

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
September 22, 2015 / 22 septembre 2015**

**and Council / et au Conseil
October 14, 2015 / 14 octobre 2015**

**Submitted on August 27, 2015
Soumis le 27 août 2015**

**Submitted by
Soumis par:
John L. Moser,
Acting Deputy City Manager / Directeur municipal adjoint par intérim,
Planning and Infrastructure / Urbanisme et Infrastructure**

**Contact Person
Personne ressource:
John Smit, Acting Manager / Gestionnaire par intérim, Policy Development and
Urban Design / Élaboration de la politique et conception urbaine, Planning and
Growth Management / Urbanisme et Gestion de la croissance
(613) 580-2424, 13866, John.Smit@ottawa.ca**

Ward: RIDEAU-ROCKCLIFFE (13)

File Number: ACS2015-PAI-PGM-0149

**SUBJECT: Community Design Plan, Master Servicing Study and Official Plan
Amendment for the Former Canadian Forces Base Rockcliffe**

**OBJET: Plan de conception communautaire, plan directeur de viabilisation et
modification au Plan officiel relative à l'ancienne base des Forces
canadiennes Rockcliffe**

REPORT RECOMMENDATIONS

That Planning Committee recommend Council approve:

- 1. The Former Canadian Forces Base Rockcliffe Community Design Plan as outlined in this report and in Document 2;**
- 2. The Former Canadian Forces Base Rockcliffe Master Servicing Study, as outlined in Document 3;**
- 3. The Former Canadian Forces Base Rockcliffe Redevelopment – Stormwater Management Existing Conditions and Low Impact Development Pilot Project Scoping, as outlined in Document 4; and**
- 4. Official Plan Amendment XX, as outlined in Document 5, including the addition of the Former Canadian Forces Base Rockcliffe Secondary Plan.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver :

- 1. Le plan de conception communautaire relatif à l'ancienne base des Forces canadiennes Rockcliffe comme il est décrit dans le présent rapport et le document 2;**
- 2. Le plan directeur de viabilisation relatif à l'ancienne base des Forces canadiennes Rockcliffe, tel qu'il est décrit dans le document 3;**
- 3. La portée du projet pilote d'aménagement écologique et les conditions actuelles de gestion des eaux pluviales relativement au réaménagement de l'ancienne base des Forces canadiennes Rockcliffe, comme il est exposé dans le document 4;**
- 4. La modification XX au Plan officiel, telle que décrite dans le document 5, y compris l'ajout du plan secondaire de l'ancienne base des Forces canadiennes Rockcliffe.**

BACKGROUND

The Former Canadian Forces Base (CFB) Rockcliffe is a 131-hectare site within an area generally bounded by the Aviation Parkway to the west, the Sir George-Étienne Cartier Parkway to the north, the National Research Council (NRC) campus to the east and Montreal Road to the south. As the site is designated a Developing Community in

the Official Plan (OP), a Community Design Plan (CDP) is required prior to development.

During 2004 – 2007, Canada Lands Company (CLC) engaged in preliminary planning and consultation in anticipation of a 2008 land transfer from the Department of National Defence. In 2008, the process was stopped due to an Algonquin land claim for the site. Following a successful negotiation process between CLC and the Algonquins of Ontario, the land was transferred to CLC in 2011, with the CDP process reinitiated in the fall of 2012.

The 131-hectare CDP area is under two ownerships. The bulk of the property, 125.5 hectares, is owned by CLC with the NRC owning a small 5.3-hectare parcel in the south-east portion of the site with frontage along Montreal Road. From a land use planning perspective, the CDP examines the two parcels as a single development parcel.

The CFB Rockcliffe existed as a functioning military base up until 2004. The site was later used for interim housing and military purposes, but was fully decommissioned from all uses in 2011 and structures were gradually removed. At the present time, there are no structures on the site.

In the spring of 2013, CLC submitted a planning development application to allow for part of the site to be used as a temporary parking lot by the Montfort Hospital. That use has been permitted on the site since 2013, although the parking ceased in the spring of 2015 because of the commencement of active soil remediation on the site.

DISCUSSION

All CDPs are required to meet the broad direction and policies set by the OP to advance the Official Plan's Strategic Directions. Key among these are the following:

- Directing growth to the urban area where services already exist in order to reduce urban sprawl, make efficient use of existing infrastructure (e.g. transit and public utilities), and reduce long-term operating costs.
- Promoting compact urban development so that facilities and services are/can be provided in an efficient manner (e.g. schools, parks, retail).
- Locating facilities and services close to residences.
- Achieving residential and employment densities to support transit ridership.

- Designing communities that support walking and cycling.

The CDP outlines how future development in this area should occur. More specifically, the CDP:

- Outlines the vision and key guiding principles for redevelopment of the area;
- Directs redevelopment to ensure that it enhances the local area and larger city;
- Identifies appropriate land uses to achieve a complete community, as well as residential and employment densities to support the policies of the OP;
- Includes provisions for the open space, parks and recreation;
- Directs the arrangement of transportation corridors and servicing networks; and
- Provides design direction for architecture and open space.

The former CFB Rockcliffe is one of the last remaining significant redevelopment sites in the inner urban part of the City. In preparing the CDP and supporting studies, numerous development scenarios were explored in consultation with stakeholders. Options were evaluated to determine how well they supported the direction given in the OP and other applicable policy documents. The CDP was additionally prepared with best practices in mind and was based on site specific opportunities and constraints.

The CDP being recommended for approval provides for the site to be developed as a complete community. The vision is of a contemporary mixed-use community that is walkable, cycling-supportive, transit-oriented and built at a human scale. The site development will connect to the history of the Algonquin people, celebrate its military heritage and demonstrate design excellence. The overall development program will accommodate approximately 5,300 residential units and the potential for up to 2,600 jobs. Full build-out is expected to occur over the next 15 to 20 years.

The CDP's land use plan identifies both residential and mixed-use neighbourhoods that are focused around a central mixed use core that would serve as the heart of the new community. The eastern edge of the site is designated as an office area to buffer future residential uses from those on the NRC lands. The CDP area will also accommodate up to three elementary schools that will serve the adjacent neighbourhoods as well as the broader community. The various neighbourhoods will accommodate a range of residential building types as well as neighbourhood and community serving uses. There will also be a range of building heights and densities in order to create a vibrant and dynamic urban community.

While the development contemplated for the CFB Rockcliffe site will not have the same densities as the downtown area, it will have densities higher than the currently developing suburbs. The OP expresses target densities as persons + jobs per gross hectare, with the greatest densities directed to areas served by the rapid transit network. While the site is not on a planned rapid transit network, the desire is to provide good transit service to the site; this generally requires 80 – 120 people + jobs per gross hectare. The proposed CDP has a density of approximately 94 people + jobs per gross hectare.

The CDP area will include a network of public parks, including Community level parks, neighbourhood parks, parkettes and a town square. The areas that will be dedicated for public parks meet parkland dedication requirements. The CDP identifies the goal of protecting existing groupings of significant trees and locates these in parks, or adjacent to parks in protected natural and open space areas.

The land use plan and design puts a heavy emphasis on pedestrian and cycling mobility. As part of the CDP process, new right-of-way cross-sections were developed so that multi-use pathways and cycle-tracks, segregated from vehicular travel, can be included along community streets

As part of site redevelopment, all of the existing infrastructure will be replaced. The Master Servicing Study identifies the water, wastewater and stormwater requirements for the site. The document sets the framework for further detailed engineering design.

The CDP proposes to include a demonstration pilot of Low Impact Development (LID) measures in the storm servicing approach for the redevelopment. LID is a stormwater management (SWM) approach that aims to more closely mimic the natural or pre-development water cycle. Rather than rapidly convey runoff to centralized end-of-pipe facilities, LID applies measures that promote the filtering, infiltration and detention of rainwater much closer to where it falls, integrating these measures throughout a site on public and private lands, and within rights-of-way. LID can increase stormwater management system resiliency with respect to severe rainfall events; it can match or reduce life-cycle costs as compared to a typical SWM system; and it can help improve performance in terms of achieving receiving watercourse targets.

The policy work of the CDP is the basis for the Official Plan Amendments. The purpose of the Official Plan (OPA) is to remove the Developing Community Overlay from the Former CFB Rockcliffe site and add a Secondary Plan to Volume 2A of the OP. The purpose of the Secondary Plan is to establish the land use and urban design

components of the CDP as statutory policy. The OPA also amends Schedule C of Volume 1 of the OP to identify new cycling routes.

As the Former CFB Rockcliffe is the final parcel of land in the city with a Developing Community Overlay, once the amendment is approved, Section 3.6.4 Developing Communities of the OP can be deleted.

Approval of the recommendations will permit the redevelopment of this part of the city to begin.

RURAL IMPLICATIONS

There are no rural implications.

CONSULTATION

The CDP was a multi-year process that engaged a diverse range of stakeholders.

Well attended public open houses were held in the community in November 2012, May 2013 and February 2014. Open houses were advertised in local papers, on the proponent's website and on the City's website. At the open houses, information was presented on:

- the study purpose and timelines;
- the opportunities and constraints of the site;
- the environmental strategy for the site; and
- the proposed land use concepts and planning principles for the site.

At the meetings, participants had the opportunity to discuss these issues with staff and the consultants and to provide their comments and opinions. Some of the key messages brought out during the consultations include the protection of trees and greenspace, the inclusion of community services in a 'village core', good pedestrian and cycling connections, and no car access to the Sir George-Étienne Cartier Parkway.

In addition to the public open houses, there were meetings with stakeholders over the course of the study period. Early in the process, the proponent established a Public Advisory Group (PAG), which included representatives from the surrounding community associations, Greenspace Alliance, the Quartier Vanier BIA and the Rockcliffe Yacht Club. The PAG met regularly to provide input and advice to the proponent on ways to improve the draft consultation materials for presentation to the broader public.

A Public Consultations Report is available on www.clcrockcliffe.ca under the Resource Library tab.

The CDP's Technical Advisory Committee (TAC) included staff from various City departments as well as representatives from the National Capital Commission, Rideau Valley Conservation Authority, Hydro Ottawa and National Research Council. The TAC met to review and comment on the CDP's progress in November 2012, April and May 2013, January 2014 and February 2015. The TAC received and reviewed the draft CDP and supporting documents. Comments provided by the TAC were reviewed, addressed as appropriate, and incorporated into the final versions of the documents.

The notice of application for the OPA was circulated in May 2015. The CDP and supporting documents were available for viewing at the same time via the Dev Applications search tool. Notice of the CDP, the supporting studies, and OPA was carried out in accordance with the City's Public Notification and Consultation Policy.

Document 6 provides a summary of the public comments and questions raised during the public technical circulation.

COMMENTS BY THE WARD COUNCILLOR

Councillor Nussbaum provided the following comments:

The redevelopment of the Former CFB Rockcliffe is an important project for Rideau-Rockcliffe and for Ottawa. It will be the single largest development within the Greenbelt since amalgamation. It is critical that the widely consulted and agreed upon vision for a vibrant, sustainable, mixed-use and walkable neighbourhood set out in this CDP is realized through rigorous implementation. Success will mean an exciting paradigm shift for building new communities in our city. Failure, or business as usual, would mean a lost opportunity to improve the quality of life for thousands of new residents and those near the site and would also introduce serious transportation problems to the area. I look forward to working with all stakeholders to ensure success. I'd like to commend the Canada Lands Company for its commitment to engaging the public in the process of creating this plan over the last many years.

LEGAL IMPLICATIONS

Should the recommendations be adopted and the Official Plan Amendment be appealed to the Ontario Municipal Board, the duration of the hearing will depend upon the issues identified by the appellants.

As this is a City-initiated amendment, should the recommendations not be adopted, there is no right of appeal.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

Comprehensive Asset Management (CAM) is an integrated business approach involving planning, finance, engineering, maintenance and operations geared towards effectively managing existing and new infrastructure to maximize benefits, reduce risk and provide safe and reliable levels of service to community users. This is accomplished in a socially, culturally, environmentally and economically conscious manner.

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program ([City of Ottawa Comprehensive Asset Management Program](#)) objectives. The implementation of the CAM program results in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. To fulfill its obligation to deliver quality services to the community, the City must ensure that assets supporting City services are managed in a way that balances service levels, risk and affordability.

Community Design Plans (CDP) advance the Official Plan's Strategic Direction which includes making efficient use of existing infrastructure and supports walking and cycling by directing the arrangement of transportation corridors and servicing networks. As outlined in this report, the former CFB Rockcliffe is one of the last remaining significant redevelopment sites in the inner urban part of the city, given the CDP was prepared with the best practices in mind and was based on site specific opportunities and constraints, it supports a forward looking approach to meet future challenges, including changing demographics and populations, legislative requirements and environmental factors.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The proposed layout of the new community is designed to provide safe and attractive alternatives to travel in private vehicles. A connected network of sidewalks, cycle-tracks

and multi-use pathways, as well as a street pattern that supports transit service, are all aimed at creating the framework of an accessible community.

ENVIRONMENTAL IMPLICATIONS

The CDP identifies groupings of existing trees located in parks and open areas for protection. The proposed stormwater management plan includes Low-Impact Development initiatives that will increase stormwater infiltration thereby reducing the quantity of stormwater runoff and increasing the quality of the runoff.

TERM OF COUNCIL PRIORITIES

The project addresses the following term of Council priorities:

- Economic Prosperity.
- Transportation and Mobility.
- Sustainable Environmental Services.
- Governance, Planning and Decision Making.

SUPPORTING DOCUMENTATION

Document 1 Community Design Plan Area

Document 2 Former Canadian Forces Base Rockcliffe Community Design Plan

Document 3 Former Canadian Forces Base Rockcliffe Master Servicing Study

Document 4 Former Canadian Forces Base Rockcliffe Redevelopment Stormwater Management Existing Conditions Report and LID Pilot Project Scoping

Document 5 Amendment XX to the Official Plan including the Former Canadian Forces Base Rockcliffe Secondary Plan

Document 6 Summary of Public Comments Received during Public Technical Circulation and Response

DISPOSITION

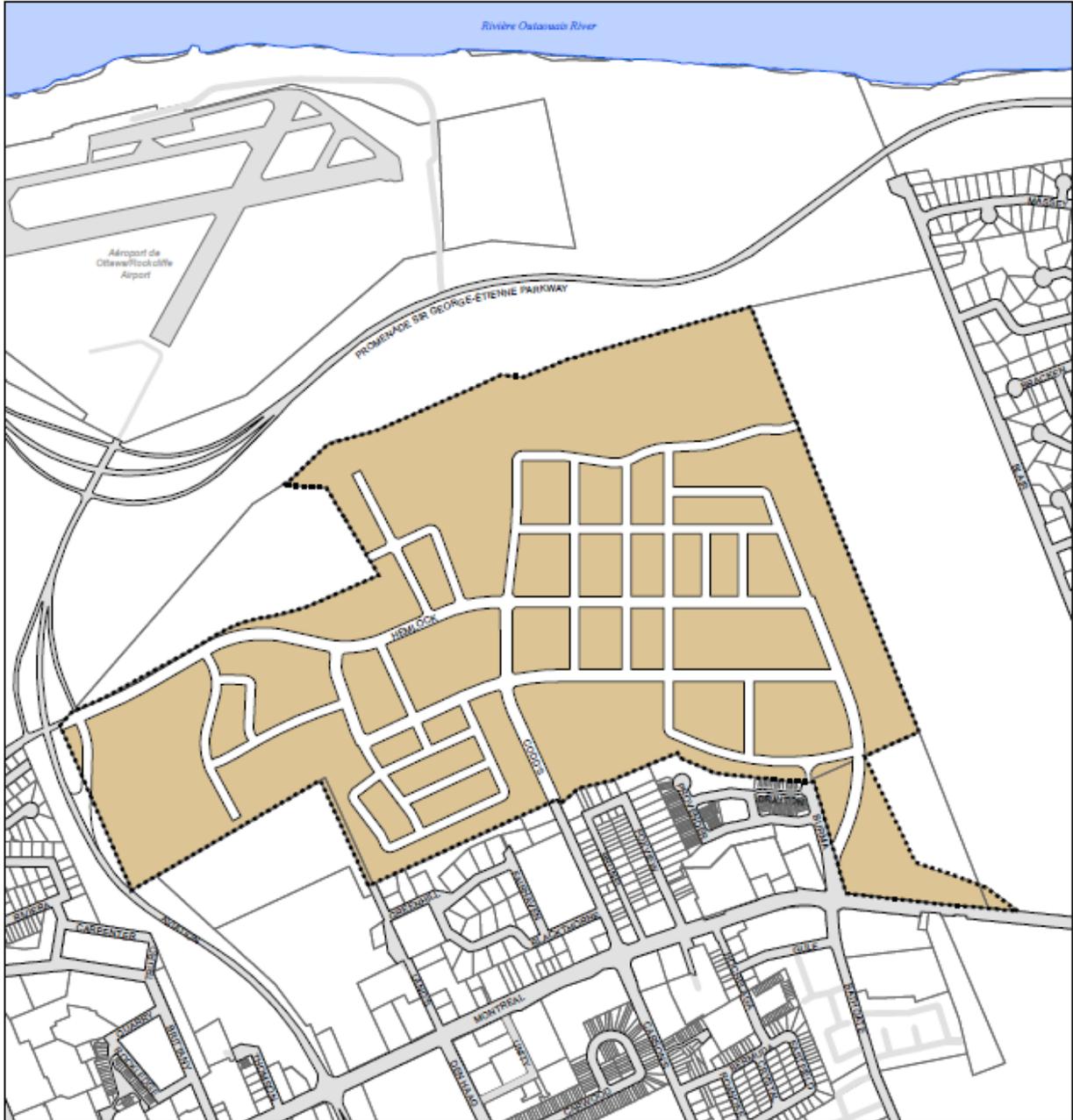
Planning and Growth Management to prepare the implementing by-laws adopting the Official Plan Amendment, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-laws to City Council.

City Clerk and Solicitor Department, Legislative Services, to notify persons who made oral or written submissions at the Planning Committee meeting, as well as all persons who requested to be notified of the adoption of the Official Plan amendment.

The City Solicitor and Planning and Growth Management to ensure that the appropriate changes to the 'On-road Cycling Routes' on Schedule C are reflected in the updated Schedule C that is included in OPA 150 when approved by the Ontario Municipal Board.

Document 1 – Community Design Plan area



Document 6 – Summary of Public Comments Received during Public Technical Circulation and Response

Question / Comment	Response
The documents do not show building lots. When will a list of lots be available?	CLC has submitted a plan of subdivision that creates the road network and development blocks. Blocks will be sold to developers who will then divide blocks into lots. There is no timing for when developers will be ready to show a lot pattern.
There is an error in the location map as it shows existing lots south of the CLC lands as subject to the OPA.	The drafting error was corrected.
Will there be seniors' residences in the new development?	The CDP allows for this.
A preference was expressed for freehold ownership over rental housing and condominium ownership.	Forms of housing tenure will be determined by the developers.
A concern was expressed that the development would result in less transportation and piped infrastructure capacity to accommodate intensification on nearby private lands that may redevelop in the future.	CLC has submitted for review the required Master Servicing and Community Transportation Studies to address future developments on their lands. Through the CDP and OPA processes, CLC is not required to address the possibility of sufficient capacity should adjacent or nearby properties wish to redevelop or intensify. The Infrastructure Master and Transportation Master Plans do not prevent adjacent properties from intensifying in the future; however, they also do not reserve capacity for specific parcels.
Construction Impacts	
Concerns were expressed over dust, noise and potential damage to homes	These are issues that are examined through the plan of subdivision process. As CLC has

<p>resulting from the construction process. Concerns were also expressed over managing construction traffic and local impacts such as restricted access and traffic flow.</p>	<p>submitted a plan of subdivision application, staff will determine and put in place the appropriate development conditions.</p>
<p>Built Form Impacts</p>	
<p>Concerns were expressed about the loss of existing views to the CFB lands and Gatineau Hills due to building heights in the centre of the development.</p>	<p>The CDP's land use plan defines a community core that is central to the new development. This area is meant to be mid-rise and mixed-use. Views will likely be affected for approximately six lots that back on the development site. With very few exceptions, such as protected views to the Parliamentary Precinct, planning legislation does not protect rights to a view.</p>
<p>Concerns were expressed about the shadow impacts of high-rise buildings on Burma Road and Thorncliffe Village.</p>	<p>Through the site plan process, the City will request shadow studies to assess possible shadow impacts.</p>
<p>Concerns were expressed about the possibility of wind vortexes caused by high-rises buildings and their impact on Burma Road.</p>	<p>Through the Site Plan process, the City will request wind studies to assess possible impacts.</p>
<p>The proposed number of units is too great and the existing roads are inadequate to handle traffic. The site should be low-rise residential and mixed-use buildings, except for the extreme east and west sides, where heights could be higher. The subdivision should not deviate from other low-rise subdivisions in the area such as Rockcliffe Park, Manor</p>	<p>Redevelopment will add cars to existing roads. The Community Transportation Study suggests mitigation measures aimed at keeping traffic moving as smoothly as possible. Additionally, Traffic Impact Assessments will be required to support each phase of implementation. The proposed redevelopment fits well into the context of the surrounding area, and its location and design serves to promote use of walking, cycling, and transit modes, thus supporting City</p>

<p>Park, Rothwell Heights, Beacon Hill North and Orleans North.</p>	<p>of Ottawa policies, goals and objectives with respect to redevelopment, intensification and modal share. Limiting the redevelopment to low-rise residential and mixed-use of the same density as the surrounding subdivisions will not promote the OP's Strategic Directions. It will also not support the local, community serving uses that the public identified as important through the public consultation process.</p>
<p>Multi-use Pathways (MUPs) and bioswales</p>	
<p>MUPs along school frontages are less secure environments for active transportation of children (pedestrian and cyclists) travelling to school. Bioswales may also preclude the use of the roadway for drop-off areas. Can the bio-swales/MUPs be relocated to the opposite side of the road from the schools sites?</p>	<p>Both schools have three road frontages; with a MUP/bioswale on one side, there are two remaining frontages for access, drop-off etc. Given the block configuration, moving the MUP to the other side of the road will result in a more broken MUP corridor with many more street crossings, which will not increase cyclist/pedestrian safety as there will be more contact points with traffic.</p>
<p>Parks Master Plan (PMP)</p>	
<p>Detailed recommendations were given for the design of each park, tree retention, the control of invasive species and future planting.</p>	<p>The PMP is a high level look at future park sites and the amenities that could go there; the PMP is not the final design for each site. As the lands develop, each park site will go through a detailed design process where the existing vegetation, proposed plantings, facilities and materials are examined in detail.</p>
<p>Mobility</p>	
<p>As connections to the transitway and within the site will be important, suggestions were given for an aerial tramway linking the site to Blair Station via Blair Road, underground</p>	<p>OC Transpo will service the site and is planning for efficient connections to Blair Station. Given the CDP's goal to enhance street life and support small-scale business and activities at grade, both underground tunnels and +15</p>

tunnels on site, and +15 connections between buildings.	connections, which pull people away from grade, are not being contemplated.
So that people are encouraged to move away from personal fossil-fuel transportation and use electric vehicles and motorbikes, narrower roads, traffic circles, and fewer spaces for private cars and parking are suggested.	Road design does not normally factor into the decision of which fuel source to power a vehicle with. The proposed roads in the development are only one lane in each direction; most have the potential to accommodate parking for visitors and users of future businesses etc. Green Communities Canada and the affected school boards have advised that roundabouts are not conducive to active school transportation.
Trees and Vegetation	
We are concerned with removal of existing trees on site.	The CDP is conceptual and does not deal with the specifics of each tree on site. In general, the principles of the CDP seek to retain and protect as many healthy trees as possible. Tree Conservation reports are required with subdivision and site plan applications. These reports will look at the specific conditions of existing trees on the site and determine which should be retained.
We are opposed to the removal of trees or altering of the cliff on the south edge of the development site.	The CDP does not propose to take down tree cover on the sloped or ridge; it also does not propose to alter the cliff.
The reports do not indicate that the Montfort Woods is an ESA as well as a Natural Heritage Area in the NCC's Plan for Canada's Capital.	The CDP has been revised to indicate that the zoning is now Environmental Protection Zone (EP) and to make reference to updates to the NCC documents.
Codd's Road	
Concerns were expressed about Codd's Road becoming a 4 lane road, and about loss of front lawn	Codd's Road will be upgraded, but is only planned to be a two-lane road. As part of the upgrade, the City owned right-of-way (ROW) will

area and parking space on driveways.	likely be reconfigured and there may be loss of green and parking areas in the portion of the ROW in front of homes.
As a sewer will be installed to service the new development, is it possible for existing homeowners to tie in?	This will be evaluated through the plan of subdivision process.
Concerns were expressed over the speed of existing and future traffic and over the noise impacts of these vehicles. Requests were made for buses not to use Codd's Road and for speed bumps to be added to Codd's Road.	As the lands develop, OC Transpo will determine which routes best serve the community. Buses will likely use Codd's or Burma Road. The possibility of speed bumps will be determined through the plan of subdivision process.
Concerns were expressed that a redesign of Codd's Road would result in more difficult access to existing properties.	Any redesign of Codd's Road will have to maintain safe access to existing properties or provide new appropriate access points. The road configuration will be determined through detail design and the plan of subdivision process.
Burma Road	
How will Burma Road be realigned?	Burma Road at Montreal Road will be realigned to create a new road connection into the new development. The new road will swing east as it drops down from Montreal Road. Existing Burma Road will be dead-ended near Provender Avenue so that the traffic going into the base by-passes the existing houses. Existing residents will go north into the base to connect to the new road and then Montreal Road.
Concerns were expressed about increased traffic volumes, about Burma Road as a thoroughfare to	The new road is not planned to act as a high-speed connection to downtown. The new road (the main street) in the development will be

downtown Ottawa and increased safety risks and accidents.	one lane in each direction and will have stop signs.
Why can't Burma be left alone and a second connection to Montreal Road create the 'major collector' into the new development?	Given the configuration of Montreal Road and the slopes on site, there is not enough space to keep existing Burma open and create a second connection, further to the east, into the site.
What is the proposed cross-town bike-way?	These are bike paths that are level with the sidewalk so they are separated from the street.
We are opposed to rapid transit on Burma Road.	There will be buses but there is no plan for rapid transit through the new development.
Will there be a loss of street parking?	Detailed road design will occur through the plan of subdivision process. While the street will be opened at one end, it will be closed at the other, so parking lost and gained may be balanced.
Will the area in front of existing homes change?	Detailed road design will occur through the plan of subdivision process.
Residents of Drayton Private are concerned that the new configuration of Burma will result in extra traffic down their private street. This will increase wear and tear and could result in repairs paid at the expense of the condo corporation.	Drayton Private is a private street and, as such, the City has no jurisdiction over the road and cannot require road modifications to private lands. As owners, the condo residents could take steps to alter the road to prevent or limit non residents from using the private street.
Rockcliffe Flying Club	
Concerns were expressed about the potential for bird strikes due to proximity of stormwater management ponds to the airport runways.	While the Rockcliffe Airport does not have an Airport Zoning Regulation under the <i>Aeronautics Act</i> , it is understood that land use in its vicinity should be guided by <u>TP1247E (current ninth edition)</u> . While TP247E does not specifically contain mitigation measures for stormwater management ponds, it does define a primary and secondary 'bird hazard zone', and lists

	<p>stormwater management ponds in its table of hazardous land-uses by the different 'bird hazard zones'. Bird hazard zones under TP1247E and their definition are also covered in <u>TP8240 <i>Safety Above All</i></u>. The Master Servicing Study for the CDP indicates the requirement to adequately mitigate any identified/potential bird hazards per available industry guidance.</p>
<p>Concerns were expressed about the potential for noise complaints due to proximity of the airport.</p>	<p>Through the plan of subdivision and site plan processes conditions can be imposed so that future purchasers are made aware that they are purchasing in the vicinity of noise generating uses.</p>
<p>Sustainability</p>	
<p>The CDP does not go far enough in identifying green targets and environmental requirements for the development (e.g. green roofs, LEED, geothermal heating, solar panels, wind power, demand side management technologies, water towers, on demand hot water systems etc.)</p>	<p>The CPD includes a section on sustainability. However, the City has no regulatory ability to require specific green building initiatives above the requirement of the building code. Therefore, the CDP points to possible initiatives that CLC could require of land purchasers, but aims to not mislead by suggesting that of green initiatives, beyond those proposed by the Low-Impact Development Stormwater Management pilot, will be implemented on this site.</p>