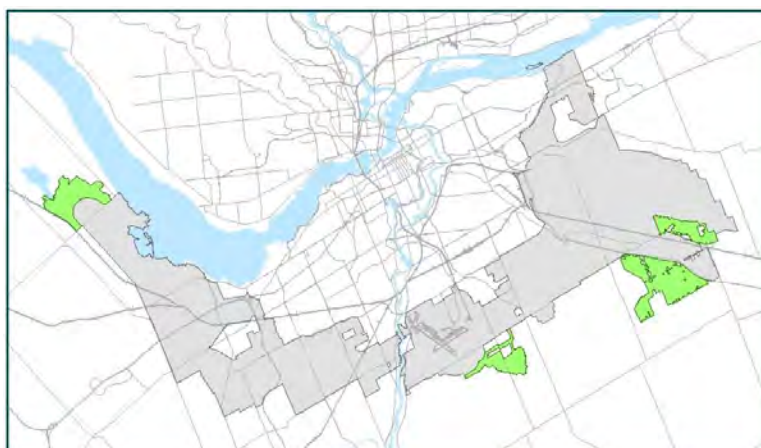
- Lands identified for potential addition would reinforce the primary role of the Greenbelt which is the conservation of Greenbelt ecological areas and environmental features.
- The NCC is interested in the conservation of lands of environmental importance. Owners of land proposed to be included within the Greenbelt could choose to protect it through either a conservation easement or various tax incentive programs, administered at the provincial and federal levels.
- Current municipal zoning or provincial designations on lands to be added to the Greenbelt would remain in force. Existing development rights governed by municipal bylaws would not change.
- Lands designated as *Significant Wetland*, *Natural Environment Area* or *Rural Natural Feature* in the City of Ottawa Official Plan would be included in the additions, as these would have the highest potential contribution to the ecological health of the Greenbelt.

FAITS SAILLANTS : AJOUTS POTENTIELS DE TERRAINS À LA CEINTURE DE VERDURE

- Les terrains désignés comme ajouts potentiels renforceraient le rôle primordial de la Ceinture de verdure qui consiste à conserver les zones écologiques et les caractéristiques environnementales.
- La CCN s'intéresse à la conservation des terrains ayant une importance sur le plan de l'environnement. Les propriétaires des terrains proposés à l'ajout potentiel de la Ceinture de verdure pourraient choisir de les protéger par une servitude de conservation ou en s'inscrivant aux divers programmes d'incitation fiscale offerts par les gouvernements provinciaux et fédéral.
- Le zonage municipal ou les désignations provinciales actuels des terrains pouvant être ajoutés à la Ceinture de verdure demeureront en vigueur. Les droits de développement actuels régis par les règlements municipaux demeureront inchangés.
- Les terrains désignés «*Terres humides d'importance, secteurs écologiques naturels ou caractéristiques naturelles rurales*» dans le Plan officiel de la ville d'Ottawa feraient partie des ajouts, puisque ce sont ceux qui potentiellement contribueraient le plus à la santé écologique de la Ceinture de verdure.

The proposed areas are shown in green as follows:

Les secteurs proposés sont illustrés en vert :



QUESTIONS AND ANSWERS

1. *Why is the NCC looking at adding natural environment lands to the Greenbelt?*

The additions consist of provincially recognized significant natural features that are located immediately adjacent to the Greenbelt. Their addition would strengthen connections with regionally significant natural features and create more extensive natural habitats and more resilient natural systems in the Greenbelt.

2. *What do I have to gain by joining the Greenbelt?*

A benefit to being part of the Greenbelt, an area dominated by natural lands, includes the obvious benefit of a quiet and natural or rural setting. As well, rebates on income tax are possible through the federal Ecological Gift Program and rebates on property taxes could be secured through the provincial Conservation Land Tax Incentive Program, if landowners agree to keep their land in their natural state.

3. *Why is my property part of a proposed addition to the Greenbelt?*

The blue hatched areas in the attached map are lands proposed to be included within the Greenbelt boundary. They are identified for potential addition because they have important environmental value. They include wetlands, woodlands and other natural heritage features that are recognized and protected by the Province of Ontario and the City of Ottawa. The NCC is only interested in lands of environmental importance greater than (2) two hectares and not the residences or accessory buildings.

4. *Will a Greenbelt designation have an impact on the value of my property?*

The City of Ottawa Official Plan and Comprehensive Zoning By-law define allowable and prohibited land uses throughout the City. The existing Official Plan designations and zoning are not proposed to be changed. Lands proposed for addition to the Greenbelt are located largely within areas that already have certain development restrictions because of their natural environment value. Properties within or adjacent to large natural features which are quiet and secluded are often observed to have a higher value than properties not adjacent to natural areas. The NCC does not believe that including your land within the Greenbelt boundary will have an impact on the value of your property.

5. *Will the NCC eventually be interested in purchasing my property or parts of it? Can the NCC force me to sell my property?*

The NCC does not feel that it is necessary to acquire these lands. Moreover, the NCC does not have the funds to acquire these properties at the present time. Since most of these lands currently have zoning that ensures the protection of their environmental attributes, then the lands can continue to contribute to the natural environment while under their current ownership. The important factor is that this zoning ensures that these lands continue to have environmental value and perform important environmental functions. Their inclusion within the Greenbelt boundary is an important recognition of this environmental value, particularly because they are 'neighbour' lands to important natural areas already within the Greenbelt. The shared objective between the NCC and the City of Ottawa (as reflected in their zoning) is to ensure that the environmental value of lands is protected in the public interest.

Greenbelt Master Plan Review: Potential Land Additions

Landowner Comment Sheet

Consultation Sessions – January 29-30, 2013

The Greenbelt consists of approximately 24,000 hectares of forests, wetlands, farms and federal facilities in the heart of Canada’s Capital Region. As part of the current review of the Greenbelt Master Plan, the National Capital Commission (NCC) has identified that a key direction is to strengthen the natural environment role of the Greenbelt. One of the ways to strengthen this role is to increase the area of natural lands within the Greenbelt by working in partnership with landowners, community groups and public agencies. Only lands with natural environment value adjacent to the Greenbelt boundary are being considered for addition.

We want to explore this idea of adding natural lands to the Greenbelt with landowners within the proposed addition areas and obtain your feedback. Your perspective is very important to help us define the best way to conserve Greenbelt natural lands for Capital residents and Canadians in the near and long-term future. Your response to the questions below will help us understand whether or not landowners support this idea and how it could be implemented in the future.

To help us in evaluating the community perspective on potential land additions to the Greenbelt, please answer the following:

1. What is your level of support for the proposed addition of natural lands to the Greenbelt? Please note the extent to which you agree with these proposed land additions:

☐ Agree☐ Somewhat Agree☐ Neutral☐ Somewhat Disagree☐ Disagree☐ Don’t Know

2. Please provide any comments or suggestions that you may have on the proposed expansion of the Greenbelt

Natural Environment lands:

| |
|--|
| |
| |
| |
| |
| |
| |
| |

3. Where do you own land?:

☐ Shirleys Bay☐ South of Carlsbad Springs☐ Mer Bleue (northeast of Hwy. 417)☐ South of the Airport

4. What is the civic address of your land in the addition area?:

5. If you were interested in adding natural lands on your property to the Greenbelt, which method of addition would you consider?

☐ Maintain ownership of all lands and conduct land stewardship on my own☐ Conservation easement (retain land ownership and establish agreement for keeping lands in a natural state)☐ Ecogift of lands (to a land trust, Conservation Authority, City or NCC) with income tax credit☐ Sale of land to an organization for conservation purposes

6. We would appreciate receiving your contact information to keep you informed on the results of the Greenbelt Land Additions review process. Please provide the following information:

Name: _____

Address / Phone Number: _____

Or E-mail Address: _____

APPENDIX B

Media Release and Advertisement to Announce Public Consultation on Greenbelt Land Designations, Policies and Sector Plans (Step D of the Greenbelt Master Plan Review)

FOR IMMEDIATE RELEASE
NCCN-13-02-07-MA

February 18, 2013

Media Advisory

Next steps in the Greenbelt Master Plan review

Canada's Capital Region — The National Capital Commission (NCC) invites the public to participate in the final round of public consultation of the review of its *Greenbelt Master Plan*, which guides the way that the Greenbelt is used, managed and protected.

This public consultation will focus on the Land Designations, Policies and Sectors Plans, which is the fourth and final step of the review process. The new Master Plan will guide the future of the Greenbelt until 2067. Visit the NCC website, at www.canadascapital.gc.ca, to view the Land Designations, Policies and Sectors Plans Draft Summary Report and to complete the questionnaire.

The Land Designations, Policies and Sectors Plans were drafted following the completion of several public consultations, background studies and research which determined the Greenbelt Vision and Concept. Once the *Greenbelt Master Plan* is completed, it will define the future role of the Greenbelt in the Capital over the next 50 years.

The two public consultations will take place on:

Tuesday, February 19, 2013

6 pm to 9:30 pm

Nepean Sportsplex, Room A & B
1701 Woodroffe Avenue, Ottawa

Wednesday, February 20, 2013

6 pm to 9:30 pm

Pine View Municipal Golf Course
1471 Blair Road, Ottawa

For more information, the public may contact the NCC at 613-239-5000, 1-800-465-1867, 613-239-5090 (TTY) or 1-866-661-3530 (toll-free TTY) or visit the NCC's website at www.canadascapital.gc.ca.

Media Information:

Mario Tremblay
NCC Media Relations
613-239-5665 (office)
613-859-9596 (cellular)
mario.tremblay@ncc-ccn.ca

GREENBELT MASTER PLAN REVIEW

Public Consultation: Final Phase

Take part in the final public consultation on the proposed land designations, policies and sector plans that will guide the future of the National Capital Greenbelt.

Participate online, February 12 to March 1, 2013

www.canadascapital.gc.ca

Participate in person

Tuesday, February 19, 2013, 6 pm to 9:30 pm

Nepean Sportsplex, Room A and B
1701 Woodroffe Avenue, Ottawa

Wednesday, February 20, 2013, 6 pm to 9:30 pm

Pine View Municipal Golf Course
1471 Blair Road, Ottawa

Visit the NCC website, or call us for more information

canadascapital.gc.ca • info@ncc-ccn.ca

613-239-5000 • 613-239-5090 (TTY)

APPENDIX C

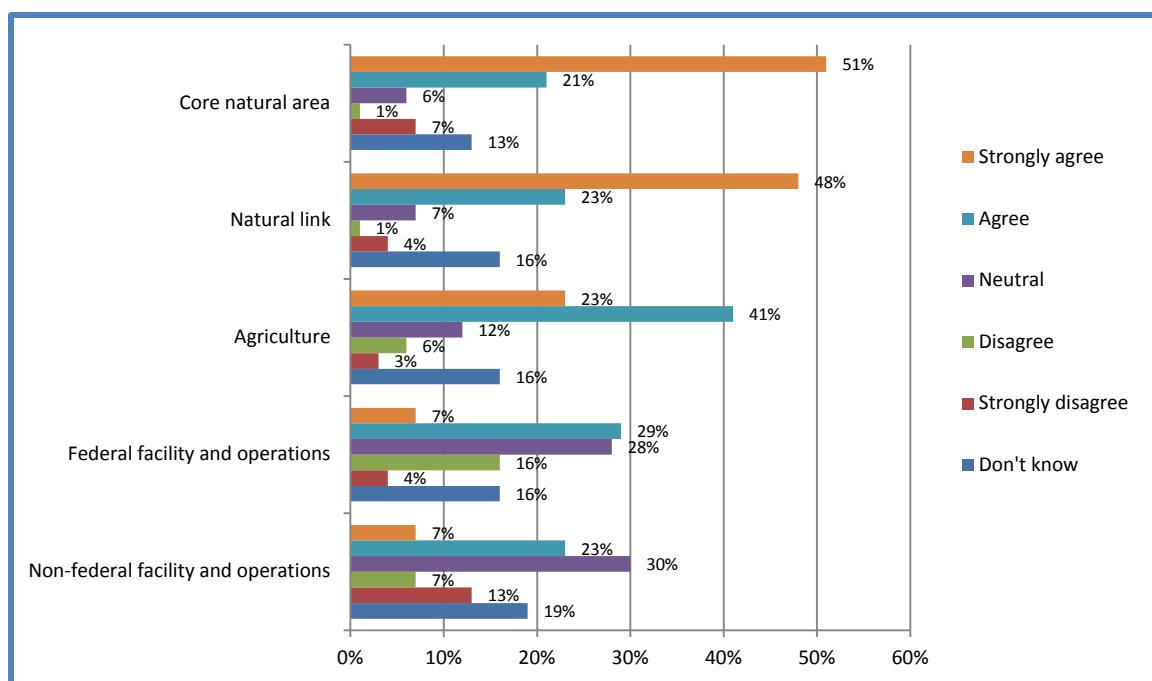
Summary of Questionnaire Results

The following summary provides an overview of the responses received through the Greenbelt Master Plan Review Phase II, Step D Consultation online and in-person questionnaire. Comments are grouped by theme relative to each question.

Question 1: LAND DESIGNATIONS

(See Section 5.0 of the Summary Report.) Land designations are types of landscapes, with their characteristics and uses, for specific areas in the Greenbelt (e.g. agriculture, federal facilities and so on). In order to guide decisions on land use changes over the 10-year life of the Greenbelt Master Plan, each land designation includes a list of allowed and prohibited uses.

Please indicate the extent to which you agree with the description, primary objectives, experience/character desired, and allowable and prohibited activities and uses, for each of the LAND DESIGNATIONS listed below.



Participants expressed strong agreement with the description, primary objectives, experience/character desired, and allowable and prohibited activities and uses for the agriculture, natural link and core natural area land designations. Some participants expressed their agreement with the non-federal and the federal facility and operations, and some disagreements were also expressed regarding those two land designations.

Please provide any other COMMENTS you may have regarding the Greenbelt land designations.

Greenbelt in General

- I disagree with the very concept of a Greenbelt. It is the product of a failed 1950s mentality and is hampering the sustainable development of the city. The parkways are not proper parks.
- The Greenbelt is a jewel in the nation's capital. It defines us as Canadians, since it conveys the natural beauty of our country. The Greenbelt must be preserved for the years to come.
- Timelines should be provided as well, so budgets can accommodate objectives in a meaningful and decisive way. Otherwise they are just words.

Allowable/Prohibited Activities

- While some of the activities are well defined, I find that a number are left vague and very open to interpretation.

Agriculture

- Natural links: Why allow farming here? It doesn't specify existing farming, which implies new farming would be okay.
Agriculture: Bed and breakfasts — where? If this requires new buildings, then no.
- Pleased to see that there is an objective "to showcase the Greenbelt as a living example of Canada's farming heritage." I hope this will be done through the identification of significant farming cultural landscapes with their surviving buildings, with opportunities to provide interpretation and public appreciation of those farming landscapes. Lots of learning potential there!

Natural Environment

- It is essential that we preserve flora and protect fauna in the Greenbelt.
- Core natural area: I find the phrase "low-impact federal training activities" extremely vague and worrisome (military training?). For all land designations, where applicable, I would like to see requirements for any new facilities to be built using environmentally sustainable techniques, with high standards for energy efficiency, water recycling, etc.
- Natural areas like Mer Bleue and Stony Swamp must be protected, but equally important are the linkages that exist between the core natural areas. These allow species to migrate across the Greenbelt and to other natural areas beyond the city.

Facilities

- "These edge facilities will be allowed to develop a more urban character on their sites to fit with their location adjacent to urban areas." The plan should be more concerned about their fit with the Greenbelt.
- The Greenbelt is supposed to be a green and undeveloped belt of land within Ottawa. We rely on the National Capital Commission to maintain and protect it that way. Non-federal facility and operations (meaning commercial and residential infrastructure and development) is NOT acceptable on Greenbelt lands. There should be no question about that. Ottawa's Greenbelt has been whittled away too much already, and everything that goes into it further damages the quality and fragments the continuity of natural habitats that are essential for the physical and mental health of all inhabitants of Ottawa, and for its visitors as well. Land, wetland and watercourses that are removed or suppressed in the Greenbelt are never returned.

Land Additions

- These are completely unfair questions. Of course, I want environmental land protected, as I suspect most of the City does, but that's when it's FEDERAL land, and not privately owned, as mine is!
- Core natural areas can be increased from the current 40 percent of the Greenbelt. Also increase natural links from 21 percent of the Greenbelt. This can be done with mid- to long-term planning for Greenbelt expansions. For example, lands now used by federal or non-federal agencies for buildings and facilities can be restored as native habitats and wetlands. For inspiration, see the website for Huntley Meadows natural area and its history in Alexandria, Virginia (www.fairfaxcounty.gov/parks/huntley-meadows-park). Huntley Meadows Park was once used to test asphalt road surfaces, during the 1940s, and as a military facility during the 1950s. In the 1970s, the land was restored to a natural area with wetlands and forests.
- Most of the land proposed to be in the expanded Greenbelt already is restricted by municipal zoning. Putting another layer of similar restriction that would make rezoning difficult is fine, but usurping private property with a whole new list of restrictions will hurt property values and, in effect, degrade the

usefulness of the property that had been purchased. We would be opposed to that. Most of the land within the proposed extended Greenbelt already has land use restrictions at the municipal level.

We have no problem with a federal level with similar restrictions, as this would limit the ability of owners to rezone, but we have a BIG problem with the NCC reducing our property values by placing further restrictions on our land use.

Land Use - General

- From the Greenbelt Master Plan: The long-term ecological integrity of Mer Bleue will be further safeguarded through consolidation of the entire bog area as part of the Greenbelt and through implementation of the Mer Bleue Management Plan. Is this a joke? There are two dumps that are pouring contaminants into the Mer Bleue!
- Keep Pinhey Forest as is: not developed.
- I think the land designation around the existing transportation corridors should be modified to allow mixed-use development along these corridors. Currently, the Greenbelt causes huge amounts of pollution by commuter vehicles having to pass through it. The Greenbelt was never conceived to have this unsustainable effect on a rapidly growing city.
- It is crucial to maintain the core natural areas. These areas should NEVER be used for residential or commercial development.
- If you already have a yard, USE IT! Don't go ripping up a natural treasure just because the airport says so!
- The wording in your policies is good. Unfortunately, your actions regarding the Greenbelt boundaries on federal Transport Canada lands do not support your proposed policies. You list 10 core natural areas. Unfortunately, they do not include the Lester Road wetlands — the portion that is the headwaters for Sawmill Creek. You have not designated these headwaters as part of the Greenbelt, and you have "given them away" to the Airport Authority to develop as they wish. This is the Gateway to our nation's capital. Over the past seven years, people have been teaching high school students twice a year about the Greenbelt and its many wetland species — including federal species at risk such as the Blanding's turtle. Dismissing this area in the Greenbelt designation, together with giving your approval for airport development over "well-known" federal wetlands is a disgrace. As well, in 2009, Mr. Albert Dugal evaluated the Bowesville Woods wetlands, and provided a report on the many regionally significant wetland plants — and that, too, has been handed over to the Airport Authority to cut, drain and develop. We want the NCC to protect and nurture the federal wetlands and species at risk. This can only be done if the Greenbelt boundaries are extended to include these features.
- The summary document states: "The Greenbelt natural environment will also be enhanced through the protection of the Lester Wetlands core natural area." However, you have failed to do this, by excluding the portion that is the headwaters for Sawmill Creek. You have not designated these headwaters as part of the Greenbelt, and you have "given them away" to the Airport Authority to develop as they wish.
- The policies look good, but the changes to the Greenbelt boundaries on federal Transport Canada lands do not support your proposed policies. The core natural areas, unfortunately, do not include the Lester Road wetlands — the portion that is the headwaters for Sawmill Creek. These headwaters should be included in the Greenbelt and not given to the Airport Authority to develop as they wish. This is prime wetland. The same is true for the Bowesville Woods, evaluated by Albert Dugal as wetlands. These should remain as part of the Greenbelt.

Transportation

- No new roads or built facilities should be allowed in the Greenbelt. There should be no new fragmentations of any kind (light rail, hydro corridors, etc.), and an attempt should be made to consolidate the road network with a view to undo some of the heavy fragmentation.
- No new development, no new roads.

- Has to include the possible/likely site of a new crossing of the Ottawa River. This plan must not be adopted until the site selection is finalized, or until all Greenbelt-related potential sites are eliminated from the competition.
- The Greenbelt functions as a recreational area, but also as a planning tool and urban development instrument. As such, linear existing contiguous transportation corridors, particularly rail corridors — whether in use or abandoned by profit-motivated rail companies — should be acquired and reserved for future rail use to serve transit passengers beyond the Greenbelt. I am sure that I am not the first to suggest this, but no one seems to have the means to make it happen. These could then be sold to cities and municipalities against some workable transit plans, if the NCC is really strapped for cash.

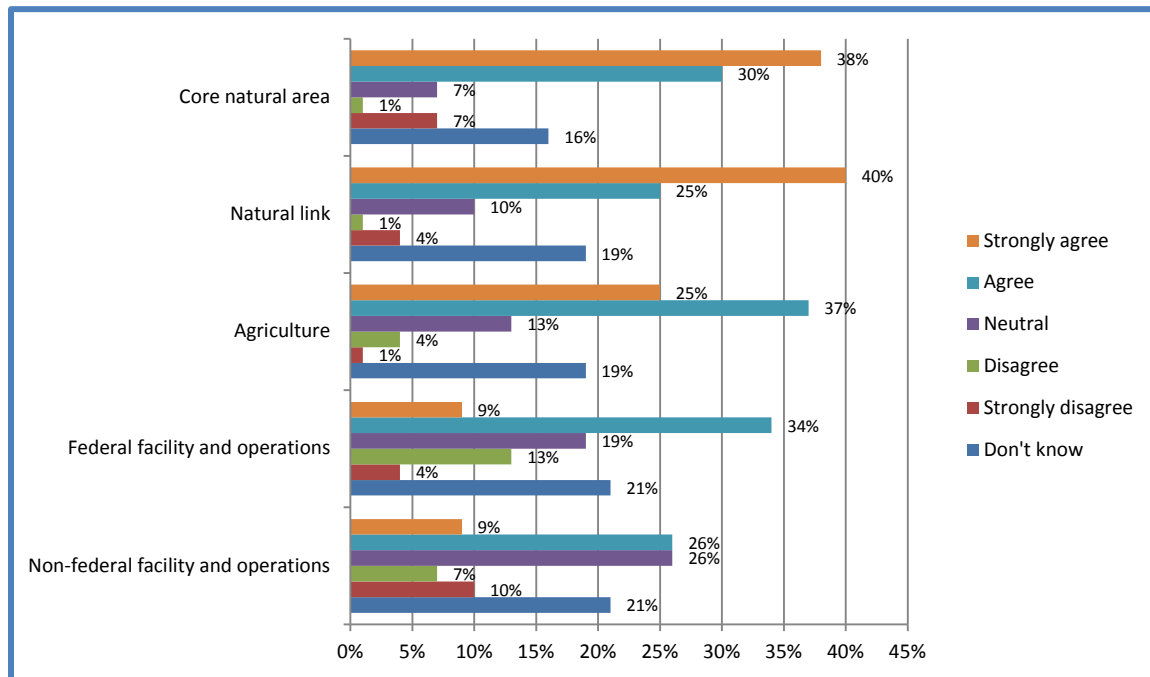
Recreation

- Core natural area: Also would like to see specifics about cycling trails — what kind? Existing recreational paths, or new trails for mountain biking? If the latter, I would be strongly opposed. I'd also like to see dogs, even leashed ones, banned from such areas. (Dog owners already let their dogs off the leash when they think no one is looking.)
- I feel that there should be recreational/park space as a designated choice. As the National Capital Region evolves, and population continues to increase, the Greenbelt can and should be considered for recreational/parkland activities (not necessarily large sport fields such as the Nepean Sportsplex and Hornet's Nest soccer fields, but rather large expanses of parkland with open areas, access to water, picnicking, services, etc. — more like Mer Bleue, but without the excessive conservation designation).
- I am relatively neutral on the designations of core natural areas and natural links. However, the voluminous documents I have read are not specific enough about allowable recreational uses in the Greenbelt system. My particular concern is to not see any removal of recreational usage in any of the core natural areas or natural links regions, but in fact to encourage any and all non-motorized low-impact recreation. This would include hiking, snowshoeing, skiing and year-round cycling on all core natural areas and natural links lands. I was frustrated that I was not able to clearly discern from the documents what changes to acceptable recreation practices will be allowed in the Greenbelt, once these plans are ratified.
- Complete the bicycle path from Merivale to Prince of Wales.
- I am very concerned about losing access to the land behind the old Nortel campus, when it becomes National Defence. I am not sure by reading this report that the lands behind what I assume will have to be secured area, will be open to the public. Although it is not used by many, it is a wonderful asset in our community, and I use it almost every day for walking, snowshoeing and cross-country skiing. It is also an important area for local wildlife, and it provides a safe haven for them as well. Please do not take the access to that land away once National Defence has moved in. We can walk behind a fence. Thank you.

Question 2: POLICIES

(See section 5.0 of the Summary Report.) Each land designation is supported by policies and strategies. These provide further direction to the NCC on how it can achieve the Greenbelt vision, mission, goals and roles.

Please indicate the extent to which you agree with the POLICIES and STRATEGIES, for each of the LAND DESIGNATIONS listed below.



The policies and strategies for the agriculture, natural link and core natural area land designations received strong agreement, whereas, even if the majority of participants agree with the non-federal and the federal facility and operations land designations, some participants expressed their disagreement with the proposed policies and strategies for these two particular land designations.

Please provide any other COMMENTS you may have regarding the Greenbelt land designation policies and strategies.

Greenbelt in General

- Portions of the Greenbelt should be sold off and the profits re-invested in developing ecological preserves and genuine parks within city limits.
- I think the Greenbelt lands should be re-examined and redefined as part of the overall “Green network” of the Ottawa region. Unlike its original conceived function, the Greenbelt acts a barrier within a large municipality/region, rather than a limit to urban sprawl.
- I see the Greenbelt as both a recreational asset for the capital, but also as a controlling asset for planning the region and encouraging wise long-term planning decisions. Would that the NCC had more regulatory teeth and a bigger budget. The present federal government (2013) does not seem to see itself in any way responsible to assist in developing an exemplary national capital. Perhaps they need to be “lobbied.”
- Ten years to present sector-specific directions is too long. A lot of land can be mismanaged within 10 years.

Land Additions

- Again, there is a general use of the word “Greenbelt.” There is no differentiation between federally owned land and privately owned land and, therefore, the policies and strategies shouldn’t be the same. I own my land, and I don’t want the generic “policies and strategies” to apply to MY land!
- Similar concerns would apply to this question, which in effect asks me to agree to a whole lot of platitudes with no specifics in terms of its effects on private landowners.
- For private land, we are opposed to any policies that take control away from the landowner who is already restricted in land use by municipal zoning by-laws.
- Add item 7, continue to establish an ecologically sensitive and scientific mandate to support public addition to the Greenbelt core, through private landowner donations and land acquisition deemed significant to the core.

Facilities

- I don’t think public art needs to be a priority for federal facilities. (Is there any art that can beat the majestic trees in the Arboretum?)
- As federal facilities and operations are phased out, Federal Heritage Buildings Review Office (FHBRO) evaluations should be conducted and should guide any change in policies with respect to any buildings deemed to be “recognized” or “classified” federal heritage buildings. This is distinct from buildings not built for the federal inventory, which should not be evaluated by the FHBRO criteria, as they are likely of local, not federal, heritage value

Policies for Core Natural Areas and Natural Links

- I’d like to see stronger policies to protect/restore core natural areas.
- Re: Core natural areas, policy no. 4. How does one determine “optimum habitat size”? Isn’t larger always better?
- Re: Natural links, policy no. 3. “minimum 60 m, working towards 250 m” are unacceptably modest objectives.
- Are there plans for reliable oversight of core natural areas and natural links (e.g. similar to park wardens in ecologically sensitive federal and provincial parks)? Although the idea of allowing non-destructive use of these lands (e.g. trail walking) sounds good, will there be monitoring and limits to the numbers of people on the Greenbelt land and restrictions during sensitive times of the year for the plants/animals (e.g. when offspring are born and birds are nesting)?

Recreation

- The voluminous documents I have read are not specific enough about allowable recreational uses in the Greenbelt system. My particular concern is to not see any removal of recreational usage in any of the core natural areas or natural links regions, but in fact to encourage any and all non-motorized low-impact recreation. This would include hiking, snowshoeing, skiing and year-round cycling on all core natural areas or natural links lands. I was frustrated that I was not able to clearly discern from the documents what changes to acceptable recreation practices will be allowed in the Greenbelt, once these plans are ratified. In particular, I want to ensure that year-round cycling, for transportation and recreational purposes, should be retained and encouraged in the Greenbelt trails system. The current policy on cycling in the Greenbelt system is vague at best. I want to ensure that the entire Greenbelt trails system remains open to year-round cycling — including the new fat bikes (a.k.a. snow bikes) that have emerged as a growing trend in winter recreation.

- My main concern is that biking not be restricted to paved and stone dust trails. There are many excellent trails for mountain biking in the Greenbelt that I use often for recreation and commuting. With proper trail design and maintenance, as we have with South March Highlands, these trails are a great multi-use facility.

Agriculture

- Maintain agricultural usage (cornfields) and equestrian area near Woodroffe and Grenfell.

Transportation and Infrastructure

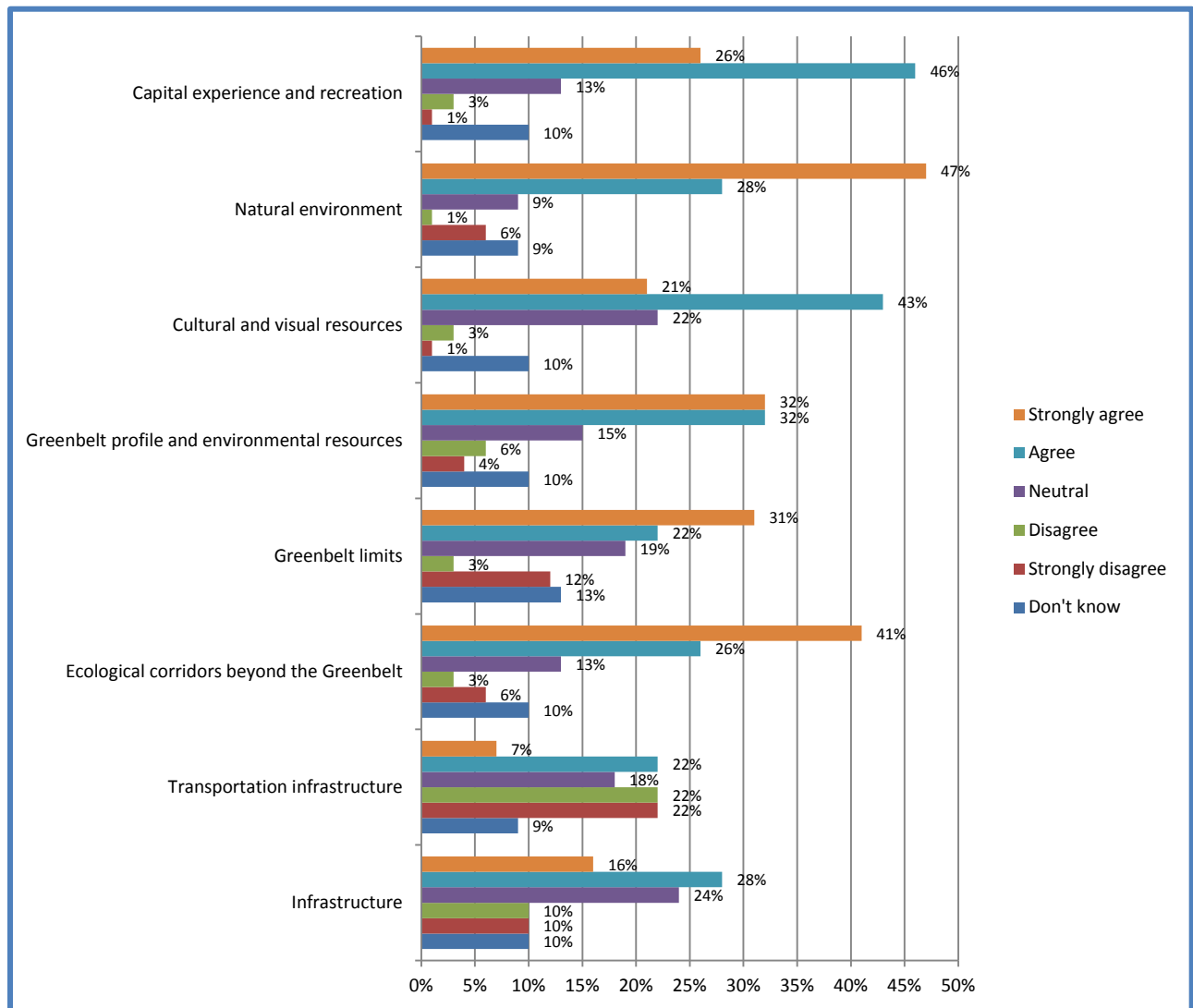
- No new transportation development, unless in support of public transit such as bus and train routes.
- The master plan does not mention or include any reference to the Interprovincial Crossings Study. This is a major flaw in the system. If the NCC chooses either corridor 6 or 7, then it goes against its own planned master plan with respect to protecting the Green's Creek area. It would be a farce to have an interpretation centre near Green's Creek, next to a major road infrastructure, with thousands of heavy trucks cutting across the northeastern edge of the Greenbelt. Why is the NCC continuing this study, while ignoring the principles of the new master plan?
- Especially support controlling road density. I also noted that under "allowable activities," communications towers are listed. These are dangerous for birds and I did not note, anywhere in the master plan, any policy on this issue.
- Policies in Section 5, as well as memorandums of understanding (MOUs) between you and the Airport Authority, and the City of Ottawa transportation MOU prohibit success. Unless you are able and willing to have direction on the most-needed federal facility (the airport), the gateway to the capital, these policies have little substance. The proposed MOUs do not allow the NCC to succeed and fulfill these policies. As the airport continues to discourage rail into the airport terminal (delayed until 2031), and the City of Ottawa continues to encourage rail through the Greenbelt south of the airport (instead of putting rail where people are — at the airport), these policies will have limited success.
- No new transportation or development of existing transportation should be allowed in core natural areas or natural links. This means that new transportation (both road and train) should run close alongside the existing Airport Parkway, and should not be allowed in or near the designated wetlands, especially the ones at Lester Road. Transportation infrastructure should NOT appear on "all sector plans."
- I have problems with planned transportation to the airport. We need light rail going directly to the airport, not going through the Greenbelt south of the airport.

Land Use

- Do not trade parcels of land in the provincially significant wetlands along Lester Road to the Ottawa International Airport Authority. Blanding's turtles and other fauna and flora need these wetlands. Develop better ways of providing the Leirtrim natural links to lands south and west of the airport. Also keep the airport in the Greenbelt to prevent the current Airport Authority from destroying wetland areas along Lester Road. Future Airport Authorities can change to being operated by a federal public sector that will put more value on protecting natural areas. Please do not pre-approve any City of Ottawa plans for road widening or extensions within the airport or in other sections of the Greenbelt.
- In 2006, Mr. Albert Dugal evaluated the Bowesville Woods federal wetlands, and provided a report to the NCC regarding the many regionally significant wetland plants. That too has been handed over to the Airport Authority to cut, drain and develop. We want the NCC to protect and nurture the federal wetlands and species at risk, this should not be handed over to the Airport Authority for development. This can only be done if the Greenbelt boundaries are extended to include these features.

Question 3: GREENBELT POLICIES

Section 6 of the Summary Report describes policies based on specific themes that would apply to all Greenbelt land designations. Please indicate the extent to which you agree with the policies for each theme listed below.



Participants expressed their strong agreement with the proposed policies for specific themes such as ecological corridors beyond the Greenbelt, Greenbelt limits, Greenbelt profile and environmental leadership, cultural and visual resources, natural environment, and Capital experience and recreation. Participants generally agreed with the infrastructure and transportation infrastructure themes, but more participants expressed their disagreement with these two particular themes than with the other themes.

Please provide any other COMMENTS you may have regarding the Greenbelt policies based on specific themes.

Greenbelt in General

- The NCC and Greenbelt make my experience of living in this city miserable each and every day, by protecting a swath of land that has not preserved the environment, but has made the city a less sustainable place to live. The Greenbelt has added to infrastructure costs, increased commute times, contributed to

environmental pollution by forcing people to drive everywhere, destroyed any hope of expanding the Eagleson Park & Ride, despite an incredible need to do so, added to an overpopulation of geese and deer, and has complicated desperately needed bridge building and light rail plans. I didn't vote for you, please go away.

- More specific details needed for all.

Transportation and Infrastructure

- The refusal to allow light rail to run along or through the Sir John A. Macdonald Parkway is difficult to fathom. Why is a freeway with a grass verge preferable?
- I'd like to see a strong commitment to not widen existing roads or build new ones, and to not build any new infrastructure projects in core natural areas.
- I strongly object to the large number of transportation projects in Appendix D.
- Low ranking in transportation is due to the lack of content regarding potential Ottawa River crossing sites.
- I do not like the infringement of transit and some of the infrastructure, although I understand that it is necessary.
- The projects listed in Section 6 are the ones known now. It is paramount that, in a long-range plan, some more visionary concepts are also articulated. Thus, I again suggest the inclusion of protecting the existing rail rights of way, whether in use or abandoned, for future rail transit corridors AT THIS TIME. It is in the NCC "zoning" control sphere to do this. Once gone, they are gone forever.
- "No" to an interprovincial crossing through the Greenbelt! It would be foolish to show environmental leadership on one hand and cut through the Greenbelt with an interprovincial crossing through the small northeastern edge of the Greenbelt near Green's Creek and install an interpretation centre adjacent to this area.
- We are strongly opposed to the NCC approving 25 new road projects, including widening. We strongly urge you to not give your consent to these projects. At a bare minimum, please withhold your consent at least until the City has updated its Transportation Master Plan (to be completed before the end of 2013) and that plan has been endorsed by the city council. There are already far too many roads slicing through the Greenbelt. We do not need more roads, we need better pedestrian, cycling and public transit infrastructure.
- Airport: You have little to no say in development (including rail into the terminal), yet you state that you want to widen every road around the airport. Would prefer a statement such as "No widening of any roads until rail is brought into the airport terminal." Maintenance yard: Why would you put a maintenance yard at Bowesville forest in your Greenbelt Master Plan, when there is an existing tri-governmental MOU which states to put the maintenance yard at the Walkley trainyard? Why would you have plans to extend Hunt Club Road east to Innes Road, to parallel a high-speed highway (the 417)? This makes no sense to fragment the Greenbelt for this purpose.
- 1) I support the idea of a light rail connection to the airport that follows the Airport Parkway. This would save the Lester Road wetlands from development, if current plans are followed, i.e., using the existing north-south rail corridor. Also, it would give direct access to the airport.
2) I agree with the Greenbelt Coalition's outline of transportation problems, i.e., road expansion and road access through the Greenbelt is counter to protecting the Greenbelt.
- There is a maintenance yard at Walkley, so why put one in at Bowesville forest? There seems little reason to extend Hunt Club Road to Innes Road. This only parallels the 416. This, I found, fragments the Greenbelt.

Implementation

- In general, I agree with the policies with regard to Capital experience and recreation. However, there is little provided on how that is going to be achieved. How is enforcement of these policies going to work? I have had a few very negative experiences in the past (to the point that I almost called the police on an NCC employee for one of these experiences). I have heard of a number of other similar experiences from people who have attempted to participate in the Greenbelt experience. I have also had some amazing experiences, and would hope that others could also enjoy this. I feel that how these policies are to be guided in the field will have a great deal of impact on user enjoyment. Less “enforcement” and more education.
- There’s too much emphasis on “interpretation strategies” and programming. What the Greenbelt really needs is better signage, public education and enforcement against negative impacts (i.e. dogs off-leash, people walking on the ski trails, baiting and harassment of wildlife such as owls and other wildlife).
- This draft plan ignores the intended selection of a new Ottawa River crossing site, including two optional corridors through the Greenbelt, Green’s Creek and the Hwy. 174 sector. This would destroy the Greenbelt area north of 174. Also, there is no mention of the second phase of light rail transit (LRT) going east and west through the Greenbelt. These are major factors looking ahead more than 5 to 10 years, and this is supposed to be a guide for the next 50 years.
- My concern here is the effect of roads on wildlife large and small. I wonder what “sustainable transportation” means. Does it mean that the vehicles are cleaner? Or does it take into account animals killed by traffic? The fewer roads through the Greenbelt, the better for wildlife. Animals should be protected from traffic by state-of-the-art fencing, overpasses and underpasses, where necessary.

Land Additions

- Again, these questions are completely one-sided. They force a response that the NCC wants. If I say I disagree with the designations, then it implies I don’t care about the environment — which I do. But I don’t want policies forced upon me for my own privately owned land!
- I’m deeply disappointed in the NCC’s having given up looking toward expanding the Greenbelt west and east, as previously proposed. You blew the consultation with the landowners!
- We don’t need an expansion of the Greenbelt. It is expensive and not needed in these times of restraint.
- Expand the Greenbelt limits to make better connectivity for native flora and fauna. Base these expansions on thorough on-the-ground ecological and natural history studies. From the air land surveys are not sufficient.
- This is SO fuzzy on how it would affect private landowners that it is impossible to comment on it.
- Has the NCC not looked at the Greenbelt implemented by the Ontario government for a much wider area? This appears to be far more acceptable to private landowners than the rather heavy-handed control approach by the NCC. Do you want to protect environment or control some tourist park in which private landowners have no rights and reduced property values? Check out the Ontario Greenbelt model.

Natural Environment

- Re: Natural environment, policy C. Why limit protection of biodiversity only “within forested lands”? In many of these policies, there is an emphasis on partnerships and working with stakeholders. The NCC’s track record here is very spotty, at best.
- Make signage to show the geological history and current watersheds of the Greenbelt and of the larger Ottawa–Rideau–Gatineau rivers region.

Recreation

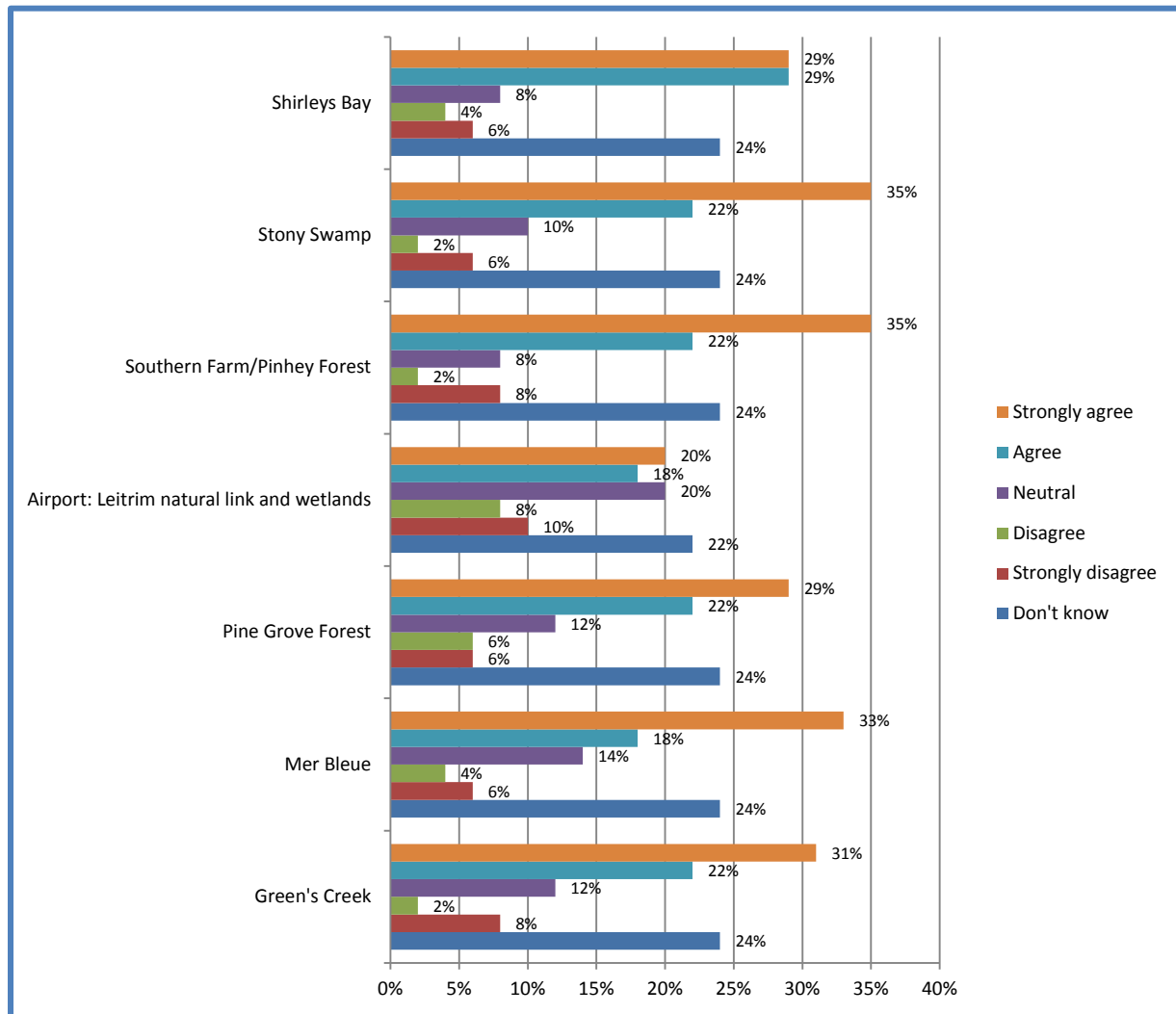
- I do not want to see any exclusion of non-motorized recreation from the Greenbelt system at all. In particular, year-round cycling for recreation or transportation should be allowed and encouraged on all trail systems in the Greenbelt.
- We need more off-leash dog parks, not fewer. Dogs are a part of society, and need to be accommodated. Not, of course, in highly sensitive areas. There should be at least one dog access area along the Ottawa River. I have no idea what "Rationalize the Greenbelt trail network" means.
- I would like to see green space located within communities to be open to all uses 24/7/365. The green spaces within communities should not be shut down to specific groups of people (dog walkers, hikers) so that others (cross-country skiers) may be the only ones to use the trails. You should want to promote recreation and fitness using the trails yearly. Since most, if not all, Greenbelt land around communities (such as Kanata) are not groomed for skiers, they should be open to everyone for multi-use, year-round.
- Would be nice to have skijoring trails available in the winter (it's a growing sport in the region). Also would like to have trails specifically designated for mountain biking.

Land Use

- Do not lose any Greenbelt property, unless compensation is arranged (e.g. additions to Greenbelt near Ottawa airport in exchange for land to Ottawa Airport authority).
- Have the Lester Road wetlands where Blanding's turtles have been seen, and where all the painted turtles live, had their "Greenbelt designation" removed, as stated below? The two statements that I quote below, from section 7.4 on page 18, are in opposition regarding whether the Lester Road wetlands have been protected or will be given to the Airport Authority to develop as they like: "The NCC and the Airport Authority have reached an agreement in principle regarding the removal of the 'Greenbelt' designation from the airport lands in exchange for the protection of OMCIAA leased lands forming part of a natural link south and west of the airport. The Greenbelt natural environment will also be enhanced through the protection of the Lester Wetlands Core Natural Area, and the proposed inclusion within the Greenbelt of the Leitrim Wetland and adjacent linkages through the future Leitrim community."

Question 4: SECTOR PLANS

Section 7 of the Summary Report describes general management actions for all sectors, as well as the long-term concept for each sector. Please indicate the extent to which you agree with the long-term concept, key changes proposed and updated policy directions for each sector listed below.



Generally, participants strongly agreed with every sector plan's long-term concept, key changes proposed and updated policy directions. Some participants expressed their disagreement with the Airport–Leitrim natural link and wetlands, and several participants expressed no opinion regarding the various sectors.

Please provide any other COMMENTS you may have regarding the Greenbelt sector plans.

Greenbelt in General

- Your survey and the need to repeatedly return to the Summary Report (which removes all previous entries) rather than providing short summaries in your actual survey to jog participants' memories is poorly planned (or well planned, depending on how you care to skew the results). While I have some recall, I do not have enough to feel that I can answer it fully.

- I just want to make sure we are not losing more green space at the cost of commercial and residential use. The Greenbelt had shrunk over the years. This is one of the greatest things about our region. I'm strongly against any change in the Greenbelt that will negatively affect the green space in favour of residential or commercial use.

Mer Bleue

- 7.6: Glad to see remnants of cultural landscapes at Mer Bleue will be retained and interpreted. P.S.: The National Capital Commission does wonderful work!
- The NCC isn't even aware of a major proposal to put in a very large DUMP within 500 feet of land they want to redesignate as "environmentally protected"! And the existing "Greenbelt" is being filled with contaminated material at the two dumps on Navan Road and Walkley Road. So how can I trust an organization that claims to be environmental stewards! They say that they will pay "fair market value" for land but, when approached, offer to acquire it at a 95% discounted value. They hold public consultations and don't even have answers to 75% of the questions. It is a fact that NCC has a track record of saying one thing and doing another. This questionnaire is a joke designed to get answers from a community that doesn't have the facts.

Shirleys Bay

- Re: Shirleys Bay. I strongly object to the NCC taking its expansion — modest as it was — off the table. You could not have approached this issue in a worse way than you did (raising Machiavellian suspicions, really). That you didn't inform landowners in 1996 that their land was now part of the Greenbelt is simply unforgivable. By the same token, what it also says is that such designation means little, if anything. When will the NCC rise to the challenge! In this and all other sector policies you say "policies include." That is not acceptable. Are there other policies that you're not telling us about? State clearly what all the policies are, please. What I like throughout is the mention of linkages from the Greenbelt out. Now make it happen, please. Throughout, you speak of partnerships and collaboration with stakeholders. But why is there so little evidence of walking the talk here? Partnerships don't happen upon your say-so, from on-high. They build up through the development of trust and joint action, including the formulation of plans such as this master plan. Except for your agreement with the Airport Authority, there is no indication of anything like that having happened. Have you answered the clamour from the South March Highlands community? You hold last-minute consultations with landowners west and east, present them with a number of surprises, and are not ready with answers to their concerns. You have consistently killed any opportunity for partnerships to develop.
- The lands between the Shirley's Brook end of the Greenbelt and Constance Lake form only one of several areas in the west end that should be considered as being part of an ecological corridor network. Northwest of Constance Lake, the riparian lands along Constance Creek where it flows to the Ottawa River should be part of an ecological corridor. Likewise, the Carp Hills Wetland Complex and South March Highlands (the South March Highlands Conservation Forest and westward to the Carp River valley) should form an ecological corridor. Further, the Carp Hills Wetland Complex and South March Highlands should remain eco-connected to one another through March Road. This connectivity is particularly important for the riparian lands and water quality/flow in the watersheds of Shirley's Creek and Watts Creek, and the numerous unnamed creeks in the Carp Hills, as well as along the Carp River to the west. Note that the Carp Hills and South March Highlands are the only expression in the nation's capital of the billion-year-old Canadian Shield — a national icon captured in the landscape paintings of the world-renowned Group of Seven a hundred years ago. Further, these lands have the highest biodiversity in the capital, and are home to a number of species at risk. All of the above-mentioned corridors connect ecologically with the Shirleys Bay end of the Greenbelt, and all include land that is largely undeveloped and should form part of a Capital Ecosystem Network (*see section 6.6 in the Step D draft paper*). The means by which these lands are to be kept in their natural state as much as possible are manifold. Here are some notions:
 - tax incentives, such as the Conservation Land Tax Incentive Program — an existing Government of Ontario program that I register with every year, as my 50-acre property is entirely within the Carp Hills Wetland Complex
 - municipal, provincial and federal programs/designations/zoning for land conservation

- non-governmental organizations involved in land protection, land trusts and eco-gifts, such as the Nature Conservancy of Canada (the “other” NCC!) could help to acquire land
- various designations, such as National Interest Land Mass, could be considered
- significant recognition for “green” landowners who agree to protect/donate land with plaques, signage, website entries. What about an environmental branch of the Order of Canada for those who truly act on leaving important land for future generations of Canadians?

Pinhey Forest

- Re: Southern Farm/Pinhey Forest. Setting the Greenbelt Research Farm aside for short-term use in support of sustainable agriculture is contradicted by holding out the potential for a future federal facility: sustainability means long-term, by definition.

Greenbelt Boundaries

- This is a really good idea: “The Greenbelt Concept emphasizes the importance of the Greenbelt’s connection to an overall connected natural heritage system within and beyond the boundaries of Canada’s Capital. This will be achieved by the following policy:
a. Support and work with stakeholders, including the City of Ottawa, the Province of Ontario, conservation authorities and conservation groups to identify and explore ways to conserve regional ecological corridors outside the Greenbelt that will connect and strengthen the Greenbelt natural environment, building toward a ‘Capital Ecosystem Network.’ ” It would be very forward-thinking to create a second Greenbelt around the growing city and connected to the existing Greenbelt, giving future generations the same benefits that the current Greenbelt gives us now. (For example, start in Kanata near the Terry Fox extension and carry on out along the Carp escarpment.)
- Expansion will cost money. Considering the deficit reduction action plan, I can’t understand why you are considering expanding anything.
- There are already zoning protections for all of these areas, so one must know what impact this would have on private property owners. But this has not been spelled out at all.
- All of these locations are covered by municipal zoning, so they have a layer of protection. What impact on private property owners will the NCC’s plan have? This has not been spelled out, but if more restrictive than current zoning, then it will lower property values and negatively impact private landowners.
- The removal of the addition to the master plan related to pursuing private land is not justified by the NCC. Also, ecological connectivity needs to be improved, and there is almost no real information on how this will be done, such as by providing eco-passages under roads, habitat creation, methods to avoid damages caused by roads (e.g. reduction of road salt use, reduction of wildlife–vehicle collisions).
- I was quite surprised to learn at our final Public Advisory Committee meeting that the lands adjacent to the existing Greenbelt between Shirleys Bay and Constance Lake proposed to be added to the Greenbelt had been ultimately removed from consideration. This removal occurred after a recent public meeting held in Kanata by NCC staff who were ill prepared (I witnessed this first-hand) to deal with pertinent questions from landowners about how a Greenbelt designation would affect their property values and right to control and alter their land. I believe that a significantly different result would have occurred if this public meeting had been handled differently. Many of these landowners told me privately that they were all in favour of the Greenbelt and having their lands become part of it, but were scared away from this notion because of the poor communication at the NCC public meeting. Nevertheless, even without a mandate to bring these lands under the aegis of the Greenbelt, there should still be a mechanism for protecting the lands as important environmental areas because of their role in providing “ecological corridors,” which allow eco-connectivity: migration of biota that ensures their survival as a viable local population. Ecological corridors that connect the Greenbelt to important natural features beyond its borders are to be a prime focus in the 2013 Greenbelt master plan (*see paragraph two of the Executive Summary in the Step D paper*).

Green’s Creek

- Re: Green's Creek. The addition to the Greenbelt of a small area "... owned by the NCC..." is not shown on the map.
- Green's Creek requires enhanced protection from development, as it is in the narrowest part of the Greenbelt, and it is a unique ecological environment.

Transportation and Infrastructure

- See earlier comments. This plan cannot be taken seriously without content regarding anticipated (or even potential) major transportation projects, including LRT east and west, and a new crossing of the Ottawa River.
- Why is the report ignoring and not including the largest infrastructure project (interprovincial crossing)? A major gap in the project.
- Please place priority accountability on the City of Ottawa for their establishment of better stormwater management.

Airport

- We disagree with plans to remove 1,300 hectares from the Greenbelt, with no plans to replace those 1,300 hectares elsewhere. Too many hectares have already been lost. If you remove hectares of Greenbelt, please at a bare minimum, replace all of those lost hectares elsewhere.
- Sector plans: Should improve Leitrim natural link to include the Bowesville Woods. Should improve sector plans by including the headwaters to Sawmill Creek and the Lester Road wetlands (which include the provincially significant wetlands). Improve the airport sector boundary, by including the provincially significant wetlands into the Greenbelt, as stated on page 18 of your summary report.
- Re: Airport sector. Congratulations on having achieved an accord with the Airport Authority. It's the only partnership visible in this master plan that is working.
- The map shows a special study area north of Leitrim Wetland and five pieces of "land under discussion," but the summary is silent about all this. What are you not saying? Ditto about the Pine Grove sector: the map shows two parcels of "land under discussion," but we learn nothing about that in the text.
- As noted in comments re: Greenbelt land designations and policies for connecting wetlands south and west of the airport, do not let the current Airport Authority take over or destroy wetlands along Lester Road. *N.B.:* There are so many important details in the final (draft) NCC Greenbelt Master Plan, including its implementation phases, that it will take time to understand and fathom the consequences, intended and otherwise. Further public reviews are needed of this planning process for the Greenbelt and National Capital Region.
- I was told by the Greenbelt Coalition that an area at the corner of Lester and Albion, a designated wetland, is not protected by the NCC plan. I don't know the full details, so cannot give a blanket agreement to what is written in your policy document, which doesn't address this issue. Any designated wetland should not be included in the transfer out.

Stony Swamp

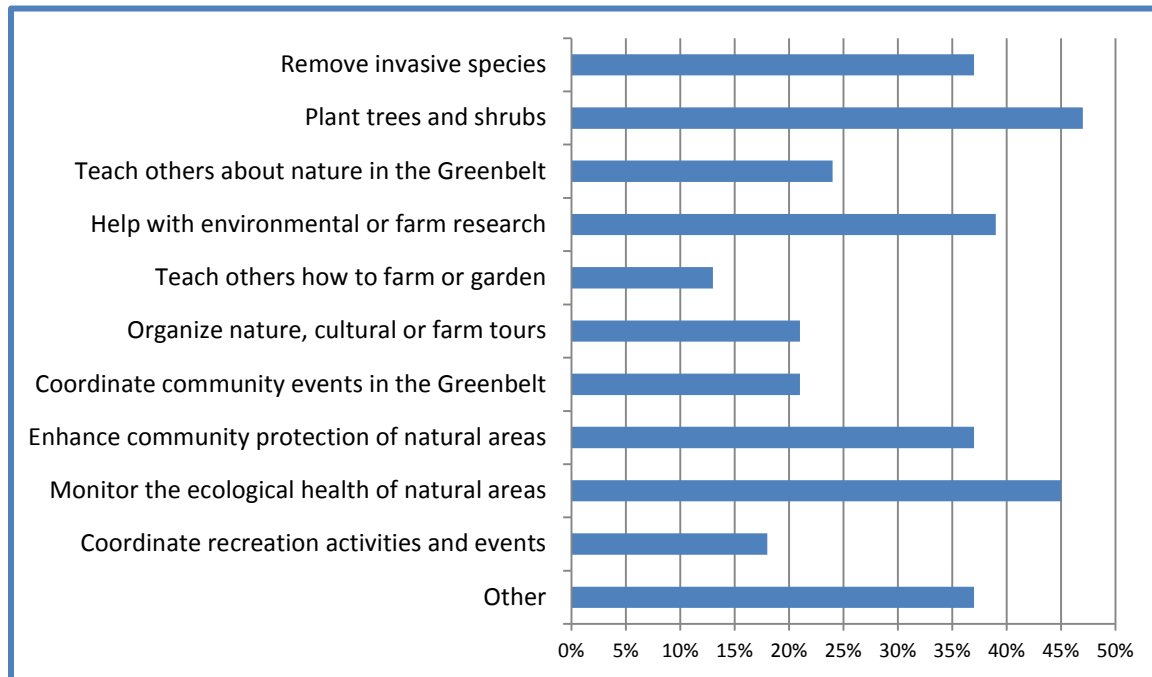
- These are all excellent goals. The only question I have is re: Stony Swamp. I'm not sure whether new farms are being established or the existing farms are being converted to smaller and more sustainable ones. If that's the case, I strongly agree.
- 7.2, Heritage Farm within Stony Swamp: Will this heritage landscape be conserved?

Land Use

- Never build cheap commercial properties on Greenbelt land, even if the Greenbelt land is vacant or underutilized.

Question 5

Many people have expressed an interest in participating in Greenbelt activities. Many of the Greenbelt policies indicate that partners will be necessary to achieve the Greenbelt goals and vision. Would you be interested in helping the NCC in any of the following activities? Please select all that apply.



The most popular activities with which participants would like to help the NCC are planting trees and shrubs, monitoring the ecological health of natural areas, and helping with environmental or farm research.

APPENDIX D

Written Submissions in Response to Step D Content



Greenbelt Coalition of Canada's Capital Region

**Coalition de la ceinture de verdure de la Région
de la capitale du Canada**

**GREENBELT COALITION'S RESPONSE TO THE
GREENBELT MASTER PLAN REVIEW –
PHASE 2 - STEP D - LAND DESIGNATIONS,
POLICIES AND SECTOR PLANS
FEBRUARY 2013**

MARCH 2013

1. Introduction

The Greenbelt Coalition of Canada's Capital Region was formed in the fall of 2008 to provide a strong community-based voice in relation to the National Capital Commission's review of the 1996 Greenbelt Master Plan. The coalition is comprised of 15 environmental and community organizations in the National Capital Region. Organizations include the Canadian Parks and Wilderness Society (Ottawa Valley), Canadian Organic Growers (Ottawa Chapter), Conseil régional de l'environnement et du développement durable de l'Outaouais (CREDDO), Federation of Citizens' Associations of Ottawa-Carleton, Ottawa Field-Naturalists' Club, Greenspace Alliance of Canada's Capital, Ottawa-Carleton Wildlife Centre and the Sierra Club of Canada.

We see the Greenbelt as an essential component of a national capital Emerald Necklace that also encompasses and links Gatineau Park, Leamy Lake Park, parkways and other federal greenspaces that make Canada's capital a truly unique green city to live in and visit. We see the Greenbelt as a "natural oasis", a "model of biodiversity" with expansive views of the capital, significant natural areas, and agricultural, forest and heritage landscapes.

In January 2012 the NCC's Board of Directors approved the following Vision statement:

The Greenbelt will forever protect natural systems, agriculture and opportunities for recreation and education that will inspire Canadians and contribute to the sustainability and quality of life in Canada's Capital Region.

The Greenbelt Coalition commends the Board for its focus on the Natural Environment as the primary Greenbelt role and it is mainly from this perspective that we offer the following comments.

2. General

Transportation

In the Transportation section of the Draft Summary Report the primacy of the natural environment seems to have taken a back seat to maintaining good relations with its "partners". While good relations are a legitimate objective, they should not, in our view, supersede a primary program objective of the organization, i.e. the protection of the natural environment.

Weak as they already were in the June 2012 draft of this part of the Master Plan, the transportation policies are weaker still in this final draft. Gone, for example, is the statement that "environmental quality and protection of Core Natural Areas

should be the primary criterion in the planning of transportation and transit affecting the Greenbelt". Also gone is the statement that priority should be given to trunk transportation and transit routes. For example, including 25 new road projects, in addition to the existing road network (which comprises 25 arterials or collectors plus at least 42 local roads), represents uncritically caving in to the wishes of the City's transportation planners. As the Greenbelt Coalition has stated before, the root problem lies in the planning philosophy of the City of Ottawa - its imbalance between jobs and households in the suburbs. The NCC should not feel obliged to accommodate bad planning on the part of the City and in fact help promote urban sprawl.

If the current proposals are fully implemented, there would be two new crossings through Core Natural Areas, eight new ones through Natural Area Linkages, and four additional regional ecological corridors within CNAs would be severed. The result would be much more fragmentation in an already fragmented Greenbelt. For the Greenbelt as a whole, 125 additional hectares would be devoted to roads (a 43% increase), road density (length of road per square km) would increase 29%, vehicle movements would increase by 41%, the Greenbelt's ability to contribute to air quality would decrease by 22% and agricultural land (class 1-3) lost to transportation infrastructure would increase by 30%. The conclusion from these data should have been: "No new crossings or widenings" except in exceptional circumstances and then with a firm no-net-loss requirement. In any case, the NCC should not prematurely approve projects that may or may not end up being included in the City's updated Transportation Master Plan. The revised TMP is expected to be approved in the fall.

Greenbelt Expansion

Last June's draft plans included modest expansion west, south and east. Proposals by the Greenbelt Coalition for a more ambitious and long term expansion, particularly in the South March Highlands, Carp Hills and Shirley's Bay area, had been rejected by the NCC. Earlier this year, just weeks before the current proposals would be presented to the public; the NCC held two meetings with land owners in the east and west. These meetings were unsuccessful for a variety of reasons and the NCC backed off their proposals. Many of these landowners have told us privately that they were in favour of the Greenbelt and having their lands become part of it, but were scared away from this notion because of the poor communication at the NCC public meetings. As a result, we do not believe the NCC should abandon its goal of modest expansion, particularly with the loss of acreage as a result of the removal of airport lands from the Greenbelt. Rather, it is recommended that within the next few years the NCC develop an outreach strategy, perhaps in partnership with the Nature Conservancy of Canada, aimed at restoring the proposed expansions in the Plan and engage in a meaningful dialogue with the land owners affected.

In the interim the development of “ecological corridors” must now become a prime focus in the new Greenbelt Master Plan. Fortunately, this is recognized in the second paragraph of the Executive Summary in the Step D paper. We strongly support the NCC in these efforts as ecological corridors allow migration of plants and animals that ensure their survival as a viable local population.

The means by which these lands could be kept in their natural state as much as possible are manifold. They include tax incentives, involvement of other governments and non-governmental organizations such as land trusts, designation as a National Interest Land Mass and formal recognition initiatives.

In relation to the lands in the Airport Sector, we are calling for most of the Airport lands between the old CPR tracks and Uplands Drive and north of the east - west runway that are proposed to be removed to be retained in the Greenbelt. This will ensure the long-term protection of the historic Leitrim Wetlands in this area, including parts of the Provincially Significant Lester Road Wetland (PSW) Complex. We also recommend that the parts of the Provincially Significant Lester Road Wetland Complex between Albion Road and the old CPR tracks that are proposed to be removed be reinstated as part of the Greenbelt. As well, a piece of the historic Leitrim Wetland (removed from the Greenbelt in 1996) north of Lester Road and due west of Bank Street should be reincorporated.

To protect the water recharge area and hydrology of the western part of the Provincially Significant Leitrim Wetland, a broad strip of federally-owned land should be added to the Greenbelt. This addition would also serve the protection of wildlife, birds in particular. We strongly recommend that the NCC devise a strategy to ensure the long-term protection of the water recharge areas and hydrology of the part of the Provincially Significant Leitrim Wetland east of Albion Road.

Agriculture

In the Draft Summary Report, the NCC has articulated a laudable set of objectives for creating sustainable agriculture in the Greenbelt. However, it is essential that an operational definition of what constitutes ‘sustainable be developed. Organic is an example of a management system with a clear, defined, and legislated definition of agricultural sustainability.

These objectives include: the focus on local and regional food supply, reducing the areas covered by large mono-culture farming operations, the use of NCC farmland to

demonstrate environmental land stewardship. We also agree in principle with the proposed Agriculture Policies/Strategies and Activities/Uses, but urge the NCC to include a bullet in this section stating that organic farming principles will be encouraged in all of the proposed activities/uses. Furthermore we request the inclusion of the modest goal proposed by the Greenbelt Coalition in its July 9, 2012 submission to the NCC of 20% of Greenbelt farmland to be certified organic by 2020, and an additional 20% in each of the following decades. There are community partners, such as the Canadian Organic Growers, and businesses willing to partner with the NCC to achieve and perhaps surpass this goal, but not without commitments from the NCC, including the setting of achievable goals.

Finally, with the declared goal of the federal government to measure progress towards achievement of program objectives and outcomes, it is essential that this Master Plan establish quantifiable planned outcomes in agriculture and a plan for measuring progress towards achievement of these outcomes. Otherwise it is highly probable that by 2020 the NCC will find it has made minimal progress towards its stated goals and desired outcomes for the sector. An opportunity exists for making NCC farmland the progressive and sustainable showcase that this Master Plan proposes. Canada cannot afford to squander this opportunity.

Wildlife in the Greenbelt

While we had initially encouraged the adoption of a Wildlife Strategy for the Greenbelt, we are now wary of getting bogged down in 'process' which may become a convenient way of deflecting and deferring decisions, as was our experience with the City of Ottawa's Wildlife Strategy process and the seeming lack of interest shown by NCC staff to take this on. Instead, we would like to see action plans and pilot projects that demonstrate the NCC's commitment to protecting and enhancing biodiversity.

3. Major Areas of Concern

3.1 Transportation Infrastructure, in Sections 6, 7 and Appendix D

Weak as they already were in the June 2012 draft of this part of the Master Plan, the transportation policies are weaker still in this final draft. **Gone, for example, is the statement that "environmental quality and protection of Core Natural Areas should be the primary criterion in the planning of transportation and transit affecting the Greenbelt"** (emphasis added). Gone is the statement that priority should be given to trunk transportation and transit routes. Gone is the reference to "new transportation and transit capacity" as deemed necessary only in "exceptional cases." Gone is the principle of "net environmental gain," even if it was

just a requirement to assess such measures only "where possible." Luckily, the principle of "no net loss" through on- or off-site mitigation is still in.

In part, It would appear that the very much weakened content of the policy is the result of the completion of the joint City of Ottawa/NCC Cumulative Effects study (November 2012). Indeed, Appendix D of the Summary - the hard core of the Greenbelt Master Plan's transportation policy - has been presented as the direct implementation of the Cumulative Effects study. We therefore proceed with a critique of this study before returning to our comments on the Summary.

The study¹ in many ways breaks new ground in its effort to assess the cumulative effect of existing and proposed transportation infrastructure on the Greenbelt. GIS-based, it goes quite far in quantifying impacts on a variety of scales and in various dimensions.

Unfortunately, it fails to assess what is in effect its starting premise: That 30 projects proposed in the 2008 Ottawa Transportation Master Plan are needed and worthy of assessment. At no point does the study assess whether they are needed and whether there are alternatives. The NCC and the study consultants appear to have assumed that proper needs studies had been undertaken by the City – a highly questionable assumption. Furthermore, Goal No. 1 of the study - "Promote a comprehensive and integrated approach to land use and transportation planning within the Greenbelt" - has not been heeded. We do not hear in this study the voice of an NCC speaking to the need for reducing vehicle emissions, or for considering new roads or widening roads from 4 to 6 lanes only "by exception." **Including 25 new projects, in addition to the existing road network (which comprises 25 arterials or collectors plus at least 42 local roads), does not amount to allowing exceptions, it represents uncritically caving in to the wishes of the City's transportation planners.**

As the Greenbelt Coalition has stated before, the root problem lies in the planning philosophy of the City of Ottawa -- its imbalance between jobs and households in the suburbs. No "heroic" assumption about a 30% modal split for transit by 2031 (from 23% in 2005) can make up for this fundamental defect. **The NCC should not feel obliged to accommodate bad planning on the part of the City and in fact help promote urban sprawl.**

Ignoring this essential weakness, the study concludes that 11 of the 30 projects are "category 1" because they had the highest values (indicating greatest impact) in at least two of 13 indicators. To its credit, four of the Summary's "Do not Include" projects are among those 11, and the seven others are categorized as "Include" subject to customized conditions (as are two others). (Sixteen projects are given the green light subject only to standard conditions.)

¹ Joint Study to Assess Cumulative Effects of Transportation Infrastructures on the National Capital Greenbelt - Study Report (AECOM, November 2012, 83 pp. + Appendices)

However, this way of categorizing the cumulative impact is not valid. For example, what if "highest" is not very high? Or on the contrary, what if three or four indicators are high but not "highest"?

At the "macro" level, an increase by 22% of vehicle movements through Core Natural Areas (CNAs) and an increase by 20% of CNA hectares affected by transportation (from 29.2 to 34.9 ha) should ring alarm bells if the Plan is to stay true to its Vision. Similarly, vehicle movements through Natural Area Linkages (NAL's) would increase by 58% and NAL hectares affected would almost double from 52.5 to 102.5 ha.

There would be two new crossings through CNAs, eight new ones through NALs. Four additional regional ecological corridors within CNAs would be severed.

For the Greenbelt as a whole, 125 additional hectares would be devoted to roads (a 43% increase), road density (length of road per square km) would increase 29% (from 0.7 to 0.9), vehicle movements would increase by 41%, the Greenbelt's ability to contribute to air quality would decrease by 22%, there would be 20 new watercourse crossings (a 39% increase), a 29% increase in hard surface hectares within sensitive soils, agricultural land (class 1-3) lost to transportation infrastructure would increase by 30%, and the number of crossings or widenings with areas of high or medium archaeological potential would increase from 4 to 21.

Such horrendous figures are confirmed when looking at the data for each of the Greenbelt's six Landscape Management Units or its ten Core Natural Areas. The diffusion of these impacts when looking at each of the 30 projects, and then picking out the top scores, considerably impoverishes the picture and leads to unfounded conclusions.

The conclusion from these data should have been: "No new crossings or widenings" except in exceptional circumstances and then with a firm no-net-loss requirement.

In any case, the NCC should not prematurely approve projects that may or may not end up being included in the City's updated Transportation Master Plan. The revised TMP is expected to be approved in the fall.

For example, City staff has proposed to redefine the peak period to three hours instead of a single hour. This will significantly reduce the perceived need for additional transportation capacity. For that reason alone, a revision of the Cumulative Effects study will be in order.

The Guiding Principles enumerated on page 82 of the Cumulative Effects study should be adopted in the Greenbelt Master Plan and apply not only to "Category 1"

projects but to any transportation project. Going further, we repeat (slightly updated) what we see as the necessary basic policy for transportation projects through the Greenbelt:

1. No new infrastructure, nor expansion of existing infrastructure, should be allowed in Core Natural Areas and Natural Links.

In other areas:

2. When assessing proposals for infrastructure changes in the rest of the Greenbelt, the criterion should be the environmental impact. This should be judged with respect to the likely cumulative impact of proposed infrastructure proposal in conjunction with other projects.

3. Proposals for trunk transportation and transit routes must demonstrate that there is no possible alternate route.

4. Underutilized corridors such as rail lines through the Greenbelt should be fully utilized before adding more roads or widening existing ones.

5. Advisory groups such as the Greenbelt Master Plan Public Advisory Committee or its successor must be consulted about transportation and transit proposals as they are developed.

A final point: Appendix D of the Summary puts the two Hope Side Road projects in the "Not Include" category but the map shown to the public offers a footnote saying that the City has agreed to replace these projects with "the widening of Richmond Road to Hunt Club Road and of Hunt Club Road to Highway 416" to be examined through an Environmental Assessment, despite the fact that this proposal from the City had steadfastly been rejected by the the NCC in the past. This is akin to "bait and switch." The Cumulative Effects study has no information about this alternative so it cannot be placed in context. The footnote asserts that these alternative widenings are to be included in the 2013 Greenbelt Master Plan. Given the timing of respective TMP and MP approvals it is difficult to see how this could come about.

3.2 Greenbelt Boundaries

3.2.1 General

Last June's draft plans included modest expansion west, south and east. Proposals by the Greenbelt Coalition for a more ambitious and long term expansion, particularly in the South March Highlands, Carp Hills and Shirleys Bay area, had been rejected by the NCC. Earlier this year, just weeks before the current proposals would be presented to the public, the NCC held two meetings with land owners east

and west. Failure to hold timely consultations, failure to anticipate and respond to the landowners' fears and resentments as a result of the original Greenbelt expropriations and subsequent lack of adequate compensation when some lands were sold off by the NCC for commercial development, failure to communicate properly and inability to answer questions land owners had, resulted in a hasty withdrawal by the NCC of the proposed expansions. Many of these landowners have told us privately that they were in favour of the Greenbelt and having their lands become part of it, but were scared away from this notion because of the poor communication at the NCC public meetings. As a result, we do not believe the NCC should abandon its goal of modest expansion, particularly with the loss of acreage as a result of the removal of airport lands from the Greenbelt. Rather, it is recommended that within the next few years the NCC develop an outreach strategy, perhaps in partnership with the Nature Conservancy of Canada, aimed at restoring the proposed expansions in the Plan and engage in a meaningful dialogue with the land owners affected.

3.2.2 Lands in the International Airport Sector (04)

3.2.2.1 Leitrim Wetland Protection

In 2010, the Greenbelt Coalition presented the NCC with a report entitled "Leitrim Wetland -A Crown Jewel of the Greenbelt" (reproduced here as Annex 1). Much of the remaining parts of the historic Leitrim Wetland are Federally-owned. (See Figures 6 and 7 in Annex 1).

What remains today of the historic wetland includes these four parts:













- ‡ A large area north of Leitrim Road, much of which is included in the Provincially Significant Lester Road Wetland Complex;
- ‡ A narrow remnant , west of Albion Road and south of Leitrim Road, which the NCC has included in a connecting corridor (north part of D in the map entitled "Recommended Greenbelt Natural Link, Airport Lands Removal");
- ‡ The Provincially Significant Leitrim Wetlands south of Leitrim Road, which the NCC has included in the expansion of the Greenbelt; and,
- ‡ A small wetland east of the Rideau-Carleton Raceway which was not included in the Greenbelt expansion.

We highly commend the NCC for its incorporation of parts b) and c) in the Greenbelt. However, if the areas that govern the overall hydrology and water recharge for the Provincially Significant Leitrim Wetland (PSW) (part c) are not adequately protected, the future well-being of the wetland could be jeopardized. Figure 11 in Annex 1

Recommended Greenbelt Natural Link, Airport Lands Removal

Le lien naturel recommandé à la Ceinture de verdure, retrait des terrains de l'aéroport

Legend - Légende

-  Core Natural Area
Principal secteur naturel
-  Natural Link
Voie naturelle
-  Agriculture
Agriculture
-  Federal Facility & Operations
Installation et opérations fédérales
-  Non-Federal Facility & Operations
Installation et opérations non-fédérales
-  Addition
Ajout
-  Greenbelt Link - Leased Lands
Lien de la Ceinture de verdure - Terrains loués
-  Airport Removal
Enlèvement d'aéroport
-  Limebank Triangle
Triangle de Limebank
-  Environmental Area (OMCIAA)
Zone environnementale (AAIMCO)
-  Future Operational & Runway
Reserve Area
Zone réservée pour la piste d'aviation et des opérations
-  Greenbelt Planning Zone (2013)
Secteur d'aménagement de la Ceinture de verdure (2013)

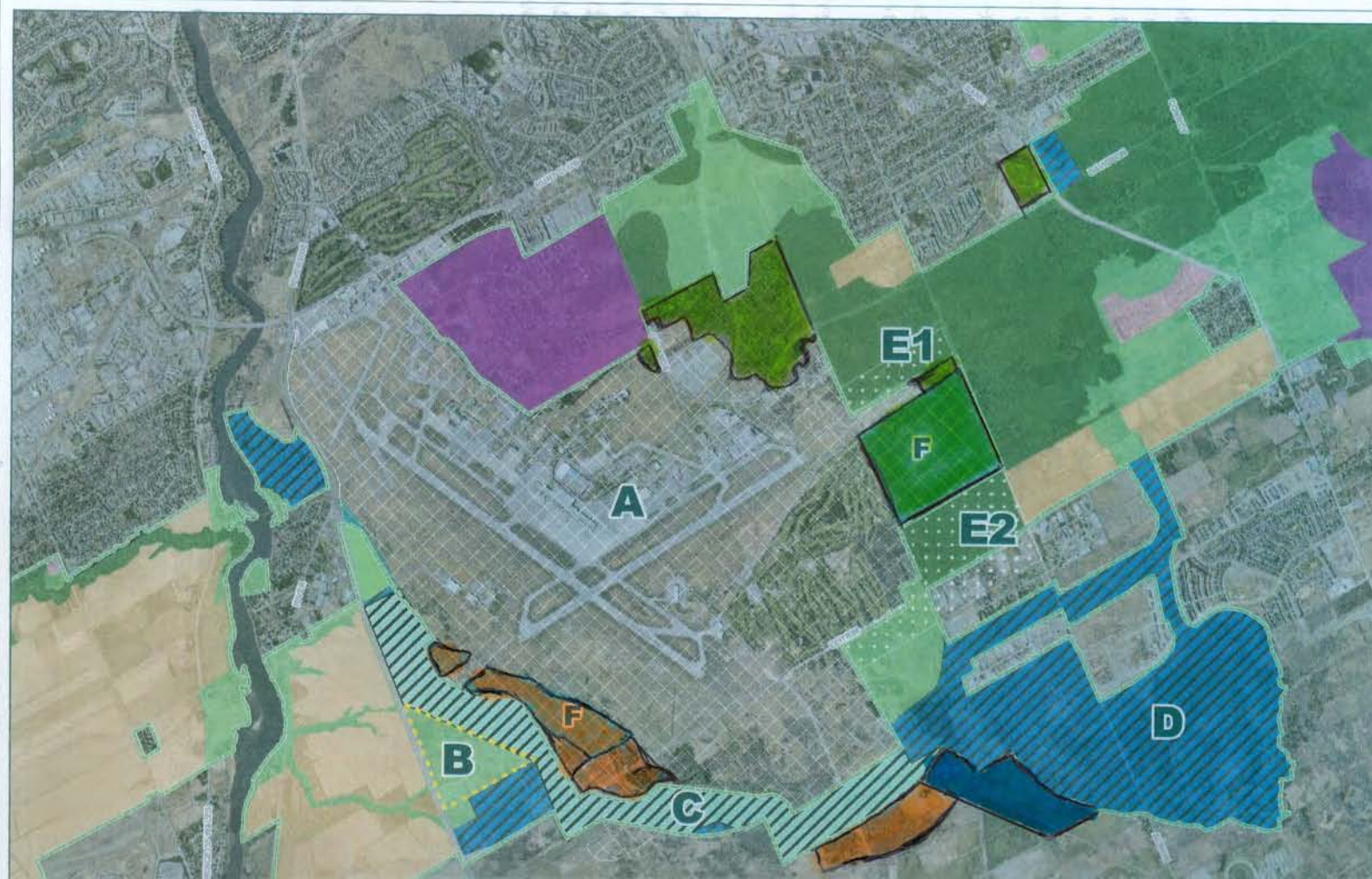



Overview - Vue générale

Figure A. Recommended Additions to the Greenbelt to Ensure the Long-term Protection of the Historic Leirtrim Wetland and Effectiveness of the Natural Link

-  - Parts of the historic Leirtrim Wetland
-  - Area to protect hydrology and part of recharge area for Leirtrim Wetland
-  - Additions to Natural Link to improve its wildlife linkage function

shows the non-federally owned lands, east of Albion Road, which we suggested for acquisition in 2010, to ensure the long-term well-being of this remarkable wetland.

Please refer to Figure A, in which the map "Recommended Greenbelt Natural Link, Airport Lands Removal" is overlaid by markings signifying what is part of the historic Leitrim Wetland, what areas are needed to protect the hydrology and recharge area for Leitrim Wetland, and what should be added as Natural Link to improve the wildlife linkage function.

West of Albion Road, to protect the water recharge area and hydrology of the Leitrim PSW, the Greenbelt should be expanded westward, on Federal land, to about 100 metres west of High Road. No gravel or sand pits should be allowed mainly because of their negative impacts on the PSW. (See Figure A)

One of two pieces of the historic Leitrim Wetlands (north of Lester Road, and on both sides of Bank Street) which we suggested be reintegrated into the Greenbelt (removed in 1996), have been re-incorporated. The other, obvious wetland unit should also be re-incorporated. (See Figure A and Figure 11 in Annex 1)

Parts of the historic Leitrim Wetland west of the old CPR right-of-way and north of Leitrim Road could be in danger. (See comments about Airport Removal.)

3.2.2.2 Airport Removal

While the Coalition is generally in support of the removal of the airport built facilities and infrastructure from the Greenbelt, while providing land for commercial development by the Airport Authority, removal of all its lands poses potentially serious threats to the Core Natural Area, Lester Road Wetland. There is a striking difference between the Greenbelt Land Designation in the June 2012 report and the current Recommended Greenbelt Natural Link, Airport Lands Removal map. The latter shows that parts of the Provincially Significant Lester Road Wetlands (PSW) Complex would be removed -- all of PSW Units 5 and 7, the southern tip of PSW Unit 17, the south-eastern corner of PSW Unit 9, the north-eastern corner of PSW Unit 10 as well as almost half of the remaining part of PSW Unit 10 (identified as F in the "Recommended Greenbelt Natural Link, Airport Lands Removal" map).

It also shows the removal of:

- 1) a large block of woodland north of Lester Road, extending east of Uplands Drive to the old CPR right-of-way;
- 2) the Stormwater Management Pond, which was a wetland area prior to its construction in the late 1980's and through which flows one, possibly two, channelized branches of Sawmill Creek; and,

3) the woodland which surrounds the Stormwater Management Pond.

Field work - botanical inventorying and detailed soil analysis carried out by Albert Dugal and Dr. Clarke Topp in 2010, 2011 & 2012 - indicates that the predominantly wooded areas listed in 1) and 3) are, for the most part, wetland and should be considered an integral part of the Provincially Significant Lester Road Wetlands Complex. A submission to MNR in that regard is in preparation.

All of these areas were part of the historic Leitrim Wetland and should be incorporated in the Greenbelt to ensure the long-term protection of this significant ecosystem. (See Figure A and Figures 9 and 10 in Annex 1)

In addition, there is another small woodland (also marked on Figure A), on the west side of Uplands Drive, just south of the Federal Facilities & Operations area that might also be wetland. This area was part of the Historic Leitrim Wetland and is scheduled for study this year. If it turns out to be wetland, it should be incorporated in the Greenbelt.

According to our reading of the "Recommended Greenbelt Natural Link, Airport Lands Removal" map, the Department of National Defence Federal Facilities & Operations area is still in the Greenbelt. This is significant because there are two important natural areas here along Uplands Drive. One is an old woodland with a good number of 150 to 200-year old White Pines as well as a number of other tree species in a similar age range. Parts of this woodland were wetland in the past (part of the historic Leitrim Wetland), but extensive drainage activities have negated this condition.

The other natural area also marked on Figure A is a swampy woodland (wetland) located directly across from Unit 17 of the Provincially Significant Lester Road Wetlands Complex. This area was also part of the historic Leitrim Wetland.

3.2.2.3 Recommended Greenbelt Natural Link

South of Leitrim Road, the linkage area (Depicted as C in the "Recommended Greenbelt Natural Link, Airport Lands Removal" map), should, at the narrowest point, be a minimum of 300 metres wide, rather than 250 metres, to provide an effective natural linkage for wildlife. The Environmental areas (F in the "Recommended Greenbelt Natural Link, Airport Lands Removal" map) west of the Airport should be incorporated as part of the Greenbelt Natural Link. Other Federally-owned wooded wetland areas, on both sides of Bowesville Road, immediately south of the proposed Natural Link (removed from the Greenbelt in 1996) should be reincorporated into the Greenbelt, as well as some old fields to the east, as in the pre-1995 Greenbelt. (See Figure A).

The fact that parts of the Provincially Significant Lester Road Wetlands (E1 and E2 in the "Recommended Greenbelt" map) could be lost due to runway and operational activities is very troubling from an ecological point of view.

The "Recommended Greenbelt ..." map demonstrates the importance of the northern parts of section (D) for future connectivity of the Greenbelt, as this will be the only walking link once the new east-west runway is constructed on/along Leitrim Road.

3.2.2.4 Bowesville Road Wooded Wetland

The Bowesville Road Woods, on the east side of Bowesville Road, consist of three parts - two young sections (originating from abandoned fields) dominated by Gray Birch, on the north and south side of a much older section. Part of north younger section is in the proposed Natural Link. Unfortunately the older, more important section of the woodland is the part that will be most impacted by the proposed LRT system.

3.2.2.4.1 Older Part of the Woodland

This is clearly a lowland woodland. Prior to settlement by Europeans in the 19th century, it was part of an extensive treed wetland. The flora indicates that much of the woods would be classified as wetland. Ferns, such as Sensitive Fern and Interrupted Fern are very abundant and cover a significant portion of the forest floor, indicating a high moisture content in the soil. The 1989 aerial photo No. A27398 shows a high soil moisture regime in the area, an indication of the past wetland nature of the low-lying and fairly flat terrain. Another indication of wetland is the fact that in parts of the woodland water lies on the ground from late fall to late spring, very evident in the south western part. Adjacent to this south western part, the firm of Marshall, Macklin and Monaghan have indicated a wetland area. Based on his observations of wetland regeneration, our botanist Albert Dugal, has concluded that the newer sections of woodland (to the north and south) are in the process of reverting back to treed wetland.

Throughout much of the woodland are impressive specimens of mature Trembling Aspen, as well as some ancient Red Maples, probably over 150 years old. Among the other tree species in the 80-100 year range are Red Maple, Yellow Birch, Silver Maple and Black Cherry.

The woodland contains a large population of *Carex debilis*, a Regionally Significant vascular Plant species, as well as 13 species of Regionally Uncommon vascular plants.

3.2.2.5 Summary

In summary, we would like most of the removed Airport lands between the old CPR tracks and Uplands Drive and north of the east - west runway reincorporated in the Greenbelt to ensure the long-term protection of:

- a) those parts of the historic Leitrim Wetlands that are in this area (including Provincially Significant Lester Road Wetland Complex Units 5, 7 and the southern part of Unit 17);
- b) the protection of wildlife in this area, noting that PSW Unit 5 and the stormwater pond are habitat for Species at Risk turtles; and
- c) the headwaters of Sawmill Creek.

We also recommend that the removed parts of the Provincially Significant Lester Road Wetland Complex between Albion Road and the old CPR tracks be reinstated as part of the Greenbelt as well as a piece of the historic Leitrim Wetland (removed from the Greenbelt in 1996) north of Lester Road and due west of Bank Street.

To protect the water recharge area and hydrology of the western part of the Provincially Significant Leitrim Wetland, a broad strip of federally-owned land should be added to the Greenbelt. This addition would also serve a second purpose - that is the protection of wildlife, especially birds. There are many regionally significant (uncommon and rare) bird species here and in the surrounding federally-owned area, including the Short-eared Owl, a Species of Special Concern for Ontario (SARO). The old fields here, in the Natural Link and adjacent federally-owned lands, are important areas for breeding birds, especially grassland species, all of which are showing severe declines throughout North America, especially in the east. Consequently, we suggest adding more old field areas to the Link.

The older , more important part of the Bowesville Woods Wetland, on the east side of Bowesville Road, immediately south of the proposed Natural Link, should be added to the Natural Link as well as the regenerating wetland woods on the west side of Bowesville Road. Such an addition will help to protect the biodiversity of the area from the rapid urbanization nearby.

The Natural Link should be widened where it crosses Leitrim Road and the parts labeled F on Figure A should also be incorporated. This would make the link more viable and would incorporate additional seepage slope wetland areas.

We strongly recommend that the NCC devise a strategy to ensure the long-term protection of the water recharge areas and hydrology of the part of the Provincially Significant Leitrim Wetland east of Albion Road.

3.2.3 Lands in Shirley's Bay Sector (01)

As a result of the NCC backing off trying to include the lands adjacent to the Greenbelt between Shirley's Bay and Constance Lake, the development of "ecological corridors" must now become a prime focus in the new Greenbelt Master Plan. Fortunately, this is recognized in the second paragraph of the Executive Summary in the Step D paper. We strongly support the NCC in these efforts as ecological corridors allow migration of plants and animals that ensure their survival as a viable local population.

The lands between the Shirley's Brook end of the Greenbelt and Constance Lake form only one of several areas in the west end that should be part of an ecological corridor network. Northwest of Constance Lake, the riparian lands along Constance Creek where it flows to the Ottawa River should be part of an ecological corridor. Likewise, the Carp Hills Wetland Complex and South March Highlands (the South March Highlands Conservation Forest and westward to the Carp River valley) should form an ecological corridor. Further, the Carp Hills Wetland Complex and South March Highlands should remain eco-connected between one another through March Road. This connectivity is particularly important for the riparian lands and water quality/flow in the watersheds of Shirley's Creek and Watts Creek, and the numerous unnamed creeks in the Carp Hills, as well as along the Carp River to the west.

Note that the Carp Hills and South March Highlands are the only expression in the nation's capital of the billion-year-old Canadian Shield - a national icon captured in the landscape paintings of the world-renowned Group of Seven a hundred years ago. Further, these lands have the highest biodiversity in the capital, and are home to a number of species at risk.

All of the above-mentioned corridors connect ecologically with the Shirley's Bay end of the Greenbelt, and all include land that is largely undeveloped and should form part of a Capital Ecosystem Network (as expressed in section 6.6 of the Step D draft paper.)

The means by which these lands are to be kept in their natural state as much as possible are manifold. Here are some notions:

- a) Tax incentives, such as the Conservation Land Tax Incentive Program – an existing Government of Ontario program; Municipal, provincial and federal programs/designations/zoning for land conservation;
- b) Non-governmental organizations involved in land protection, land trusts, and eco-gifts, such as the Nature Conservancy of Canada to help acquire land;

- c) Various designations, such as National Interest Land Mass, could be considered;
- d) Significant recognition for “green” landowners who agree to protect/donate land with plaques, signage, website entries. What about an environmental branch of the Order of Canada for those who truly act on leaving important land for future generations of Canadians?

3.3 Agriculture

On page 9 of the Draft Summary Report, the NCC has articulated a laudable set of objectives for creating sustainable agriculture in the Greenbelt. However, it is essential that an operational definition of what constitutes ‘sustainable’ be developed. Organic is an example of a management system with a clear, defined, and legislated definition of agricultural sustainability.

Among the stated objectives with which we concur are:

- 1 Supporting productive Greenbelt Farms that contribute to a local and regional food supply. However, targets are necessary to measure progress on this objective.
- 1 Reducing the areas covered by large mono-culture farming operations. However, we are concerned that many of these types of operations are being encouraged by the NCC to lock into longer term leases, putting in doubt the achievement of this objective within a reasonable timeframe. What are the targets, mechanisms and timetable to achieve this objective?
- 1 The prioritization of the production of food for people as the primary use of Greenbelt farmlands, understanding that this will result in the cancellation of leases of farmers who are producing for non-food uses such as the alternative fuels market. However, we fail to see a plan to achieve this.
- 1 The use of NCC farmland should demonstrate environmental land stewardship, particularly in light of its proximity to wetlands, a large urban area and the stated desire to promote agri-tourism which will bring urban residents in direct contact with crops, land and water on the farms. However, we are concerned that this will become an empty phrase without a clear definition and strategy for attaining it.

We agree in principle with the proposed policies/strategies and activities/uses, but see these as good intentions which can easily be ignored over time in the absence of targets and timelines. We therefore urge the NCC to include a bullet in the Activities/Uses section stating that organic farming principles will be encouraged in all of the proposed activities/uses. Furthermore we request the inclusion of the modest goal proposed by the Greenbelt Coalition in its July 9, 2012 submission to the NCC of 20% of Greenbelt farmland to be certified organic by 2020, and an additional 20% in each of the following decades. There are community partners, such as the Canadian Organic Growers, and businesses willing to partner with the NCC to achieve and perhaps surpass this goal, but not without commitments from the NCC, including the setting of achievable goals.

In summary, with the declared goal of the federal government to measure progress towards achievement of program objectives and outcomes, it is essential that this Master Plan establish quantifiable planned outcomes in agriculture and a plan for measuring progress towards achievement of these outcomes. Otherwise it is highly probable that by 2020 the NCC will find it has made minimal progress towards its stated goals and desired outcomes for the sector. An opportunity exists for making NCC farmland the progressive and sustainable showcase that this Master Plan proposes. Canada cannot afford to squander this opportunity.

3.4 Wildlife in the Greenbelt

Living with Wildlife Pilot Projects: While we had initially encouraged the adoption of a Wildlife Strategy for the Greenbelt, we are now wary of getting bogged down in ‘process’ which may become a convenient way of deflecting and deferring decisions, as was our experience with the City of Ottawa Wildlife Strategy process and the seeming lack of interest shown by NCC staff to take this on. Instead, we would like to see action plans and pilot projects that demonstrate the NCC’s commitment to protecting and enhancing biodiversity.

To that end we suggest that:

- l the diverse wildlife species and, in particular, ‘non-rare’ species be recognized as contributing to the ecological health and viability of an area;
- l the importance of wetlands and the essential role beavers play as a keystone species in creating and maintaining these critical areas be recognized, based on the growing body of research;
- l the role of deer with respect to forest ecology and coyotes as a top predator be better understood and promoted; and

1 wildlife be managed on broader ecosystem principles, based on current research and evidence that pertain to forest and wetland ecosystems.

ANNEX 1

Leitrim Wetland - A Crown Jewel of the Greenbelt

A.1 Overview

Studies have demonstrated that the Leitrim Wetland ecosystem is much larger than the recognized Provincially Significant Leitrim Wetland. A conservative reconstruction of the wetland circa 1830 shows that it covered an area ranging from Blossom Park in the north to the Rideau-Carleton raceway in the south and from the NCC lands east of Conroy Road to the Airport lands west of Uplands Drive.

Three waterways - Findlay Creek, Sawmill Creek and a major tributary of Bear Brook - originate in this ecosystem. About 75% of the Pine Grove (as depicted in the 1991 Ecological Analysis of the Greenbelt), a significant natural area in the Greenbelt, lies within the boundaries of the original Leitrim Wetland and is, in fact, part of this wetland.

The Leitrim Wetland is undeniably a hotspot of biodiversity with at least 541 species of vascular plants, 142 species of bryophytes (mosses and liverworts), 92 species of breeding birds, 15 species of mammals, etc. Three species of Species At Risk turtles – Blanding's, Spiny Softshell and Snapping – have been observed within its boundaries.

Although the wetland area has been modified and decreased due to the effects of agriculture and urbanization, much of it still survives. The federal government owns the greatest part of the wetland including 30% of the Provincially Significant Wetland.

To ensure the connectivity and long term protection of this important ecosystem, the NCC should re-incorporate those pieces of the wetland and adjacent lands south of Leitrim Road as well as the extant section straddling Bank Street north of Lester Road that was removed in 1996 and acquire, by various means, those parts of the wetland the federal government doesn't own, along with a sufficient buffer. It should also ensure that the portion of the wetland west of the old C.P.R. right-of-way on Transport Canada lands is **not** developed because of its ecological significance.

Although it is not possible to restore the whole wetland to its former pre-European glory, there is ample opportunity to enhance/restore large sections which includes allowing certain areas to regenerate naturally.

A.2 Introduction

Over the last 21 years, Albert Dugal, a botanist now retired from the Canadian Museum of Nature, has spent a substantial amount of time studying the historic/original Leitrim Wetland ecosystem. He has written three scientific articles and co-authored a fourth on this important wetland. He also has prepared reports on various components of the ecosystem. His latest work, completed in the spring of 2010, focused on the delimitation of wetland areas in the Greenbelt between the old C.P.R. right-of-way and Uplands Drive. That report was prepared for the Greenbelt Coalition.

A.3 Methodology

The following methodology has been employed in preparing this Appendix.

- 1 studying of topographic and surficial geology maps, soils maps, aerial photographs using a stereoscope and recent Google satellite images;
- 1 performing extensive field work, noting plant communities, observing, identifying and/or collecting vascular plant species;
- 1 preparing diagrams based on the study of various documents and/or field work; and
- 1 seeking sources of information on other life forms, wetland functions and peat wastage.

A.4 Observations

The 1863 Walling Map of Carleton County (Figure 1) and the 1879 Illustrated Historical Atlas of the County of Carleton (Figure 2) clearly demonstrate that the Leitrim Wetland was much larger than the wetland area that was declared to be a Class 1, Provincially Significant Wetland (PSW) by the Ontario Ministry of Natural Resources in 1989. These maps indicate that the wetland originated south of the Blais Road right-of-way and extended northward to Blossom Park. The Walling Map also indicated that the wetland ranged west of the old C.P.R. tracks north of the present-day Lester Road.

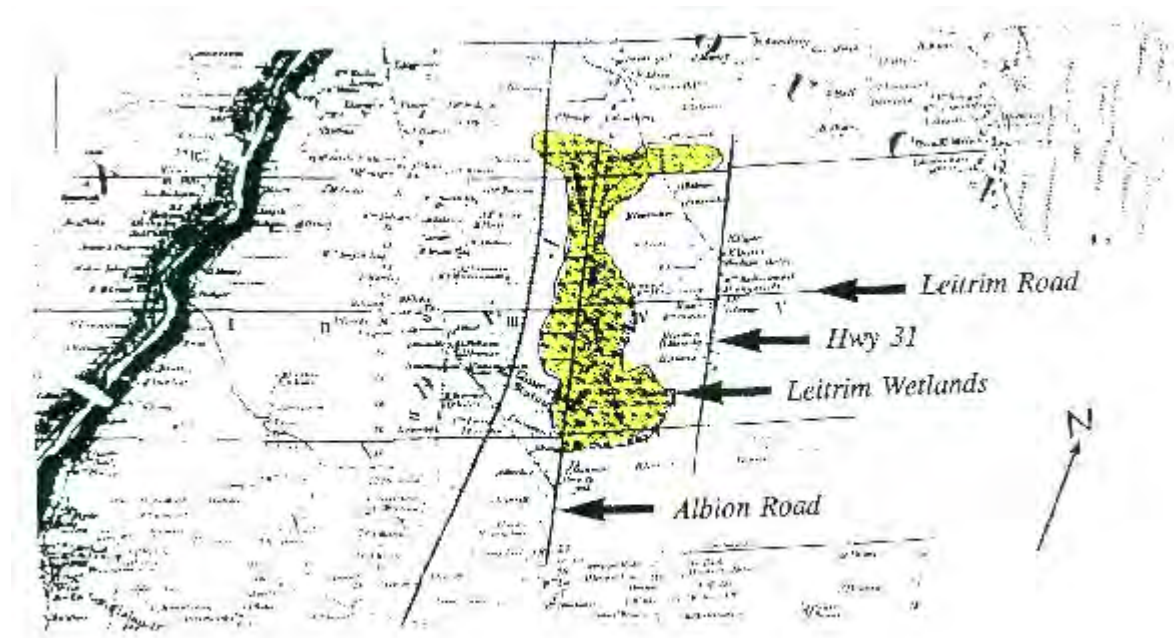


Figure 1. Part of the 1863 Walling Map of Carleton County showing the Leitrim Wetland.

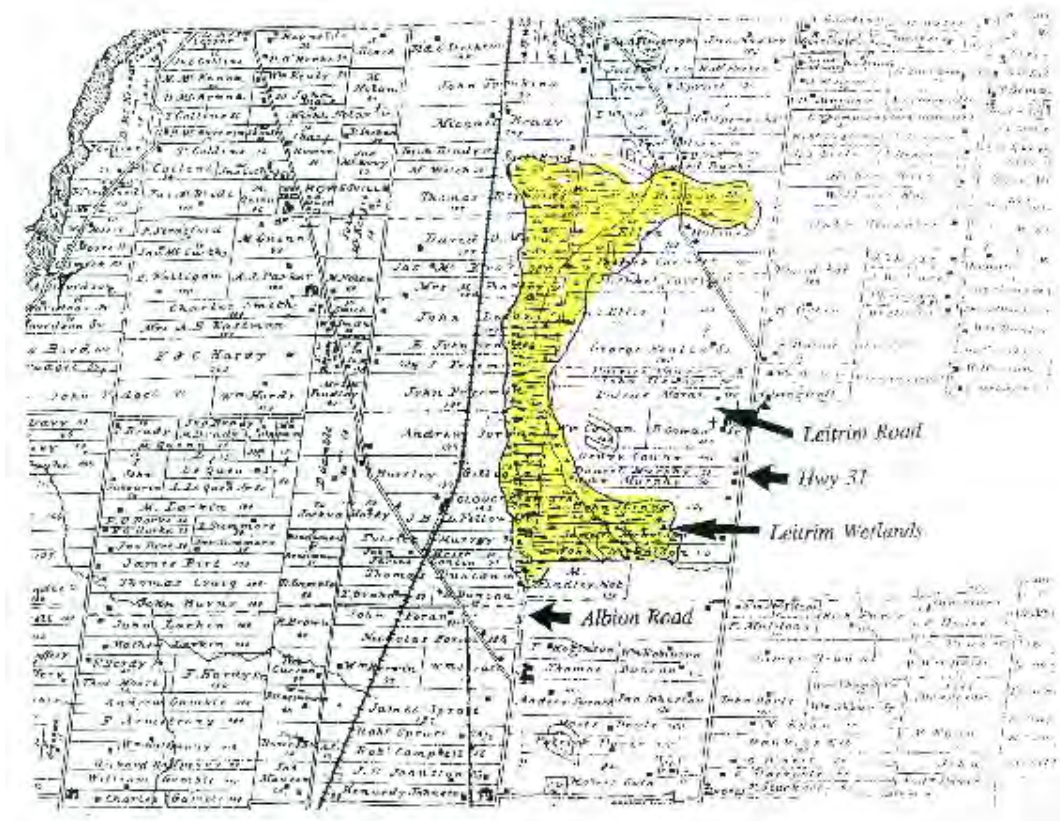


Figure 2. Part of the 1879 Illustrated Historical Atlas of the County of Carleton showing the Leitrim Wetland

Note: the Leitrim Wetland and Stoney Swamp are the only two Greenbelt wetlands that appear in the Belden Atlas. As the Belden Atlas only shows seven of the numerous wetlands that occur in Carleton County, these must have been quite extraordinary. (All seven of these wetlands are PSWs today.)

The 1917 Geology map of the Ottawa area shows an extensive peat deposit that followed Sawmill Creek deep into Blossom Park in the north and extended almost to Uplands Drive in the west. (See Figure 3). As peat can only be formed under wetland conditions, this indicates that the wetland was larger than that depicted in either the Walling or Belden maps.

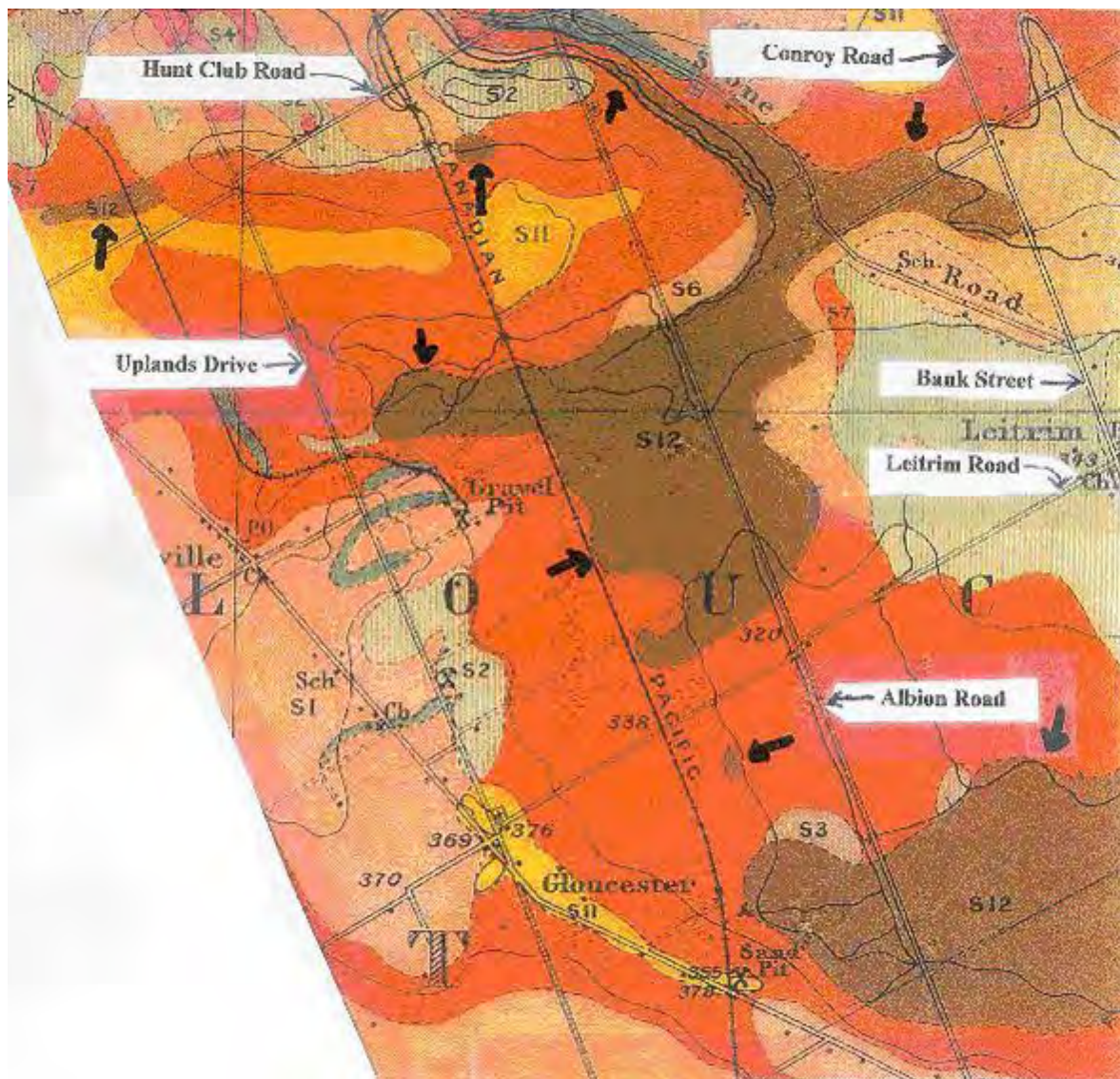


Figure 3. Part of the 1917 Ottawa Surface Geology map showing peat deposits (the dark brown - S12 area) which were formed in the Leitrim Wetland.

The 1917 Geology map also shows peat deposits in the Trappers Park Woods and in an area north of Hunt Club Road about half a kilometre west of Uplands Drive. These organic deposits are also illustrated in an old soils map (circa 1930's). However, in this later map, the deposits are connected. (See Figure 4.)

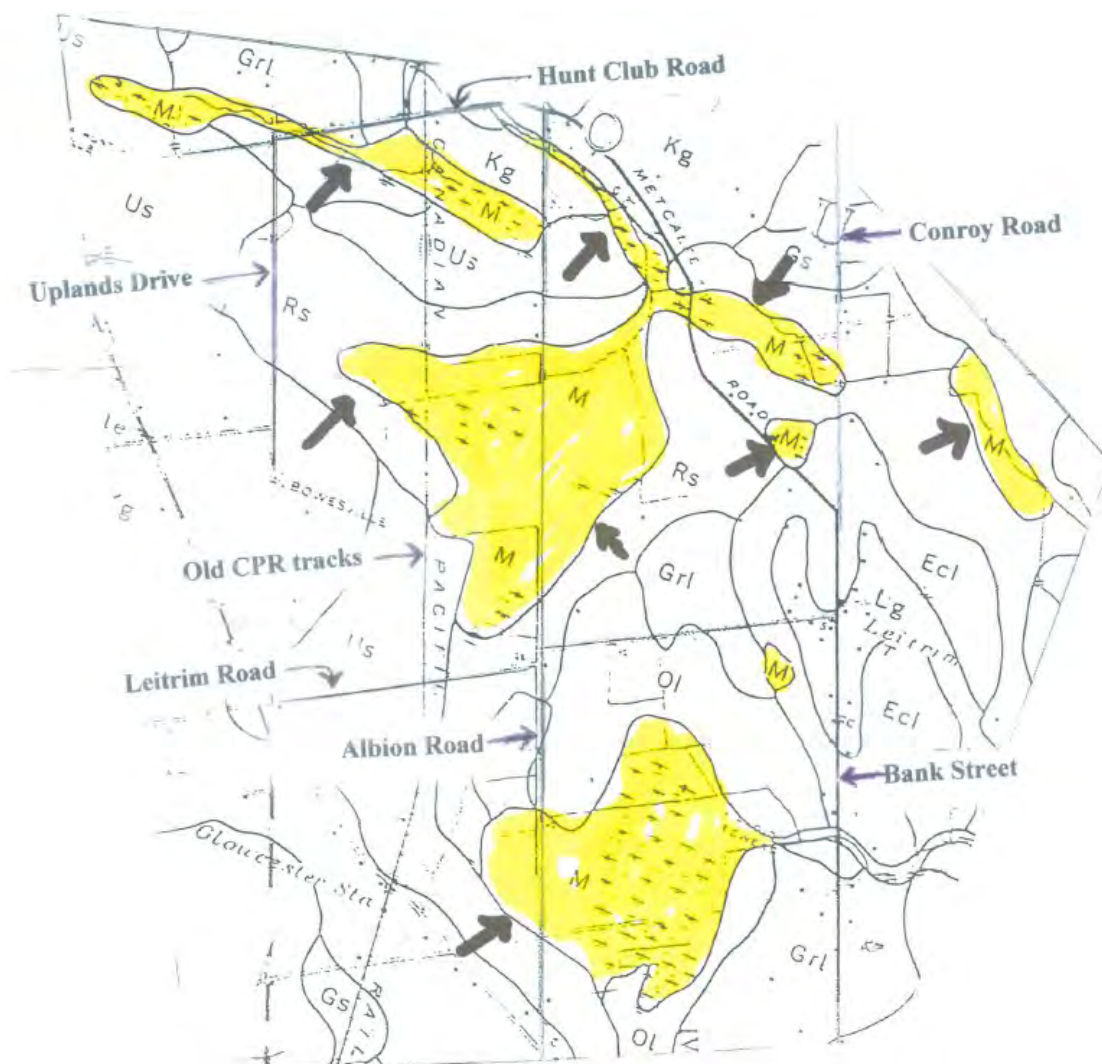


Figure 4. Old Soils map (circa 1930s) of Carleton County showing peat deposits (M) which were formed under wetland conditions.

This delimitation is supported in part by the 1982 Surficial Geology map 1506A. (See Figure 5.)

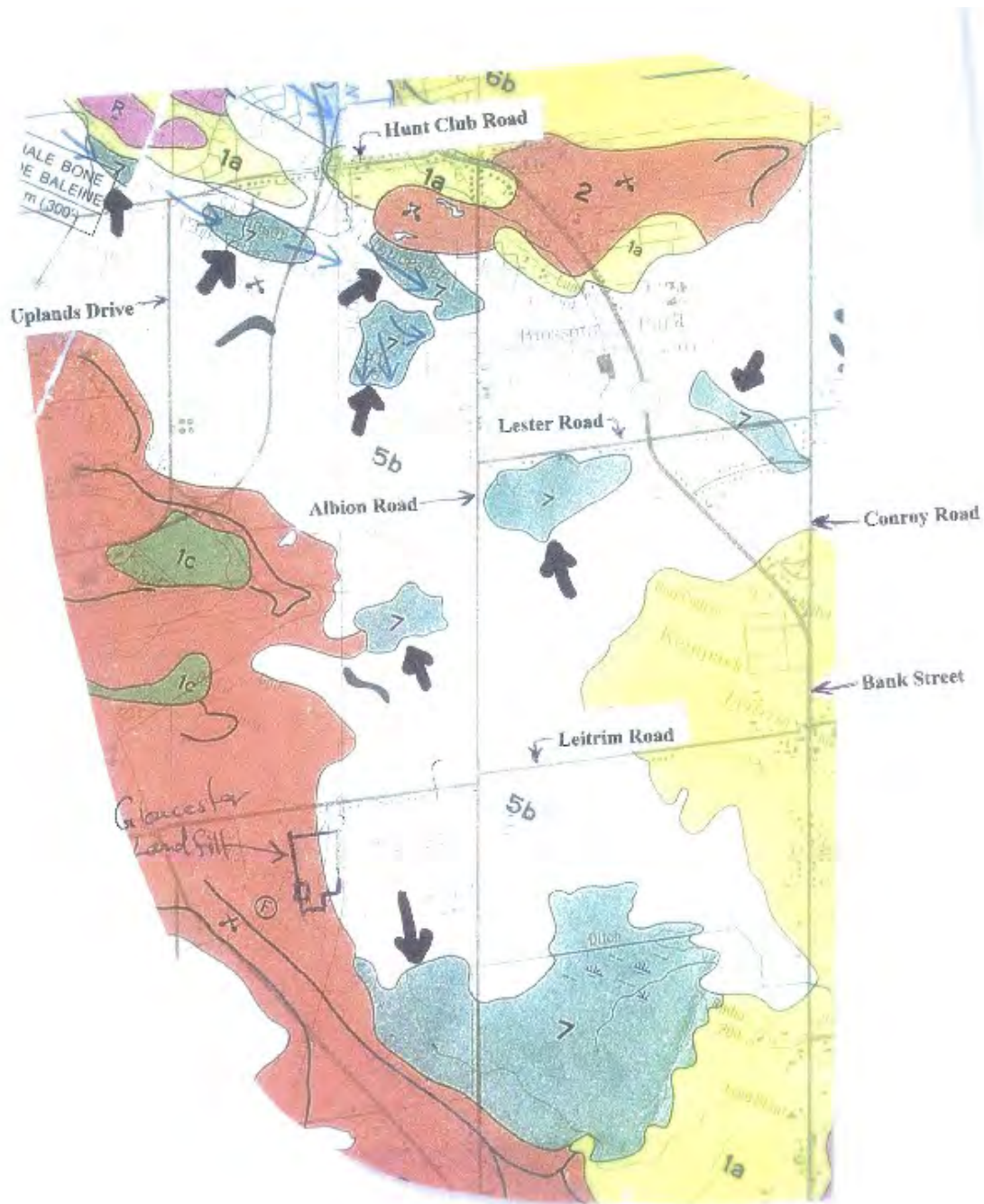


Figure 5. Part of the 1982 Surficial Geology Map 1506A, Ottawa, showing peat deposits (blue spots - 7) which were formed under wetland conditions.

Map 1506A also indicated that the Trappers Park Woods deposit ranged to the east side of Albion Road and was narrowly separated from another peat deposit to the south, which extended into wetland area

depicted in the Walling and Belden maps. These maps suggest that the Leitrim Wetland extended north-westward into the present day Hunt Club Golf Club.

The old soils map also shows a peat deposit bordering the east side of Bank Street, south of Lester Road and north of the Conroy Road - Bank Street junction. Considering the nature of the terrain and the moisture-loving vegetation, it is highly likely that this area is part of the Leitrim Wetland ecosystem.

The 1917 Geology map shows that the main branch of Sawmill Creek originates west of Uplands Drive suggesting the presence of a seepage area or wetland. This would be expected due to the topography - i.e. the land rising to the west. Aerial photograph A13637-36 indicates a high level of moisture in the soil of this area and field observation of the land around Uplands Drive supports the information conveyed by the photograph.

Field work and aerial photographs of the area between the old C.P.R. right-of-way and Uplands Drive indicate that much of this area is wetland. Therefore, the original Leitrim Wetland ecosystem, below Hunt Club Road, extended westward beyond Uplands Drive.

Figure 6 shows an approximate and conservative reconstruction of the Leitrim Wetland using the information obtained from the sources listed above.

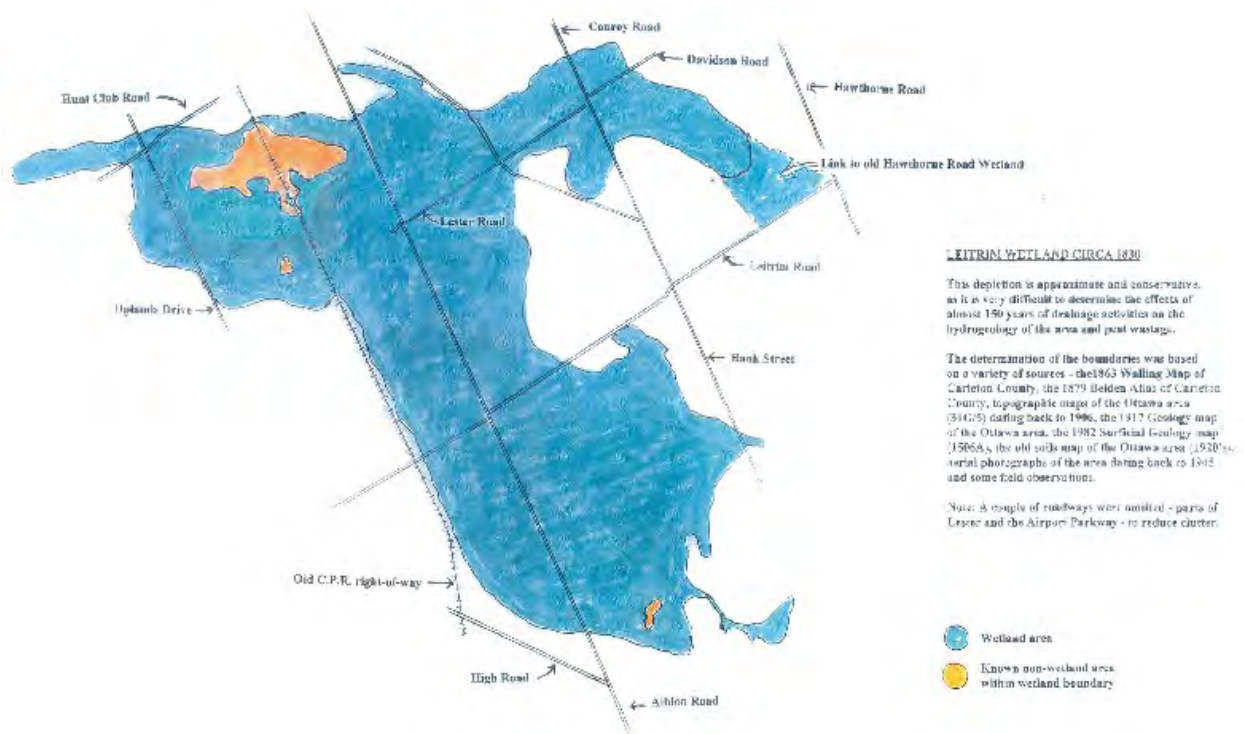


Figure 6. Reconstruction (approximate) of the original Leitrim Wetland Ecosystem.

As depicted in Figure 7, the federal government owns the largest part of this wetland ecosystem.

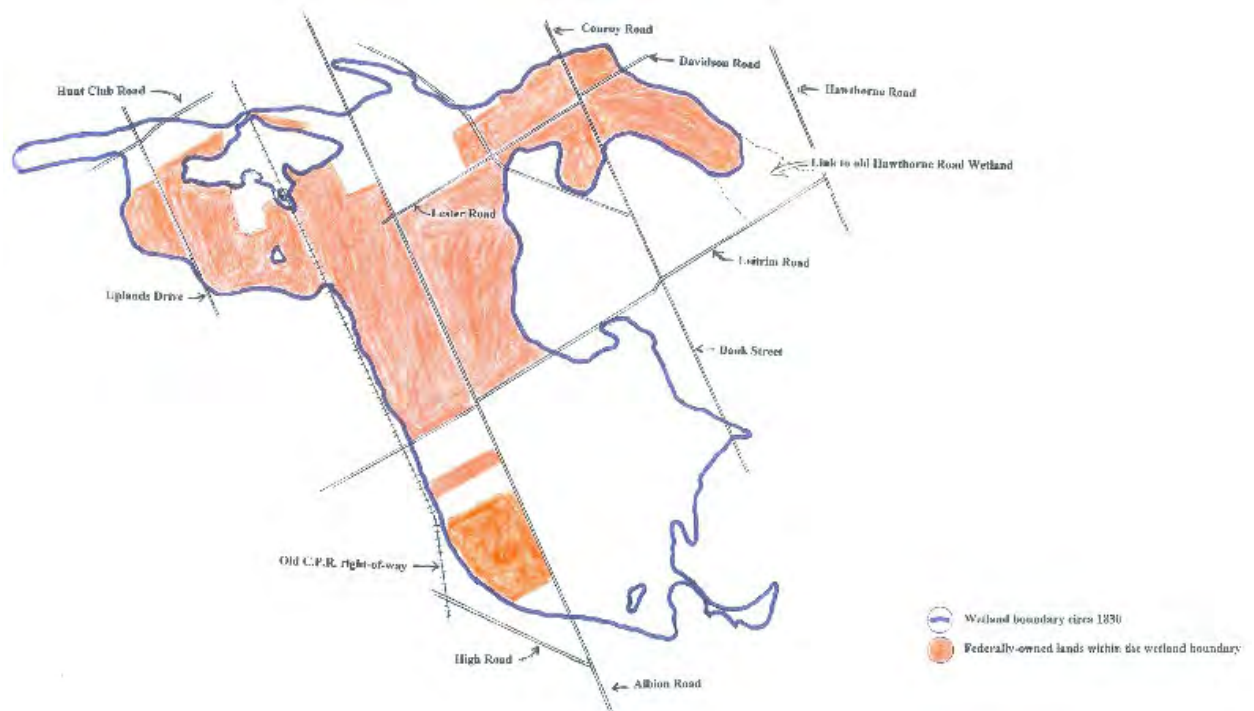


Figure 7. Federally-owned sections of the Leitrim Wetland Ecosystem are shown in orange.

The 1945 and early 1950's aerial photographs show the maximum incursion of agricultural practices in the wetland ecosystem. Following purchase of much of the historic/original Leitrim Wetland for the Greenbelt, farming ceased in a significant portion and the process of wetland regeneration began which continues to this day. Approximate present-day wetland areas are shown in Figures 8, 9 and 10.

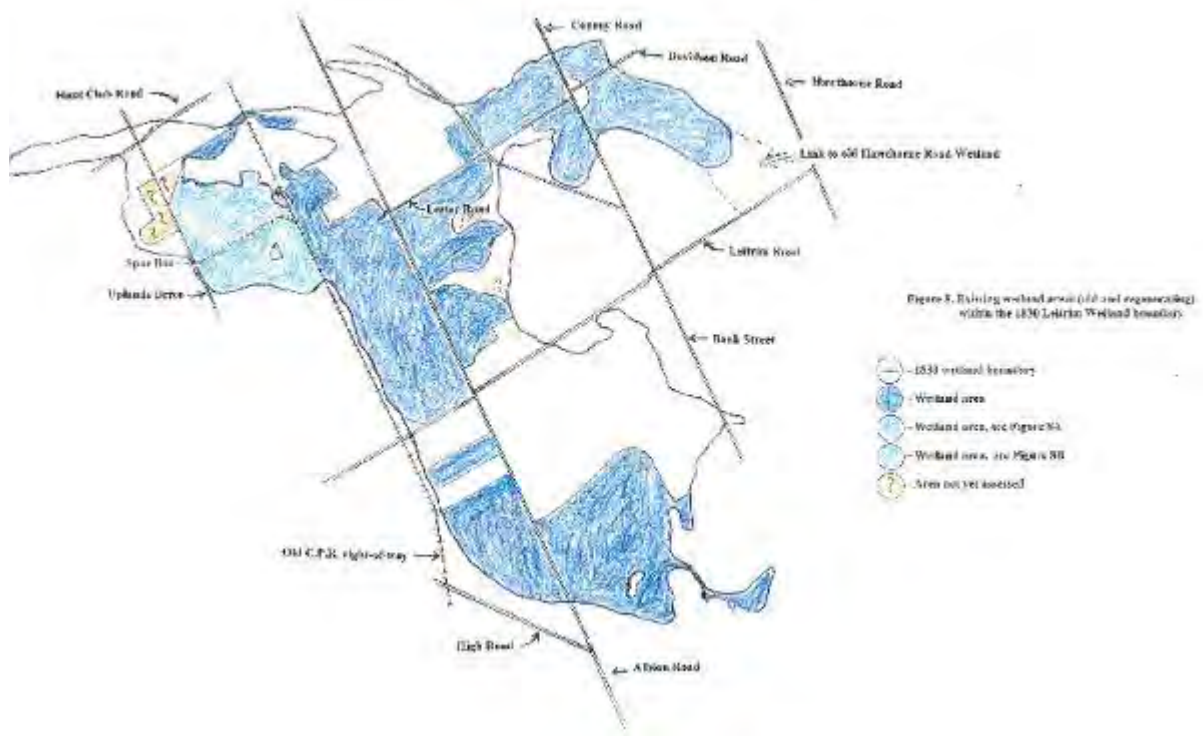


Figure 8. Shows the existing wetland area (old and regenerating) within the 1830 Leitrim Wetland boundary.

Other parts of the original wetland not owned by the federal government were less fortunate and were/are being destroyed by housing developments and industrial parks.

In 1996, the NCC surprisingly removed many acres of ecologically significant land south of Leitrim Road from the Greenbelt. Included in this removal were the federally-owned part of the Provincially Significant Leitrim Wetland and the piece of the Leitrim Wetland between Delzotto and Quinn. At the same time, the NCC also removed two other parcels of land containing parts of the wetland – one straddling Bank Street north of Lester Road; the other between the old C.P.R. right-of-way and the Airport Parkway south of Hunt Club Road.

Fieldwork has indicated that the PSW part of the wetland is the most complex and has the greatest biodiversity with respect to plant life - 500 species of vascular plants and 142 species of bryophytes (mosses and liverworts). There is one Species At Risk (SAR) plant: Butternut; one provincially rare plant; Marsh Valerian; and 56 species of Regionally Significant vascular plants including 7 species found nowhere else in the City of Ottawa.



Note: There are extensive wetland areas north of the spur line. This diagram is based on field work and aerial photograph A:3637-36.

1. Major east-west ditch
2. Secondary east-west ditch
3. Major north-south lateral ditch
4. Secondary north-south lateral ditch

- Wetland boundary
- Lester Road Marsh - known Blanding's Turtle habitat
- Old woodland wetland
- Predominantly secondary woodland wetland
- Bore hole tracks (approximate)
- Contaminated site

Figure 9. Wetland areas between the old CPR right of way and Uplands Drive south of the spur line. The black circles represent where fish were found to exist.

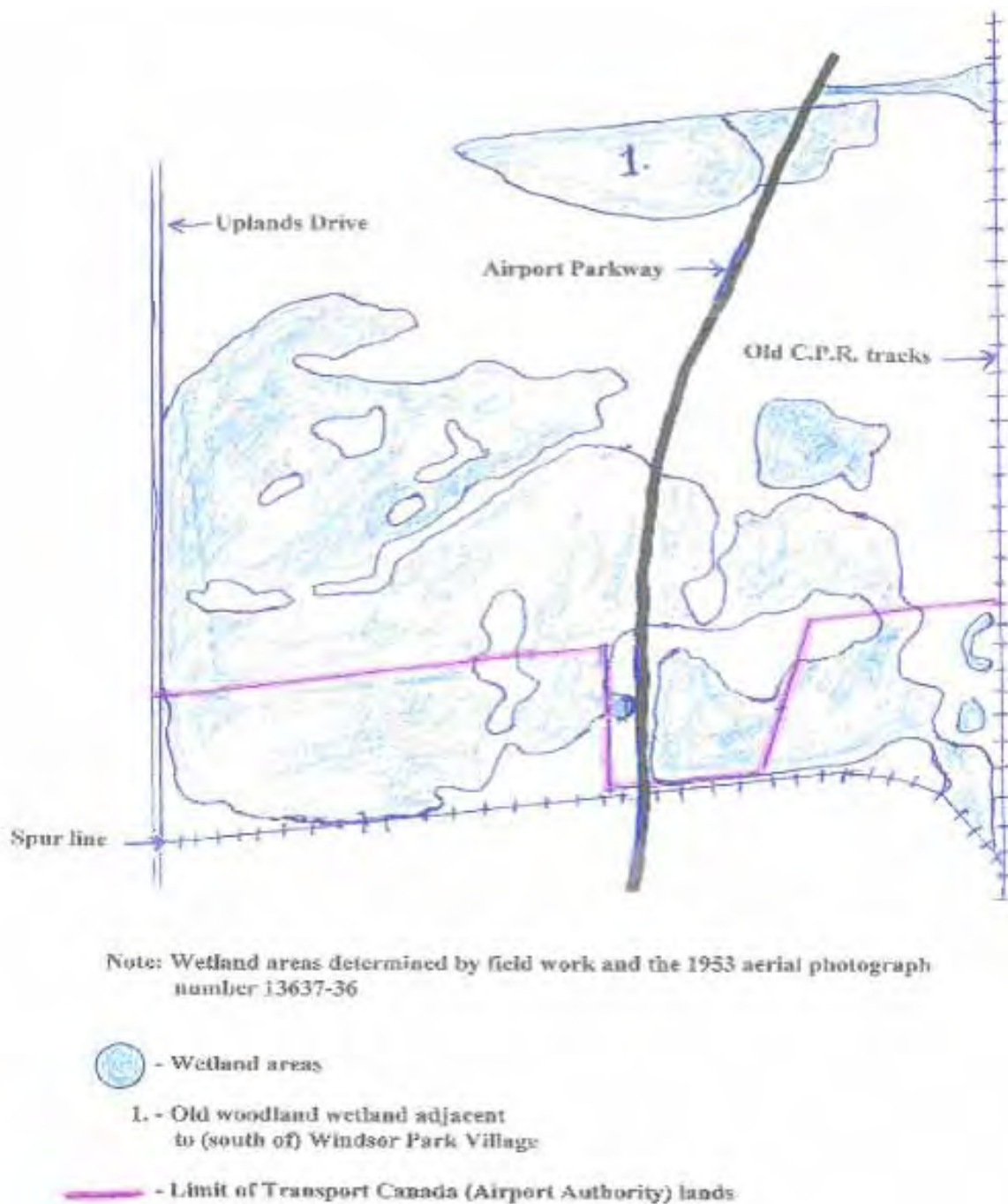


Figure 10. Wetland areas between the old CPR right-of-way and Uplands Drive north of the spur line

Note: The PSW part of the wetland has three times as many bryophytes as the Mer Bleue Wetland.

The PSW also harbours SAR turtles - Spiny Softshell and Snapping Turtles have been observed and, it is highly likely, that Blanding's Turtles are also present.

The other parts of the Leitrim Wetland contain a good diversity of vascular plants - 160+ species in the Rideau-Carleton Raceway part, 193+ species in the federally-owned wetland area between Delzotto Avenue and Quinn Road, and 296+ species have been noted to date in the Greenbelt wetland areas north of Leitrim Road.

Additional vascular plant species are expected to be found north of Leitrim Road because many of the wetland areas have only had a preliminary botanical inventory.

There are at least 41 species of vascular plants in other parts of the wetland which were not observed in the PSW portion, thus bringing the overall total (to date) for the entire Leitrim Wetland ecosystem to 541.

Species At Risk have also been observed within the boundary of the wetland ecosystem north of Leitrim Road. These include Butternut, Blanding's Turtle and Snapping Turtle.

Scattered throughout the wetland are patches of old growth where trees ranging from 150 to 200 or more years old can be found. Examples can be found in the PSW, the wetland between Delzotto Avenue and Quinn Road and the Windsor Park Woods.

Due to past drainage schemes and urban development within the boundaries of the Leitrim Wetland ecosystem, there has been extensive peat wastage resulting in the release of "greenhouse" gases into the atmosphere.

According to topographic map 31G/5 Ottawa, the Leitrim Wetland is the headwater area for three waterways - Sawmill Creek, Findlay Creek and a major tributary of Bear Brook.

The Leitrim Wetland is **quite different** from the Mer Bleue Wetland. The former is primarily a treed fen (with some marsh, bog and swamp components) while the latter is mostly a bog.

The Leitrim Wetland is at least **2000 years older than the Mer Bleue Bog, having originated around 9,800 years ago**. It could harbour invertebrate species that are new to science.

A.5 Maintenance, Enhancement/Restoration

The Leitrim Wetland must have been quite awesome prior to the arrival of European settlers. Unfortunately, agricultural practices -land clearing, ditch digging and modifying waterways- and urbanization negatively impacted much of the wetland.

Although it is not possible to restore all of the original wetland to a pre-European settlement state, there is an opportunity to maintain, enhance or even restore that which remains. Prohibition of additional development within the wetland should be a given.

Not all areas can be restored. Trappers Park Woods wetland is one such example. Another is the section of the woodland wetland immediately south of the bypass ditch bordering Windsor Park Village. In these areas probably the best that can be done is maintenance. In the case of the wetland woods

south of Windsor Park, preventing any massive cleaning or deepening of the bypass ditch would be efficacious.

Enhancing or restoring parts of the wetland involves raising the water table.

In areas of the wetland where housing developments would not be affected by raising water tables, old drainage ditches could be blocked or allowed to fill in naturally with debris and plant growth. Beavers could provide assistance in water retention with their damming activities.

The ditches along roadways that cut through the wetland should not be allowed to be deepened, as this will negatively impact adjacent wetland areas by lowering the water table.

Agreement with the City of Ottawa to abandon Municipal drains or parts of these ditches should be obtained if there will be no effects on urbanized areas. This will allow for long-term enhancement of the wetland along these drainage channels.

To speed up the enhancement/restoration of regenerating parts of the wetland ecosystem, plant species from older, less disturbed sections of the wetland could be introduced - either seeds, spores or living plants.

Stewardship projects with students are excellent for teaching children about the environment, threats to the ecosystem, and a chance to explore the inherent beauty found within the Greenbelt - which unfortunately is largely unknown to so many children. One such project involved four High School Students from Merivale High School, and a few parents. The project took place on April 6 and April 19th 2009 and the goal was to restore the Trappers Woods wetland. The wetland restoration project was a huge success, in that the flow of water was partially (50%) redirected into the woods – providing new habitat opportunities for aquatic species and plant vegetation. Unfortunately this was later destroyed because the tools used (a new bridge for dog walkers) was not seen as a permanent structure. Sadly, after two attempts, we concluded that without the backing of the National Capital Commission these projects will never be successful. Another such project was initiated as a result of a 17 year old dam being removed by the city of Ottawa in October 2008, unfortunately the NCC later dropped the idea, and the long standing wetland and vegetation have yet to recover.

Some of the best areas for enhancement/restoration work include the areas on both sides of the Airport Parkway, the area south of Lester Road, the area on both sides of Bank Street south of Blossom Park, and much of the area south of the Medeola Woods.

A.6 Conclusions

- 1 The Leitrim Wetland ecosystem is more extensive than the Provincially Significant Leitrim Wetland.
- 1 Much of the significant Pine Grove area of the Greenbelt is part of the Leitrim Wetland.
- 1 The Leitrim Wetland ecosystem is undeniably a hotspot of biodiversity.

- ‡ A significant portion of the wetland that was previously cleared for agricultural purposes has regenerated or is regenerating back into wetland. There will be a further increase in wetland as old drains gradually fill with debris and the local water table is elevated.
- ‡ As this wetland is the headwater area for three waterways and habitat for Species At Risk, it should be rigorously protected.
- ‡ Steps should be taken to reduce and halt peat wastage in the wetland. There are methods of augmenting the peat layer in some parts of the wetland - i.e. allowing beavers to dam up old drainage ditches.
- ‡ The portions of the wetland south of Leitrim Road, (about 30% of the PSW and the section between Delzotto Avenue and Quinn Road) as well as the adjacent federal lands should be re-incorporated into the Greenbelt. The extant section of the wetland straddling Bank Street north of Lester Road should also be put back into the Greenbelt.

As the federal government owns the greatest part of the wetland, under the leadership of the NCC, it should acquire:

- a) remaining non-federally-owned portions of the wetland east of Albion Road and a buffer zone to protect the wetland's hydrology; and
- b) previously removed parcel of land between the old C.P.R. tracks and the Airport Parkway south of Hunt Club Road. These acquisitions would help to ensure long term protection of this significant wetland and its biodiversity. (See Figure 11).

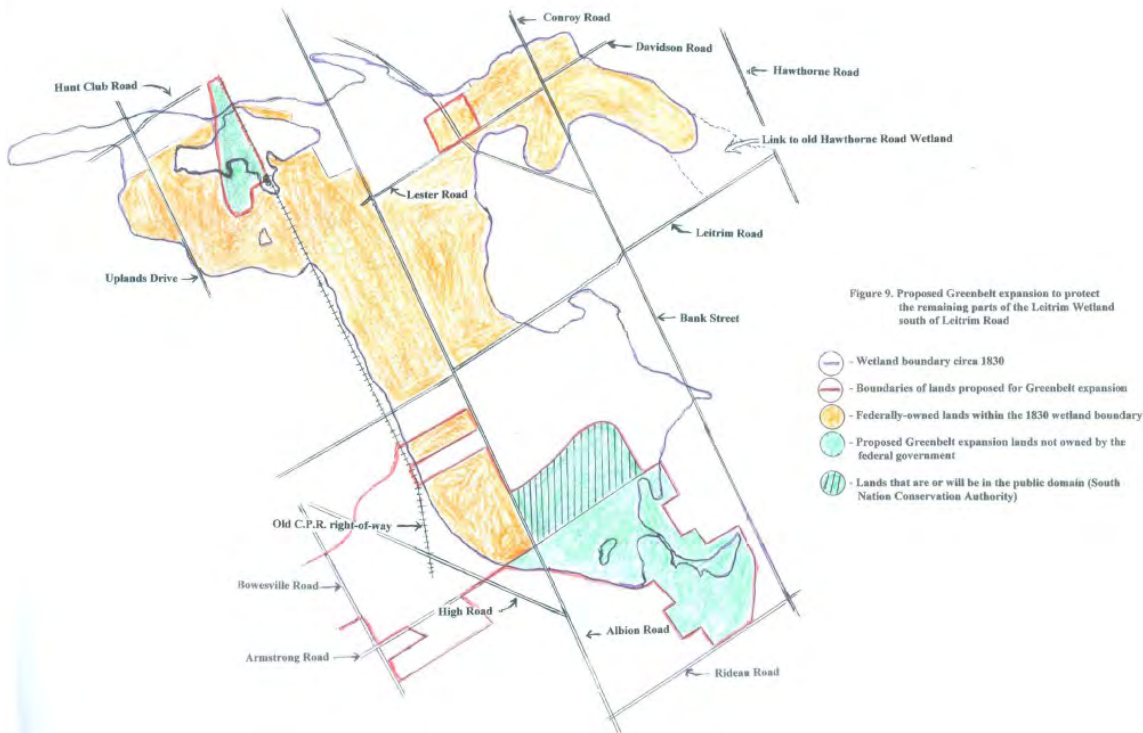


Figure 11. Proposed Greenbelt expansion to protect the remaining parts of the Leitrim Wetland south of Leitrim Road

Much of this suggested expansion area has already been recognized by the NCC in 1991 as being a significant natural area (ref: “Ecological Analysis of the Greenbelt”).

- 1 It should be noted that about 50% of the PSW east of Albion Road is or will be in the public domain (to be donated to South Nation Conservation Authority).
- 1 Although it is not feasible to restore all the wetland to its former glory, much of this ecosystem can be maintained or enhanced/restored, by following some common-sense guidelines.

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February 26, 2013

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To whom it may concern:

Re: Greenbelt Master Plan Review

The Board of Directors of the Ottawa Orienteering Club (OOC) support's the NCC's vision that *the Greenbelt will forever protect natural systems, agriculture and opportunities for outdoor recreation and education that will inspire Canadians and contribute to the sustainability and quality of life in Canada's Capital Region.*

The OOC was originally formed in 1969, just a few years after the NCC first acquired the first parcels of land that eventually became one of Ottawa's greatest natural assets, The Greenbelt. The early members of the club created orienteering maps with names such as Stony Swamp, Pinhey Forest, Cedarview, Corkstown, and Green's Creek. All of these maps have been updated over the decades and the OOC continues to utilize all these locations in the Greenbelt in a sustainable and responsible way.

Most of the locations that we use for orienteering are located in the areas designated *Core Natural Areas*. We support the goal of maintaining these *continuous areas of natural vegetation and landscapes*, the desire to *allow for nature enjoyment* and strongly support *rich public outdoor recreation activities that are compatible with and which respect ecosystem processes and natural features*.

The OOC is concerned that the *Allowable Activities and Uses* listed in the draft plan for the Core Natural Area does not sufficiently recognize orienteering as a permitted use in this land designation. We are requesting that orienteering be included as a non-intensive recreational use together with hiking, cross-country skiing and snowshoeing.

We would also ask that the NCC confirm that orienteering qualifies as a low-impact outdoor activity as detailed in item 1 of the Main Supporting Policies/Strategies of the Capital Experiences and Recreation role of the Greenbelt Policies.

The OOC has been working with the NCC in the Gatineau Park for many decades and we have a proven track record of respecting the landscape and natural features. Over the forty-five years that we have been hosting orienteering events in Ottawa including four Canadian Championships, many Canadians have been able to enjoy the natural environments in the National Capital Region. We are eager to continue the long standing tradition of orienteering in the Greenbelt and strongly support that the space remain a natural treasure for future generations to experience firsthand.

We are available to discuss this matter further if you have any questions about orienteering or if you would like more information about the long-term experience of orienteering in other natural areas in Canada and around the world.

We thank you for the opportunity to provide comments on the Greenbelt Master Plan Review.

Sincerely,

Randy Kemp
President,
Ottawa Orienteering Club

Telephone: (613) 725-5795

Email: randallkemp@sympatico.ca

From: [REDACTED]
Sent: February 15, 2013 9:48 AM
To: [REDACTED]
Cc: [REDACTED] emilie.girard-ruel@ncc-ccn.ca
Subject: Re: Greenbelt Master Plan Review

Hi;

Last Monday, I attended the NCC Planning Advisory Committee's last meeting - this committee started 4 years ago. At this meeting, the NCC presented their final draft of the Greenbelt Master Plan Review report. Over the years, I (and others) have been suggesting that new community gardens be allowed on NCC land and that organic agriculture be encouraged. I would like to thank the the NCC for including these ideas in their plan. For example, here are some statements on page 9 of their report:

"Facilitate value-added activities on Greenbelt farms and establishment of more organic farms and community gardens."

"Allowable Activities and Uses:

- Market gardens, community gardens, Community Supported Agriculture, organic farming and permaculture.
- Renewable energy appropriate to the scale of the site and to support farm operations."

Two public meetings re this plan will be held before the final version is approved:

Tuesday, February 19, 2013, 6 pm to 9:30 pm, Nepean Sportsplex, Room A & B, 1701 Woodroffe Avenue, Ottawa

Wednesday, February 20, 2013, 6 pm to 9:30 pm, Pine View Municipal Golf Course, 1471 Blair Road, Ottawa

You can view the Greenbelt Master Plan Review report on their website(see below).

Again, I would like to thank the NCC for their work and designation.

George Bushell
President
Gloucester Allotment Garden Association

From: [REDACTED]
Sent: February-27-13 9:09 PM
To: Girard-Ruel, Émilie
Cc: [REDACTED]
Subject: Provincially significant wetlands on Lester Road

Dear Ms. Girard-Ruel,

I would like to express my disappointment with the NCC for having transferred to the Airport Authority a large area of wetland on Lester Road. It is my understanding that the Airport

Authority wanted this land for commercial development. If this is true, the NCC has, in all likelihood, facilitated the destruction of this provincially significant wetland. I hope you obtained from the Airport Authority assurances that the wetland will not be destroyed. In addition to its designation as provincially significant, this wetland has been identified as habitat of the blanding's turtle, a species at risk in this area.

I am deeply concerned that the Airport Authority will proceed with developing this area despite its designation as a provincially significant wetland that is a known habitat for a species at risk. The NCC should have taken appropriate steps to preserve the integrity of the wetland, particularly given the NCC's protection, preservation and sustainable use mandate. All too often we have seen provincially protected areas destroyed (old growth forest cut, wetlands drained) by developers with minimal or no repercussions. I would be interested in learning from you what precautions, if any, the NCC has taken to preserve this wetland and whether the NCC gave any consideration to the status of the wetland prior to agreeing to transfer it to the Airport Authority.

I look forward to a prompt reply.

[REDACTED]

From: [REDACTED]
Sent: February-28-13 9:41 PM
To: Girard-Ruel, Émilie
Cc: [REDACTED]
Subject: NCC Draft Summary Phase 2--feedback

Dear Emilie Girard-Ruel,

I am deeply concerned that part of the Lester Road Wetlands, designated as Provincially Significant Wetlands, has been turned over to the Airport by the NCC. We all know that this will lead to development and destruction of the area north of Lester, which holds the headwaters of Sawmill Creek. On page 18 of the Draft Summary Report it states that the Lester Wetlands Core Natural Area has been protected but this is not actually true and I am disturbed about being misled. Also, the Transport Canada PSW Lester Rd/SAR habitat, and the Bowesville Woods are no longer protected. When a wetland is developed there are far-reaching effects beyond the limits of the land being developed. And once developed it can never be reclaimed as a natural habitat again. These habitats have regionally significant wetland plants (Bowesville where a maintenance train yard is planned) and federal Species at Risk Blanding's Turtles (Lester Wetlands), and need protection by the NCC, not abandonment.

As far as the maintenance train yard is concerned I do not understand why it is slated for Bowesville when there is an existing tri-government MOU that states to put the maintenance yard at the existing Walkley train yard.

Also, I am very concerned about widening all roads around the Airport. This will further damage sensitive habitats adjacent to Airport lands. Instead, there needs to be a direct rail line to the airport that immediately serves a practical purpose, not waiting until 2031.

On a positive note I am pleased that the NCC has decided that the Leirrim Wetlands be brought back into the Greenbelt, and has chosen to protect some City of Ottawa significant features like Stoney Swamp, areas of Lester Rd. wetland complex, and an area in Blackburn Hamlet.

I urge the NCC to reconsider giving sensitive wetland areas to the Airport for inevitable development. As this report is still in the draft phase, I trust that something can still be done to protect these areas.

Thank you,

[REDACTED]

[REDACTED]

Ottawa ON [REDACTED]

From: [REDACTED]
Sent: March-01-13 4:14 PM
To: Girard-Ruel, Émilie
Subject: Comments on Greenbelt Master Plan Review

To Whom it May Concern

I applaud the NCC for taking action on long-term planning in the ecologically important areas of the Greenbelt.

I have specific concerns regarding the current draft plan:

1) It appears that part of the Lester Road wetlands will not be protected but will open for development by the Ottawa airport. This is not acceptable in the Greenbelt.

2) There is a lack of detailed steps taken to increase ecologically significant land within the Greenbelt. The Greenbelt continues to lose land and the overall goal should be the protection and increase of the Greenbelt, not a net loss. The plan should call for specific plans to expand the Greenbelt and help protect areas such as the South March Highlands.

3) There appear to be a number of road widenings that have been approved within the Greenbelt. In particular, permission to widen Richmond Road, cutting into the provincially significant Stony Swamp appears to have been granted. Any net reduction or degradation of wetlands within the Greenbelt should not be permitted.

Sincerely,

David Seburn

Seburn Ecological Services
2710 Clarendon St
Ottawa, ON
K2B 7S5

From: [REDACTED]
Sent: March-01-13 10:19 PM
To: Girard-Ruel, Émilie
Subject: Greenbelt consultations

I am writing to voice my objection to the recent transfer of a parcel of land near Lester Road by the NCC to the Airport Authority. I understand that the Airport Authority intends to develop this land for commercial purposes. As you are no doubt aware, this parcel of land contains provincially significant wetlands, and is also home to the Blanding's turtle. The Blanding's turtle is currently listed as Threatened under the Ontario Endangered Species Act, 2007 and Threatened under the federal Species at Risk Act. This species has also been designated as a Specially Protected Reptile under the Ontario Fish and Wildlife Conservation Act.

The transfer of this parcel of land to the Airport Authority will undoubtedly precipitate the destruction of this natural area. It is difficult to understand how the NCC could have justified this transfer for any reason other than financial. I expect more from the NCC. The NCC's own website sets out the many positive aspects of the Greenbelt, including that it "protects natural areas like forests, wetlands...that sustain biodiversity" and notes that the "natural areas in the Greenbelt support human and ecological health in Canada's Capital Region." How disappointing, then, that the NCC has chosen in this instance to sell a provincially significant wetland and habitat of a threatened species to an entity that seems intent on destroying it.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: March-01-13 4:51 PM
To: Girard-Ruel, Émilie
Subject: Greenbelt Master Plan Comments

I have several comments regarding the Greenbelt Master Plan (GMP) itself and the plan associated with it.

First the process:

I attended the east end open house Feb 20 and found it to be poorly presented by NCC staff, specifically:

1. The "bilingual" presentation consisted merely of alternating french and english language all the while progressing through the material: i.e. there was no bilingual repetition of material. Audience members needed to know both official languages to follow the presentation; this is not what I understand a bilingual meeting to be; it is in fact the exact opposite. I cannot comprehend how anyone thought this was a good idea.
2. The visual presentation was on inadequately small televisions and, even though I intentionally

sat close to a TV, I still could not read much of the writing due to ultra-small text. So, both audibly and visually, the presentation did not effectively communicate the position of the NCC.

Secondly the actual plan:

It is my understanding that the GMP will weaken protection of the greenbelt in several ways. My two main concerns out of many are:

1. The planned interprovincial bridge at Green's Creek. The potential of putting a major bridge at this site can only be expected to represent an environmental disaster to the locally important Green's Creek area. Not that a such a bridge would be favourable at any site, but the possibly of it being over the Green's Creek outlet seems to be the worst possible place.

2. The Lester Road Wetland. Is it true that the GMP will leave the widely-recognized-as-notable Lester Road Wetland area open to development? If so, this would be incomprehensible. Surely the airport can develop some other undeveloped area of its many hectares of land?

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: March-04-13 2:25 PM
To: Girard-Ruel, Émilie
Subject: Greenbelt Master Plan and Questionnaire

Dear Ms. Girard,

I am a concerned resident who backs onto the greenspace and am extremely dissappointed to find out that the NCC is removing the Greenbelt designation from the Lester Road Wetlands and giving it to the Airport Authority. The Airport Authority will then be able to do whatever it so desires with the wetlands.

What the Master Plan document states and what was said at the presentation appear to be two different ideas. Which one is correct? Removing the Lester Road Wetlands from the Greenbelt or keeping them in?

The other area that I am greatly concerned with is the north south LRT going through the Greenbelt area. The LRT should be parallelling the airport parkway with a spur to the airport and not cutting the greenspace area in half. This area is used by residents and wildlife alike. Light rail is the type of greeting a newcomer to Ottawa would like to see and use; accessible and useful transportation.

The NCC should be keeping as much greenspace as possible and linking these natural habitat corridors for easy passage of wildlife. Put the headwaters of Sawmill Creek and the Lester

wetlands back into the Greenbelt designation.

Respectfully,

[REDACTED]

[REDACTED]

Gloucester, ON

[REDACTED]

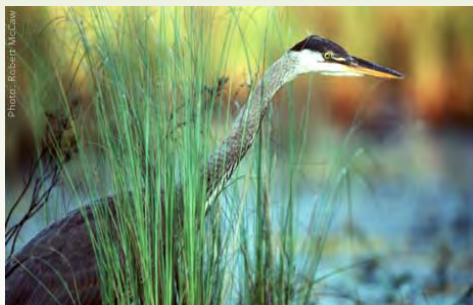
APPENDIX E

PowerPoint presentation

Greenbelt Master Plan Review

Land Designations, Policies & Sector Plans Public Consultation

February 19 & 20 2013



Outline

1. Study Schedule
2. Overview of 2067 Greenbelt Concept
3. Land Designations
4. Greenbelt Policies
5. Sector Plans
6. Next Steps





2008

2009

2010

2011

2012

2013

2014 - 2067

ASSESSMENT/BILAN

Dec. 2009/ Déc. 2009

VISION

November 2010/Novembre 2010

CONCEPT

January 2012/Janvier 2012

SECTORS/SECTEURS

April 2013/Avril 2013

MASTER PLAN/PLAN DIRECTEUR

June 2013/Juin 2013

**IMPLEMENTATION
MISE EN OEUVRE
2014 - 2067**



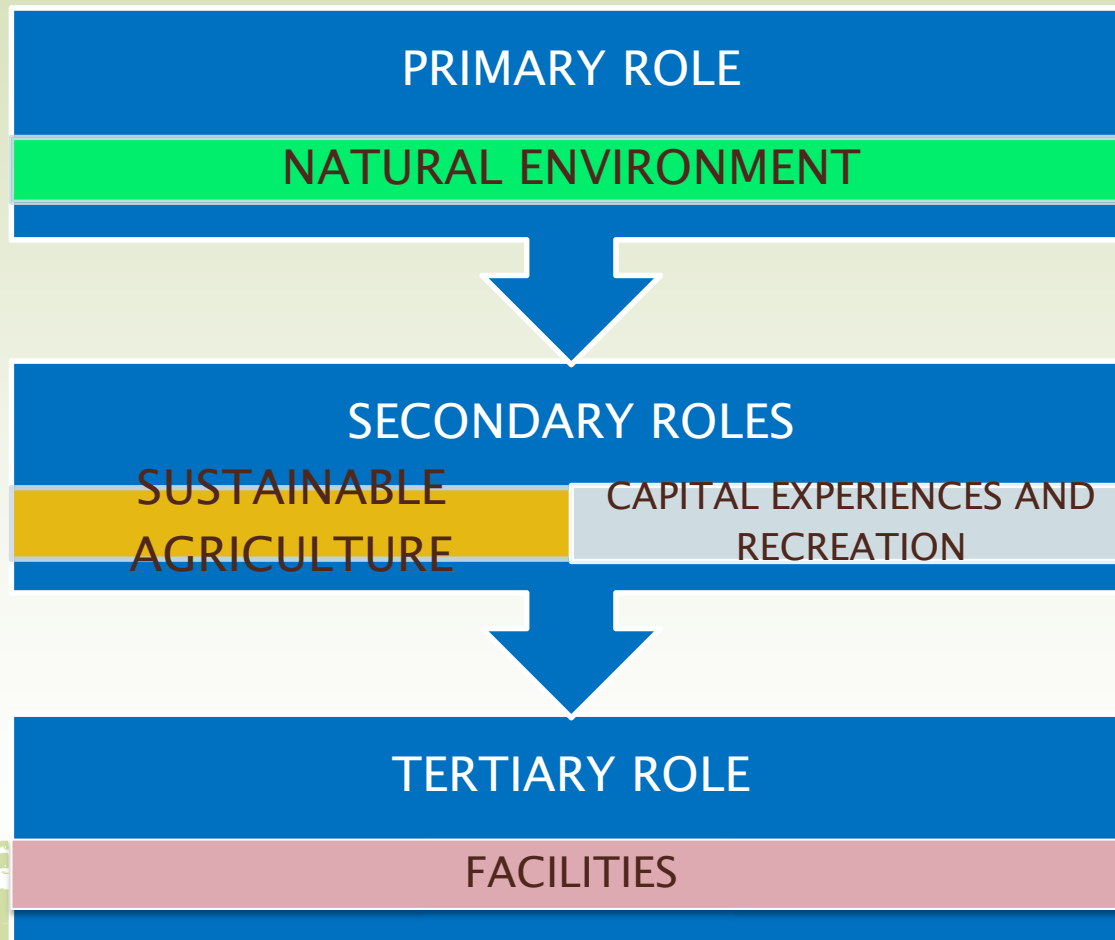
**PUBLIC CONSULTATIONS
CONSULTATIONS PUBLIQUES**

THE GREENBELT WILL BE...

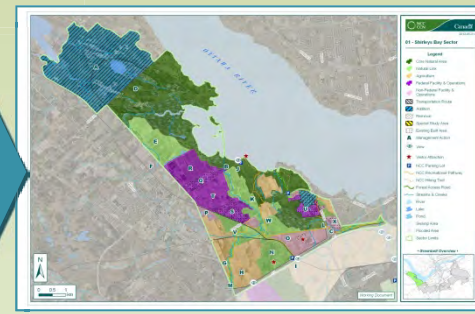
- More **relevant** to the Capital than ever
- Strengthened by a **clearer identity and roles**
- **Connected** to the Capital Ecosystem Network
- **Greener** with Natural Environment as the priority
- Focused on **Sustainable Agriculture**
- **Better known** internationally as a Capital feature
- A **welcome breathing space** in the Capital
- Home to **existing facility areas**
- Sustained by ensuring “**no net loss**” from **infrastructure**

2067 GREENBELT VISION

“The Greenbelt will forever protect natural systems, agriculture and opportunities for outdoor recreation and education that will inspire Canadians and contribute to the sustainability and quality of life in Canada’s Capital Region.”



How it all Fits Together



Greenbelt Concept –
Capital Ecosystem
Network

Land Designations

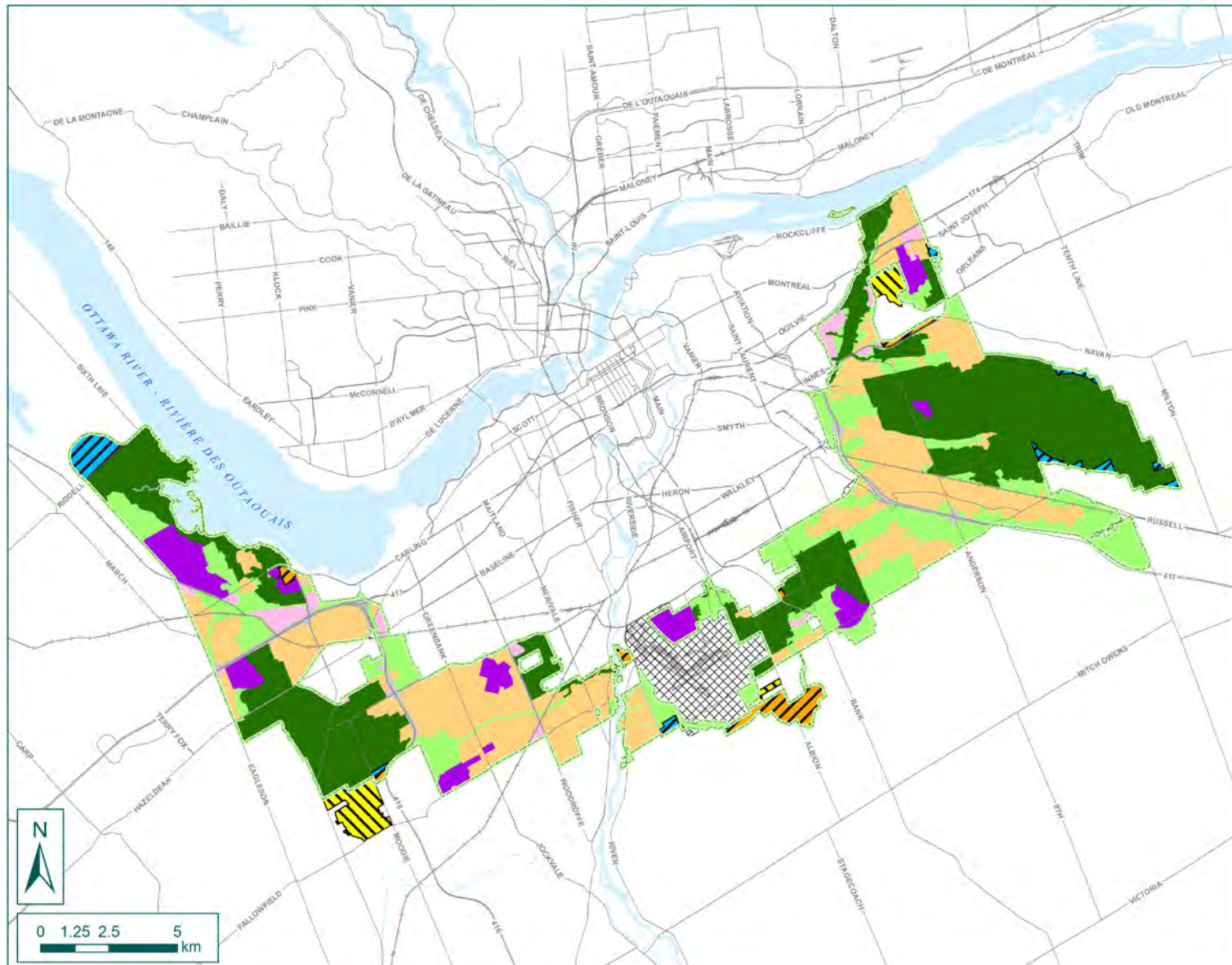
Sector Plan



| 2067 Greenbelt Vision Statement | |
|---|---|
| "The Greenbelt will forever protect natural systems, agriculture and opportunities for outdoor recreation and education that will inspire Canadians and contribute to the sustainability and quality of life in Canada's Capital Region." | |
| Mission | The Greenbelt contributes to the identity and enhancement of Canada's Capital through its provision of natural and rural settings, natural ecological and cultural resources, sustainable agricultural support, selected natural facilities, and a diversity of uses, activities and experiences for Canadians. |
| ROLES | GOALS |
| Natural Environment Protect and enhance natural areas, ecosystems and habitats, which are integral to the larger natural environment of Canada's Capital Region and the country's rich heritage and landscape. | 1. Landscape Protect and enhance high-value ecosystems and natural resources for environmental protection and recreation. |
| Water Resources Protect and enhance water resources through ecosystem management to provide clean, safe, and healthy water for drinking and other uses. | 2. Water Resources Protect and enhance water resources through ecosystem management to provide clean, safe, and healthy water for drinking and other uses. |
| Land Resources Protect and enhance land resources through ecosystem management to provide clean, safe, and healthy land for agriculture and other uses. | 3. Land Resources Protect and enhance land resources through ecosystem management to provide clean, safe, and healthy land for agriculture and other uses. |
| Recreation Provide and enhance opportunities for outdoor recreation and education. | 4. Recreation Provide and enhance opportunities for outdoor recreation and education. |
| Sustainable Agriculture Provide opportunities for sustainable agriculture, including ecosystem services and food production. | 5. Sustainable Agriculture Provide opportunities for sustainable agriculture, including ecosystem services and food production. |
| Capital Experiences & Recreation Offer a rich and diverse range of outdoor experiences and recreation opportunities. | 6. Capital Experiences & Recreation Offer a rich and diverse range of outdoor experiences and recreation opportunities. |
| Facilities Support a range of natural facilities and amenities, including trails, picnic areas, and viewing platforms. | 7. Facilities Support a range of natural facilities and amenities, including trails, picnic areas, and viewing platforms. |

CONSULTATION

Greenbelt Land Designations 2013



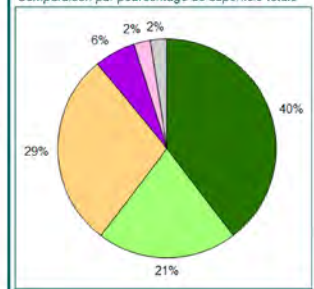
Greenbelt: Land Designations (2013)

Ceinture de verdure : Désignations des terrains (2013)

Legend • Légende

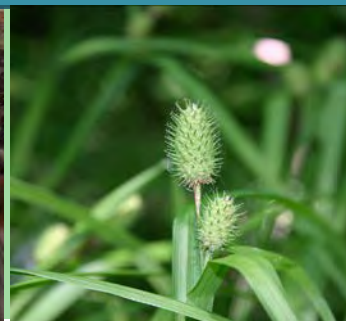
- Core Natural Area
Aire naturelle principale
- Natural Link
Lien naturel
- Agriculture
Agriculture
- Federal Facility & Operations
Installation et opérations fédérales
- Non-Federal Facility & Operations
Installation et opérations non-fédérales
- Transportation Route
Voie de transport
- Addition (1996)
Ajout (1996)
- Potential Addition (2013)
Ajout potentiel (2013)
- Removal
Retrait
- Special Study Area
Zone d'étude spéciale
- Greenbelt Planning Zone (2013)
Secteur d'aménagement de la Ceinture de verdure (2013)

Comparison by percentage of total area
Comparaison par pourcentage de superficie totale



0 1.25 2.5 5 km

| DESIGNATION | PRIMARY OBJECTIVES | DESIRED EXPERIENCE /CHARACTER |
|--|--|--|
| Core Natural Area – Ecologically sensitive habitats | <ul style="list-style-type: none"> • Protect biodiversity and ecosystem health • Restore and enhance terrestrial and aquatic biodiversity | <ul style="list-style-type: none"> • Continuous areas of natural landscapes • Allow for nature enjoyment • Support public outdoor recreation activities |
| Natural Link – Land and water features that connect Core Natural Areas | <ul style="list-style-type: none"> • Protect existing linkages between core natural areas. • Establish or restore terrestrial and aquatic linkages | <ul style="list-style-type: none"> • Provide continuous areas of natural vegetation, habitat and function • Support public outdoor recreation activities and nature interpretation |



| DESIGNATION | PRIMARY OBJECTIVES | DESIRED EXPERIENCE /CHARACTER |
|--|---|--|
| Agriculture Class 2 to 4 soils, productive farms, ideally with farmstead, produce variety of crops | <ul style="list-style-type: none"> • Practice sustainable agriculture • Showcase the Greenbelt • Support productive Greenbelt farms • Diversify Greenbelt farming | <ul style="list-style-type: none"> • Prioritize production of food for people |



| DESIGNATION | PRIMARY OBJECTIVES | DESIRED EXPERIENCE /CHARACTER |
|---|--|--|
| Federal Facilities – Federally owned and managed | <ul style="list-style-type: none"> • Accommodate existing federal facilities • Limit new footprint within Built Area | <ul style="list-style-type: none"> • Demonstrate functions of national security, research and wellbeing, seclusion • Provide educational and recreational activities |
| Non-Federal Facilities – Facilities owned, leased and managed by others | <ul style="list-style-type: none"> • Permit existing community and recreational facilities | <ul style="list-style-type: none"> • Provide a Greenbelt context and opportunities for Greenbelt promotion and education to visitors |



Policies on Specific Themes

■ Greenbelt Resources

- ▶ Natural Environment
- ▶ Cultural Resources
- ▶ Greenbelt Profile and Environmental Leadership
(showcase, interpretation, education, research, branding, promotion)
- ▶ Greenbelt Limits
- ▶ Ecological Corridors

■ Capital Experience & Recreation Network

- ▶ Visitor Destinations
- ▶ Capital Arrivals
- ▶ Visual Resources
(Panoramas, Scenic Routes, Greenbelt Edge)
- ▶ Recreational Network

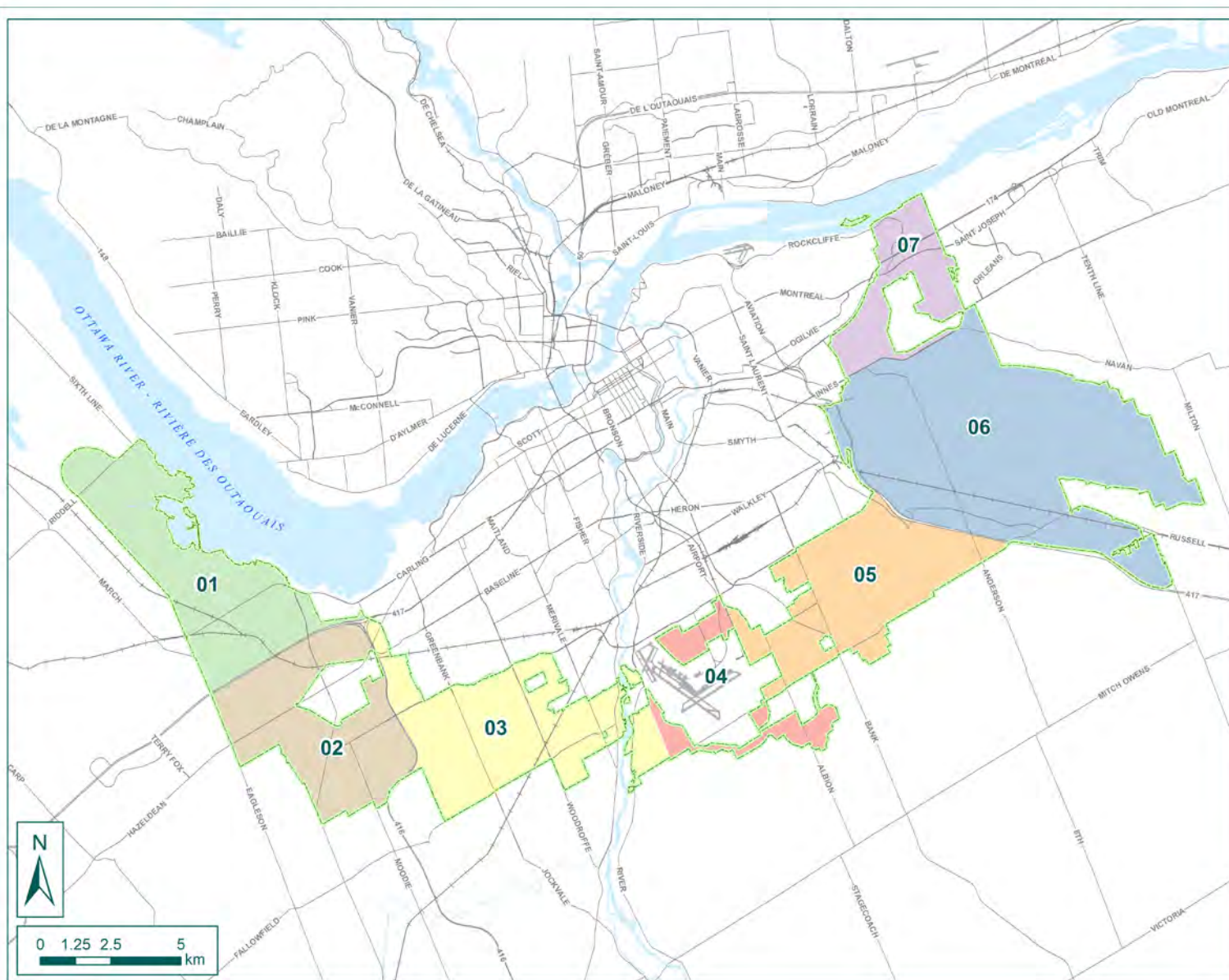
■ Infrastructure

- ▶ Utilities (water, sewer, energy, communications)
- ▶ Stormwater management
- ▶ Transportation Infrastructure

■ Facilities



Greenbelt Sectors



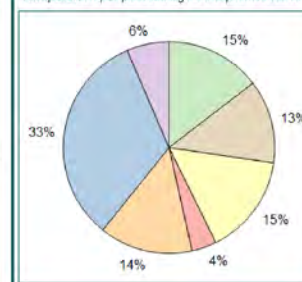
Greenbelt: Sectors (2013)

Ceinture de verdure : Secteurs (2013)

Legend • Légende

- 01 - Shirleys Bay Sector
01 - Secteur de Baie Shirleys
- 02 - Stony Swamp Sector
02 - Secteur du marécage rocailloux
- 03 - Southern Farm & Pinhey Forest Sector
03 - Secteur agricole du sud et la forêt Pinhey
- 04 - International Airport Sector
04 - Secteur de l'aéroport international
- 05 - Pine Grove Sector
05 - Secteur de la Pinède
- 06 - Mer Bleue Bog Sector
06 - Secteur de la tourbière de la Mer Bleue
- 07 - Greens Creek Sector
07 - Secteur du ruisseau Greens
- Greenbelt Planning Zone (2013)
Secteur d'aménagement de la Ceinture de verdure (2013)

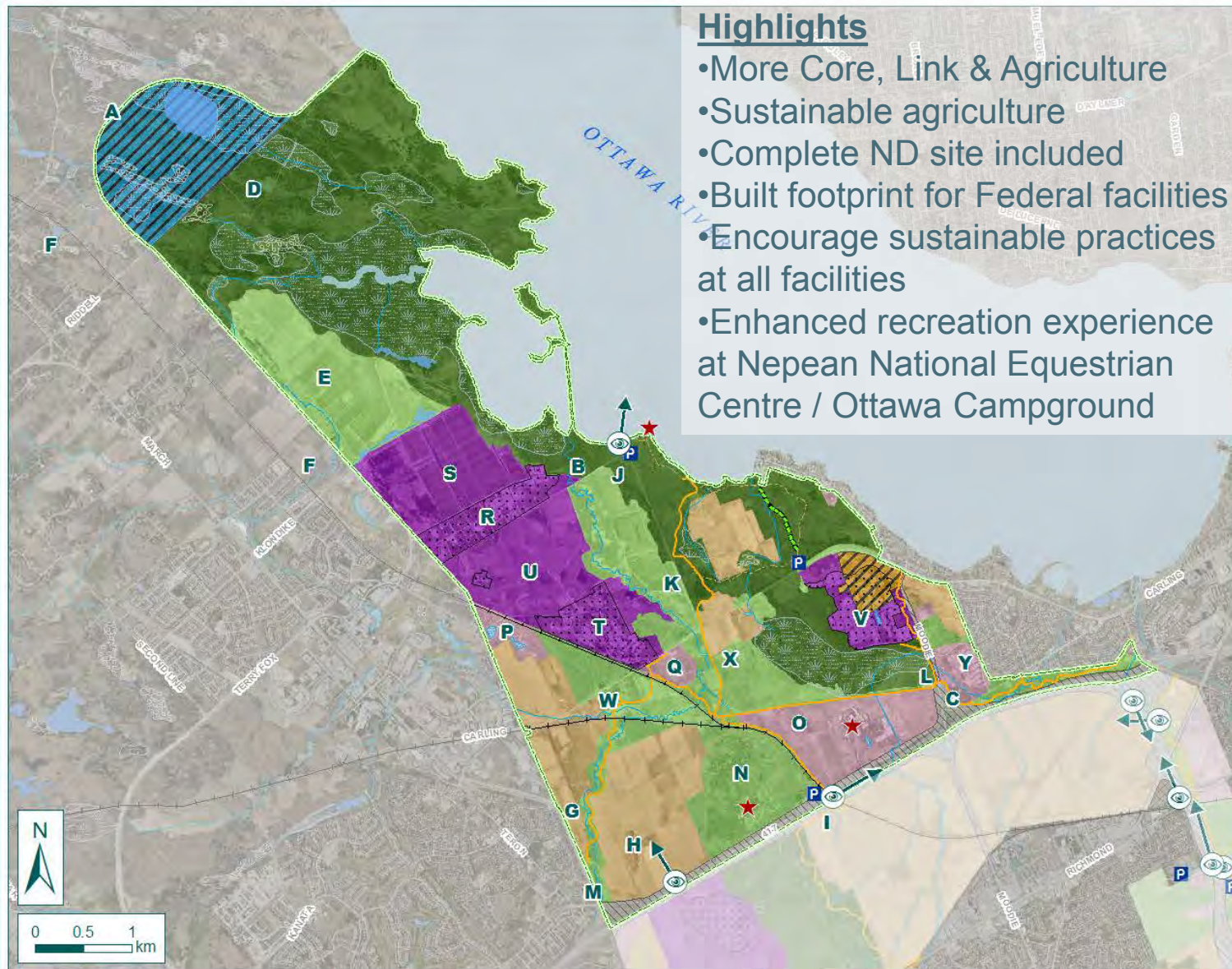
Comparison by percentage of total area
Comparaison par pourcentage de superficie totale



Shirleys Bay

Highlights

- More Core, Link & Agriculture
- Sustainable agriculture
- Complete ND site included
- Built footprint for Federal facilities
- Encourage sustainable practices at all facilities
- Enhanced recreation experience at Nepean National Equestrian Centre / Ottawa Campground



01 - Shirley's Bay Sector

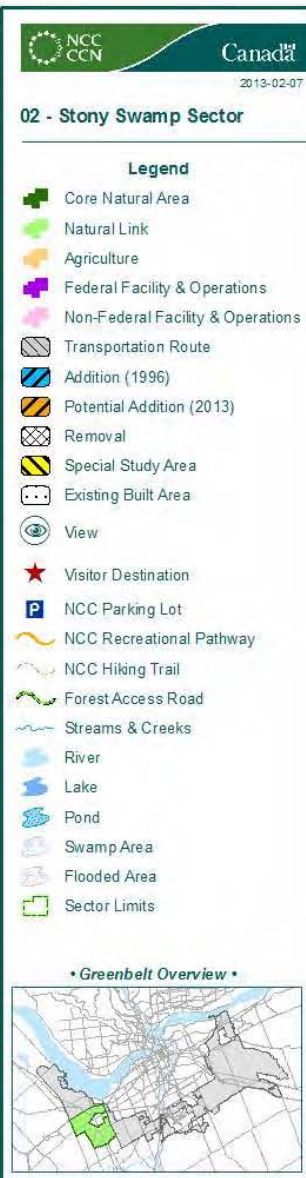
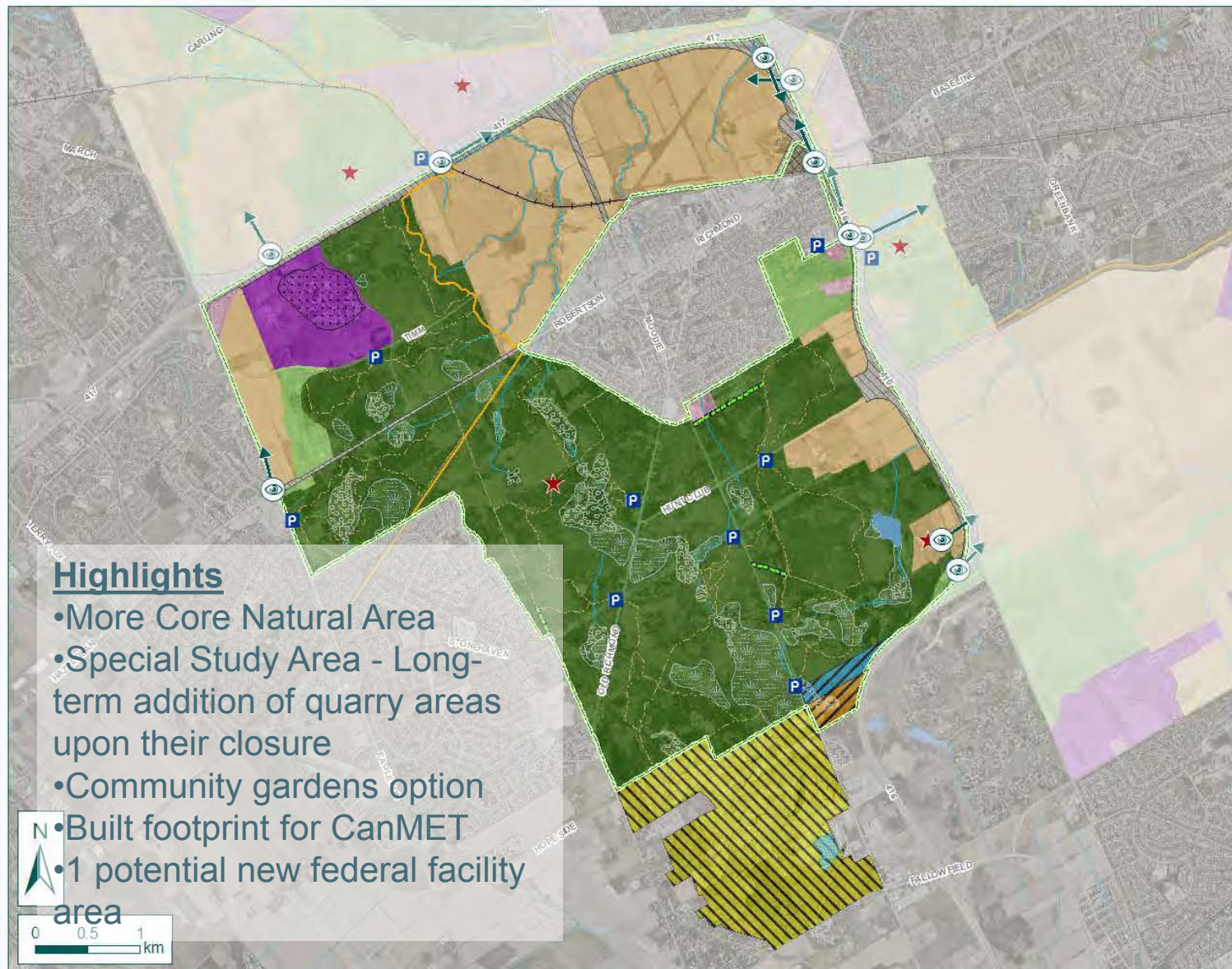
Legend

- Core Natural Area
- Natural Link
- Agriculture
- Federal Facility & Operations
- Non-Federal Facility & Operations
- Transportation Route
- Addition (1996)
- Potential Addition (2013)
- Removal
- Special Study Area
- Existing Built Area
- Management Action
- View
- Visitor Destination
- NCC Parking Lot
- NCC Recreational Pathway
- NCC Hiking Trail
- Forest Access Road
- Streams & Creeks
- River
- Lake
- Pond
- Swamp Area
- Flooded Area
- Sector Limits

• Greenbelt Overview •



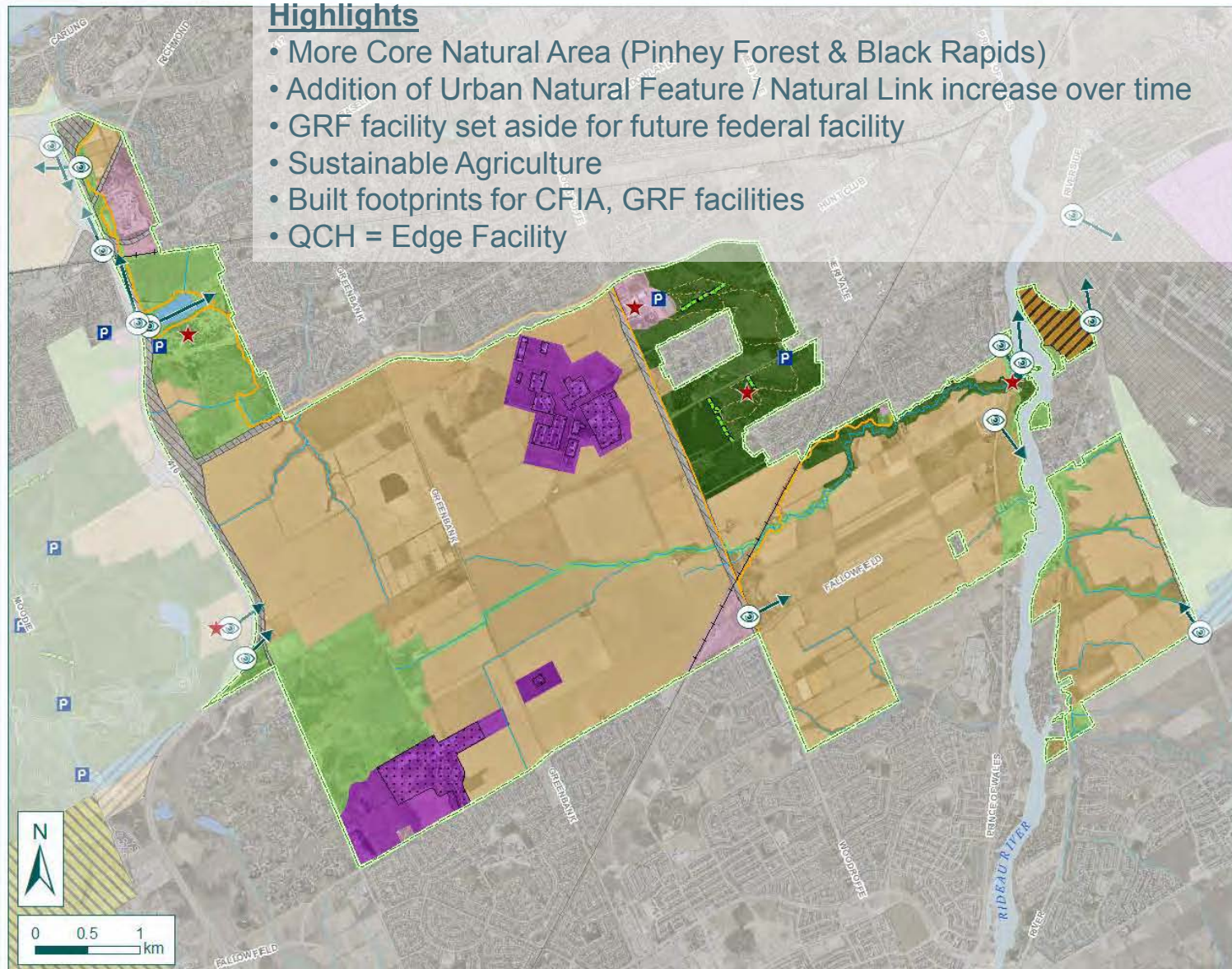
Stony Swamp



Southern Farm / Pinhey Forest

Highlights

- More Core Natural Area (Pinhey Forest & Black Rapids)
- Addition of Urban Natural Feature / Natural Link increase over time
- GRF facility set aside for future federal facility
- Sustainable Agriculture
- Built footprints for CFIA, GRF facilities
- QCH = Edge Facility



03 - Southern Farm / Pinhey Forest Sector

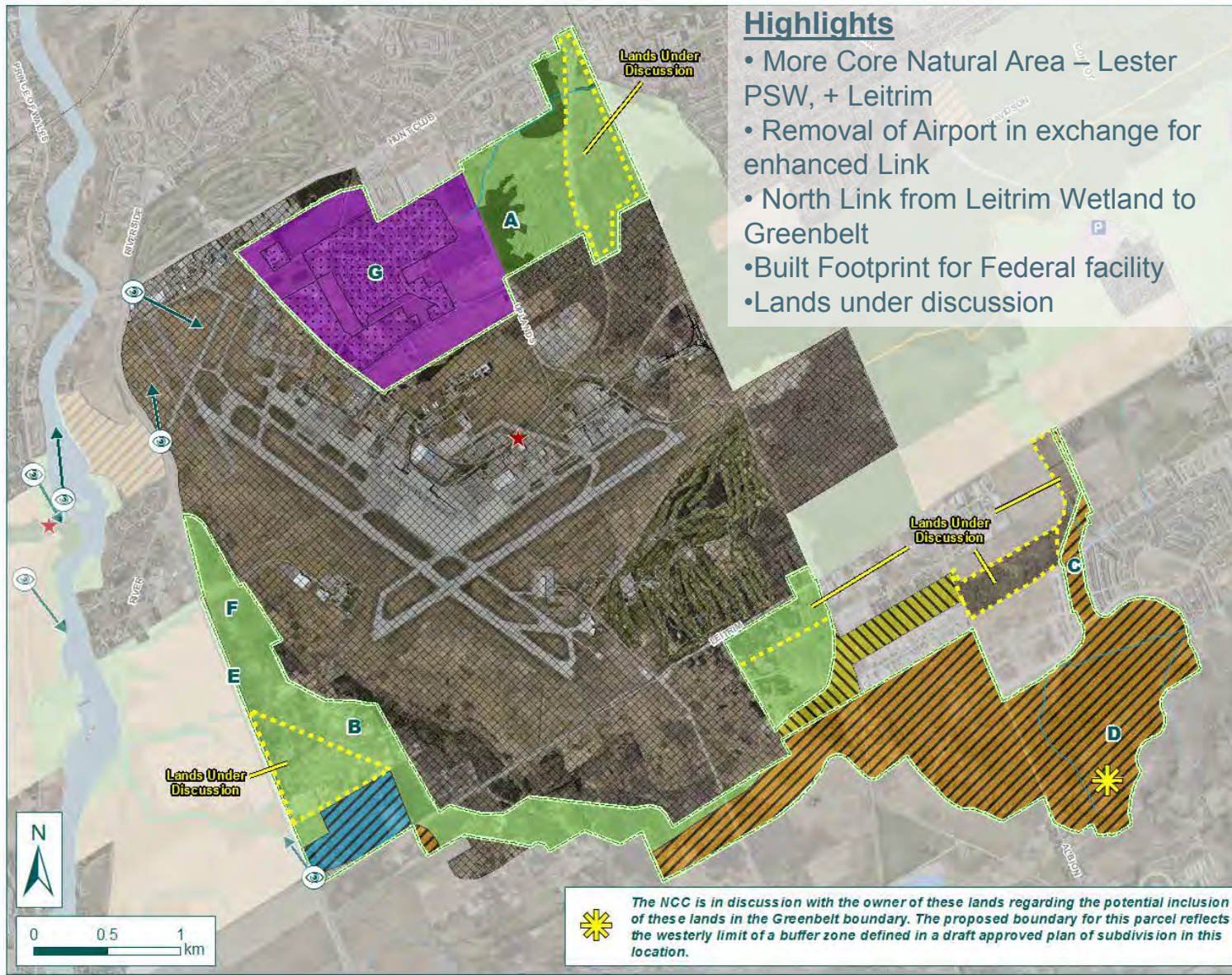
Legend



- Core Natural Area
- Natural Link
- Agriculture
- Federal Facility & Operations
- Non-Federal Facility & Operations
- Transportation Route
- Addition (1996)
- Potential Addition (2013)
- Removal
- Special Study Area
- Existing Built Area
- View
- Visitor Destination
- NCC Parking Lot
- NCC Recreational Pathway
- NCC Hiking Trail
- Forest Access Road
- Streams & Creeks
- River
- Lake
- Pond
- Swamp Area
- Flooded Area
- Sector Limits

• Greenbelt Overview •



























International Airport






 2013-02-07

04 - International Airport Sector

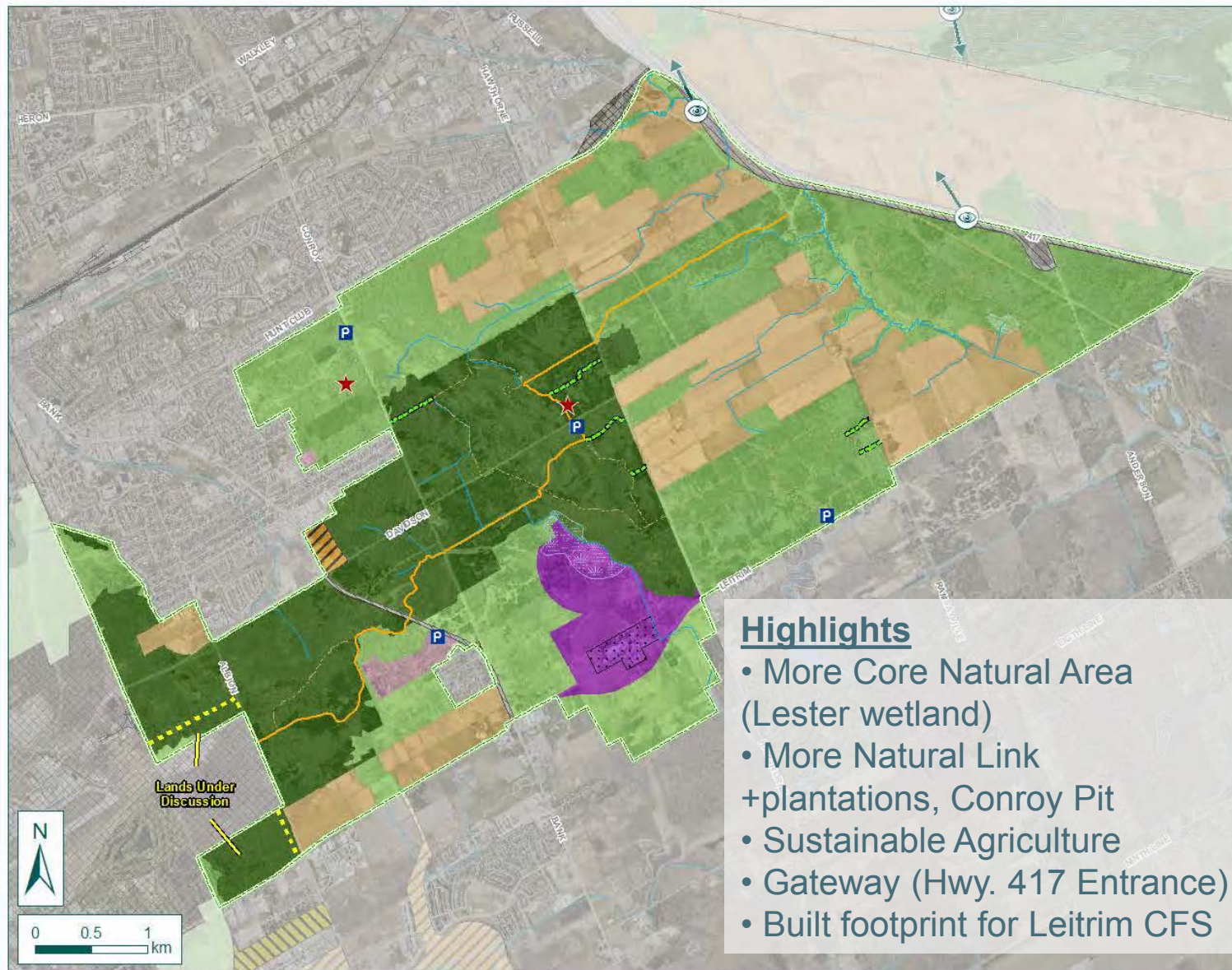
Legend

-  Core Natural Area
-  Natural Link
-  Agriculture
-  Federal Facility & Operations
-  Non-Federal Facility & Operations
-  Transportation Route
-  Addition (1996)
-  Potential Addition (2013)
-  Removal
-  Special Study Area
-  Existing Built Area
-  View
-  Visitor Destination
-  NCC Parking Lot
-  NCC Recreational Pathway
-  NCC Hiking Trail
-  Forest Access Road
-  Streams & Creeks
-  River
-  Lake
-  Pond
-  Swamp Area
-  Flooded Area
-  Sector Limits

• Greenbelt Overview •



Pine Grove



Highlights

- More Core Natural Area (Lester wetland)
- More Natural Link + plantations, Conroy Pit
- Sustainable Agriculture
- Gateway (Hwy. 417 Entrance)
- Built footprint for Leitrim CFS

05 - Pine Grove Sector

Legend

- Core Natural Area
- Natural Link
- Agriculture
- Federal Facility & Operations
- Non-Federal Facility & Operations
- Transportation Route
- Addition (1996)
- Potential Addition (2013)
- Removal
- Special Study Area
- Existing Built Area
- View
- Visitor Destination
- NCC Parking Lot
- NCC Recreational Pathway
- NCC Hiking Trail
- Forest Access Road
- Streams & Creeks
- River
- Lake
- Pond
- Swamp Area
- Flooded Area
- Sector Limits

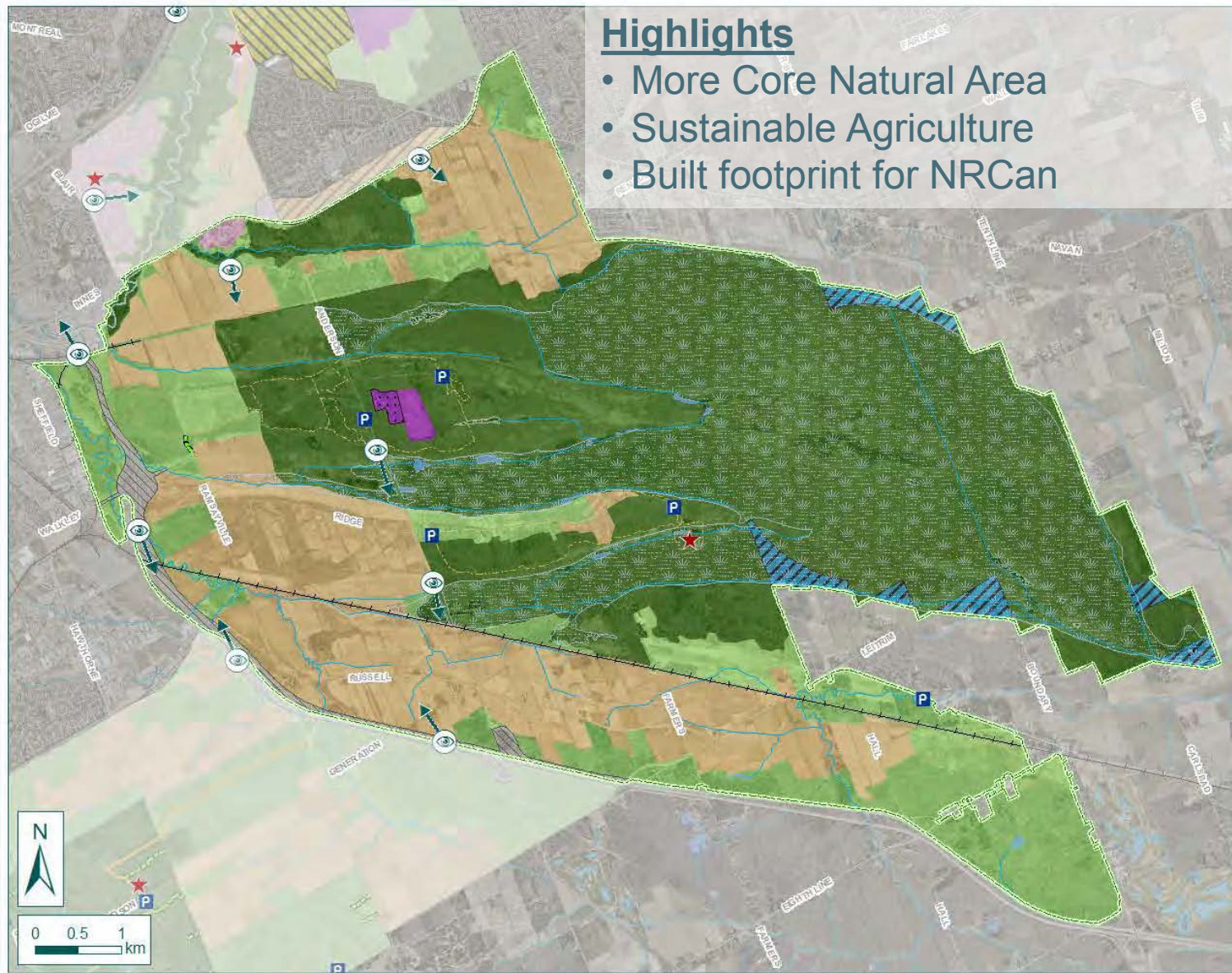
• Greenbelt Overview •



Mer Bleue

Highlights

- More Core Natural Area
- Sustainable Agriculture
- Built footprint for NRCan



2013-02-07

06 - Mer Bleue Bog Sector

Legend

- Core Natural Area
- Natural Link
- Agriculture
- Federal Facility & Operations
- Non-Federal Facility & Operations
- Transportation Route
- Addition (1996)
- Potential Addition (2013)
- Removal
- Special Study Area
- Existing Built Area
- View
- Visitor Destination
- NCC Parking Lot
- NCC Recreational Pathway
- NCC Hiking Trail
- Forest Access Road
- Streams & Creeks
- River
- Lake
- Pond
- Swamp Area
- Flooded Area
- Sector Limits

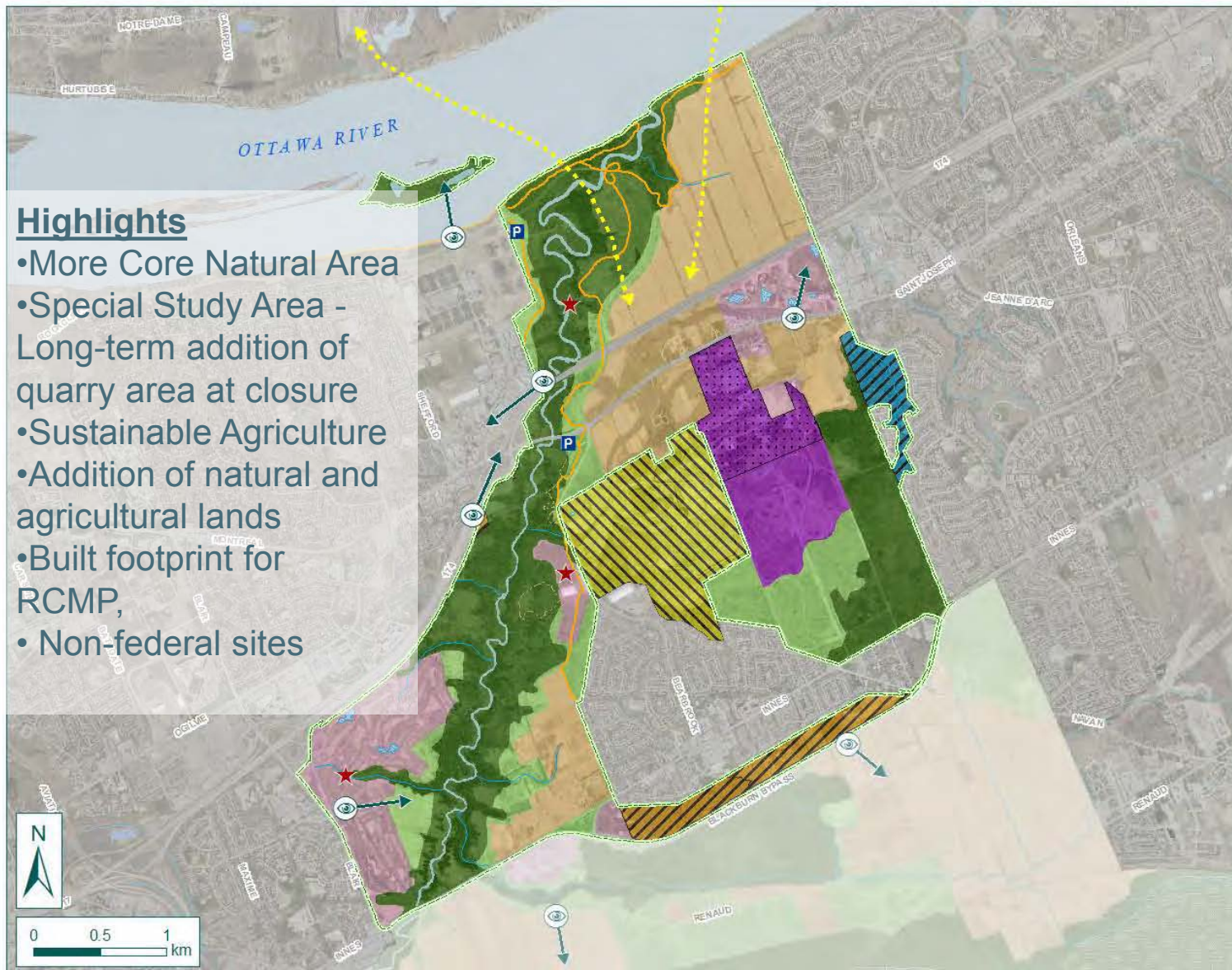
• Greenbelt Overview •



Greens Creek

Highlights

- More Core Natural Area
- Special Study Area - Long-term addition of quarry area at closure
- Sustainable Agriculture
- Addition of natural and agricultural lands
- Built footprint for RCMP,
- Non-federal sites



07 - Greens Creek Sector

Legend

- Core Natural Area
- Natural Link
- Agriculture
- Federal Facility & Operations
- Non-Federal Facility & Operations
- Transportation Route
- Addition (1996)
- Potential Addition (2013)
- Removal
- Special Study Area
- Existing Built Area
- View
- Visitor Destination
- NCC Parking Lot
- NCC Recreational Pathway
- NCC Hiking Trail
- Forest Access Road
- Streams & Creeks
- River
- Lake
- Pond
- Swamp Area
- Flooded Area
- Sector Limits

• Greenbelt Overview •



Next Steps

- **Comments by March 1st**
- **NCC Board Approval of Summary Report in April 2013**
- **Completed Master Plan – June 2013**
- **Implementation with your continued participation June 2013 – ➡**

Legend • Légende

- Include
Inclure
 - Include (with conditions)
Inclure (avec conditions)
 - Not include
Ne pas inclure
- Greenbelt Planning Zone (2013)
Secteur d'aménagement de la
Ceinture de verdure (2013)

