

**DOCUMENT 7 – POST CIRCULATION - KEY CHANGES TO THE SECONDARY PLAN**

ORIGINAL POLICY OR ISSUE	CHANGES TO POLICY	STAFF COMMENTS
<p><b>4. POLICIES THAT APPLY TO THE ENTIRE PLAN</b></p>		
	<p><u>Policy 4.1 General Policies</u></p> <p>The following policy was removed:  <u>4) Schools</u> play a significant beneficial role in neighbourhoods. Rezoning of any school from an institutional use will require the designation of existing sports fields and school yards to Greenspace.</p>	<p>Correspondence with the Ottawa-Carleton District School Board explained that through the disposal process of school lands the City gets the next right of first refusal after the school board, which would provide an opportunity for the city to acquire greenspace.</p>
<p><u>Clarification of Privately Owned Public Spaces</u></p>	<p><u>4.10 Parks and Privately-Owned Public Spaces (POPS)</u>, the following has been added to the preamble: “Recommendations for new parks, expansions to existing parks and opportunities for privately-owned publicly accessible spaces (POPS) are identified in Schedule C. Parks and public spaces in Schedule C are not exhaustive and subject to change through the development application process. For instance, a park may be established and located within any area of the Secondary Plan and will include facilities and programming suitable for the demographics of the planning area at the time of development as approved by the City. Additionally, park size, shape, design and location will be determined through the parkland dedication process in accordance with the Planning Act, the City’s Parkland Dedication By-law, the</p>	<p>Clarification that POPS should avoid natural heritage and natural hazard lands was requested by the RVCA. Additional clarification was required around the illustration of Parks on schedule C, and a reference to the parkland dedication process.</p>

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	<p>Park Development Manual and the Parks and Recreation Facilities Master Plan.”</p> <p>4) POPS should avoid hazard lands and natural heritage features.</p>	
<p><u>Non-designated heritage properties not addressed</u></p>	<p><u>4.17 Built Heritage</u></p> <p>The following policy has been added:</p> <p>“1) Non designated Properties listed on the City of Ottawa Heritage Register may merit designation under the Ontario Heritage Act. Any development application that involves the demolition of these properties will be subject to the City’s heritage planning process.”</p>	<p>This takes the policy that applied to 6654 Notre-Dame and applies it across the study area. This has been vetted with colleagues in Heritage and reflects the process with respect to Section 27 of the Ontario Heritage Act.</p>
<p>Escarpment setbacks due to the risk of retrogressive landslides need to be addressed.</p>	<p>a) i): Forest Valley Drive to Chants-d’Oiseaux Way, with minimum 10.0m setback for development from the top of the escarpment with additional setbacks as required by site-specific engineering studies through the development application review process, with the exception of a new street or driveway between St. Joseph Blvd and 1754 St. Joseph Blvd, and at 1820 St. Joseph Blvd.</p>	<p>Based on comments from the RVCA additional policy direction was required to determine setback requirements for development in proximity of the Escarpment.</p>
<p><b>5.1 STATION CORE</b></p>		
<p>2) Non-residential uses will be required at-grade for all buildings in the Station Core designation to provide animation of the street. Active frontages that do not provide non-residential uses may be considered where adequate animation already exists.</p>	<p>4) Active frontages will be required for all buildings in the Station Core designation to provide animation of the street. Exceptions may be considered on a case by case basis through an application for Site Plan approval if there are sufficient existing non-residential uses nearby to animate the street</p>	<p>Based on comments received, changes were made to introduce some flexibility.</p>
<p><b>5.2 STATION PERIPHERY</b></p>		
<p>The following policy has been removed:</p>	<p>These polices were combined and relocated to <u>Jeanne D’Arc Periphery</u> section:</p>	<p>The intent of this policy was to specifically accommodate existing new auto-mobile</p>

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<p>9) An automobile dealership (new sale and service) is a permitted use in the station periphery.</p> <p>10) Auto-mobile related uses may have surface parking generally not exceeding 40 percent of the lot area</p>	<p>36) An automobile dealership (new vehicle sales and service) is a permitted use in the Jeanne d’Arc Station Periphery</p>	<p>dealerships in the Jeanne D’Arc Area, to allow for expansion of existing dealership that want to adopt a more urban form, new car dealerships are a large source of employment, but the policy is in regard to a specific area in the plan not to be generally applied across the study subject area.</p>
<p><b>5.4 O-TRAIN MINOR CORRIDOR</b></p>		
<p>2) Mixed-use development up to 6- storeys in height is permitted within the Local Commercial Anchor Overlay and on lots greater than 0.5 hectares in size subject to the provisions of commercial or employment use of the ground floor.</p>	<p>2) Development up to 6-storeys in height is permitted within the Local Commercial Anchor Overlay subject to the provisions of commercial or employment use on the ground floor.</p>	<p>The requirement for 0.5 hectares was not necessary.</p>
<p><b>5.9 RECOMMENDATIONS FOR NEIGHBOURHOODS</b></p>	<p><b>5.9 NEIGHBOURHOODS</b></p>	
<p>As one of the city’s original suburban communities, Orléans features large areas of existing residential development built over multiple decades. The form of these neighbourhoods varies with local conditions and tends towards denser forms and grid-format street networks in more recent years. This Plan maintains the Neighbourhoods policies of the Official Plan. This Secondary Plan will strengthen connections between neighbourhoods and the rest of Orléans, while giving priority to active modes of transportation. This will support the ongoing</p>	<p>This Plan maintains the Neighbourhoods policies of the Official Plan. This Secondary Plan will strengthen connections between neighbourhoods in the study area and adjacent neighbourhoods in Orleans. This will support the ongoing and incremental change of Orléans over time into healthier, more walkable, 15-minute neighbourhoods. It is recommended that:</p> <p>1) Mid-Rise and High-Rise buildings not be permitted within the interior of established neighbourhoods in the Orléans Corridor.</p> <p>2) Traffic calming measures will be implemented in existing neighbourhoods; particularly to those existing residential</p>	<p>These changes were made to ensure the intent for the Neighbourhoods is read as policy rather than just a recommendation.</p>

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and incremental change of Orléans over time into healthier, more walkable, 15-minute neighbourhoods. It is recommended therefore that:	neighbourhoods within 600 metres of an O-Train Station.	
<b>6.1 ST. JOSPEH BOULEVARD CORRIDOR</b>		
	<p>The following section has been removed:</p> <p><u>Parks and Public Spaces</u>  <u>St. Jsoeph Blvd at Voyageur Creek</u>            17) The south-west portion of 1875 St. Joseph Blvd will provide the southern access to the Voyageur Creek Greenway, as described in the Jeanne d’Arc Station Area plan.</p>	The intent of this policy was repeated in the site specific polices for 1875 St. Joseph Blvd.
<p><u>Rocque Park</u>            18) The City of Ottawa will plan for a new connection between the western terminus of Rocque Street and Rocque Park, including a new bridge over Bilberry Creek and new multi-use pathways into the park. This connection will:</p>	<p>18) The City of Ottawa will plan for a new connection between the western terminus of Rocque Street and Rocque Park, including a new bridge over Bilberry Creek and new multi-use pathways into the park. Any proposed bridge or MUP will address natural hazards as part of the detailed design, which will be coordinated with the Conservation Authority. This connection will:</p>	Through consultation with RVCA, staff believe it was important to ensure any works within proximity to identified natural heritage features or hazards require consultation with the Conservation Authority.
<p><u>Comment received that 1253 Cousineau should be permitted additional height.</u></p>	<p>The addition of the following policy:</p> <p><u>1253 Cousineau St and 2591 St. Joseph Blvd</u>            41) Upon redevelopment, a north-south pathway and public easement is strongly encouraged, preferably along the east property line, in order to provide an active transportation connection between Cousineau St and St. Joseph Blvd through 1253 Cousineau St and 2591 St. Joseph Blvd.</p>	Staff agreed that mid-rise height would be acceptable on this side street and that a pathway to St Joseph would be strongly desired

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<p><u>2757 St. Joseph</u> 49) The City will support future severances for residential intensification over the rear part of the property fronting Rocque St.</p>	<p>48) Development resulting in residential intensification at the rear of this property, fronting Rocque Street is encouraged.</p>	<p>For clarification, the intent of this policy was to encourage development fronting Rocque Street, all severances must go through the Committee of Adjustment process.</p>
<p><b>6.2 JEANNE D’ARC STATION AREA</b></p>		
<p><u>Jeanne D’Arc Station General Policies</u> 16) The Voyageur Creek shall transform into the Voyageur Creek Greenway, an important public realm feature with components on both public and private land. The new, north-south linear greenway will comprise of the existing stormwater management facility, a multiuse pathway (MUP) on both the east and west sides and periodic passive public spaces.</p>	<p>16) The Voyageur Creek shall transform into the Voyageur Creek Greenway, (VCG), an important public realm feature with components on both public and private land. The new, north-south linear greenway will comprise the existing stormwater management facility, a multi-use pathway (MUP) on both the east and west sides, and periodic passive public spaces. Setbacks to the VCG will be determined through the development application process and will be informed by engineering studies confirming floodplain and slope setbacks, as well as site specific considerations for privately-owned public spaces.</p>	<p>Through consultation with the RVCA, it was determined that Voyageur Creek provides important natural heritage function as well as contains hazards lands which require extra consideration for the appropriate technical studies as applicable.</p>
<p>52) The City shall undertake analysis to establish flood line setback(s) through the study area to inform future Master Servicing Study and other studies needed for the planning and design of the future</p>	<p>52) The City shall undertake studies to identify hazard lands along the Voyageur Creek Greenway (VCG) to inform a future Master Servicing Study and other studies needed for the planning and design of future development, including impacts on the</p>	<p>RVCA recommended providing more direction on what should be included for future studies for the VCG.</p>

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<p>development, including impacts on the Voyageur Creek stormwater channel.</p> <p>53) In conjunction with recommended engineering to address flood lines and slope stability, the City shall undertake a study to enhance the natural features within and surrounding Voyageur Creek, and to support the development of a sustainable and attractive Greenway</p>	<p>Voyageur Creek stormwater channel. These studies shall include the identification of flood risk and hazardous lands determined by slope stability and landslide hazard assessment as appropriate for site conditions</p> <p>53) In conjunction with recommended engineering to address hazard lands, the City shall undertake a study to enhance the natural features within and surrounding Voyageur Creek, and to support the development of a sustainable and attractive Greenway. Where feasible, recommendations from the 2013 Voyageur Creek Report regarding restoration and monitoring shall be implemented.</p>	<p>With recommendation from the RVCA, to include reference to the Voyageur Creek 2013 Summary Report, including recommendations for the restoration and monitoring of Voyageur Creek.</p>
<p><u>New Development in the Jeanne D’Arc Station Area</u></p> <p>56) Any proposed slope stability structures and infrastructure shall be on private property and not encroach within:</p> <ul style="list-style-type: none"> <li>a. Easements;</li> <li>b. Hazard limits identified in RVCA’s Hazard Mapping (once identified); and</li> <li>c. City property.</li> </ul>	<p>55) Hazards should be avoided when remedial works are not required. If site conditions are such that there are no other alternatives and the hazard requires remediation, any proposed works will not encroach within easements or on City property. If the works encroach within the limit of hazard land, such encroachment shall be fully supported by appropriately scoped engineering and environmental impact assessments to demonstrate no adverse impact on the management of the natural hazard, nor environmental features both on or off site</p>	<p>This section originally placed an emphasis on structural works to modify or remediate the hazard, whereas the RVCA advises that emphasis should be on avoidance of the hazard.</p>
<b>6.3 CONVENT GLEN</b>		
<p>4) The following improvements have been identified as desired active transportation</p>	<p>4) The following improvements have been identified as desired active transportation</p>	<p>a. and b. will not be funded through implementation of the TMP. Item c. will be funded by Stage 2 of the O-Train construction. a. – c. are still identified on Schedule C as</p>

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<p>projects that may be funded through Area-Specific Development Charges:</p> <ul style="list-style-type: none"> <li>a. Physically separated cycling facility along Orléans Boulevard from Fortune Drive to Jeanne d’Arc Boulevard North;</li> <li>b. Physically separated cycling facility along Orléans Boulevard from St Joseph Boulevard to Lumberman Way;</li> <li>c. Dedicated cycling lane along Orléans Boulevard from Fortune Drive to Lumberman Way;</li> <li>d. Pedestrian connection to Orléans Boulevard (southeast) from the existing east-west pedestrian path south of Highway 174; and</li> <li>e. Improvements to the existing east-west pedestrian path south of Highway 174 as a multi-use pathway.”</li> </ul>	<p>projects that may be funded through Area-Specific Development Charges:</p> <ul style="list-style-type: none"> <li>a. Pedestrian connection to Orléans Boulevard (southeast) from the existing east-west pedestrian path south of Highway 174; and</li> <li>b. Improvements to the existing east-west pedestrian path south of Highway 174 as a multi-use pathway.”</li> </ul>	<p>future active transportation improvements to the area, but they no longer require policy language to enable their funding mechanisms.</p>
<p><b>6. 4 PLACE D’ORLEANS TOWN CENTRE STATION AREA</b></p>		
	<p>The following policy has been added:            11) The following has been identified as a desired active transportation project that may be funded through Area-Specific Development Charges:</p> <ul style="list-style-type: none"> <li>a. Physically separated cycling facility or active transportation connection that</li> </ul>	<p>Previous construction plans for Stage 2 of the O-Train identified cycling facilities along Champlain Street and the Champlain Street Bridge, but feedback given during the Technical Circulation period stated that these will no longer be funded through the Stage 2 budget. An alternative funding mechanism needed to be secured for these cycling facilities.</p>

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	<p>provides a safe path for cyclists along the western side of Champlain Street from Jeanne d’Arc Boulevard until the Place d’Orléans signalized intersection. This may be built within the existing Champlain Street right of way. Where possible, this path will connect to the existing cycling network.</p>	
<p><u>Place D’Orléans Site Specific Policies</u></p> <p>20) Upon development at 530 Brisebois Crescent, a public active transportation connection to the future Orléans Town Centre O-Train Station must be provided.</p> <p>21) Upon development at 240 Centrum Blvd, the existing public plaza will be extended south to connect to St. Joseph Blvd. The future public plaza details are as follows:</p> <ul style="list-style-type: none"> <li>a. Retail frontage on each side of plaza shall be required.</li> <li>b. Designed with relatively formal landscaping and lighting.</li> <li>c. Intended to accommodate public events and celebrations.</li> </ul>	<p>21) Upon development at 530 Brisebois Crescent:</p> <ul style="list-style-type: none"> <li>a. The required conveyed parkland shall be located adjacent to the existing Royal 22e Regiment Park to enable expansion of the recreational amenities.</li> <li>b. An active transportation connection to the future Orléans Town Centre O-Train Station may be required and is independent from the required parkland conveyance.</li> </ul> <p>22) Upon development at 240 Centrum Boulevard, the required conveyed parkland shall be provided centrally to connect Centrum Boulevard to St. Joseph Boulevard and contribute to Centrum Boulevard as an urban and pedestrian-oriented environment.</p>	<p>Refinements recommended through technical circulation.</p>



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<p><u>500, 505, 520, 550, 580 Famille-Côté Avenue, and 850 and 950 Champlain Street</u>                      25) Development on the parcels at 500, 505, 520, 550, 580 Famille-Côté Avenue, and 850 and 950 Champlain Street will require:</p> <ul style="list-style-type: none"> <li>a. A plan for servicing, loading and parking that minimizes interruptions for pedestrians and cyclists</li> <li>b. Public realm and mobility features plan that prioritize placemaking, and will support safe connections from the station to Jeanne d’Arc Boulevard, and that includes opportunities for POPS and public art;</li> <li>c. Phasing of development with a preference to include sites framing Famille-Côté Avenue in the first phases d. A plan illustrating the approximate location of buildings which includes mid-rise and high-rise buildings, with a clear transition to a lower built form where fronting Jeanne d’Arc Boulevard, Bilberry Drive and Du Bois Avenue.</li> </ul>	<p>26) Development on the parcels at 500, 505, 520, 550, 580 Famille-Côté Avenue, and 850 and 950 Champlain Street will require:</p> <ul style="list-style-type: none"> <li>a. Minimal interruptions for pedestrians and cyclists;</li> <li>b. Placemaking initiatives that include POPS and public art;</li> <li>c. Safe connections from the station to Jeanne d’Arc Boulevard;</li> <li>d. Phasing of development prioritizing the sites framing Famille-Côté Avenue in the first phases; and</li> <li>e. Clear transitions to a lower built form where fronting Jeanne d’Arc Boulevard, Bilberry Drive and Du Bois Avenue.</li> </ul> <p>The following policy has been added:                      31) For the lands generally known as 850 Champlain, despite existing and future property lines for development blocks, tower separations on each lot can vary relative to setbacks from block/lot lines as long as the minimum tower separation required by policy 4.6(3) is provided or demonstrated to be feasible.</p>	<p>The intent for this policy was to outline what is expected for the demonstration plan for the identified properties– which would represent a master plan for the entire site. Section 4.21 (Demonstration Plans), changes were made to provide clarity.</p> <p>The addition of this policy is to provide flexibility without compromising the intent of the tower separation policy.</p>

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	<p>The following section has been added with the subheading “Parkland Dedication for Centrum Boulevard”:</p> <p>31) To support the transformation of Centrum Boulevard into a vibrant and walkable urban commercial street with a well-connected public realm, properties located between Place d’Orléans Drive and the eastern access to Brisebois Crescent may be required to locate their required conveyed parkland along Centrum Boulevard’s frontage to establish a contiguous urban plaza that includes elements such as public art, trees and landscaping and street furniture.</p> <p>a. In addition to the conveyed parkland described above, properties fronting onto Centrum Boulevard from the north may be required to create connections from Centrum Boulevard to Brisebois Crescent through POPS or mid-block connections.</p>	<p>This is feedback collected that Staff support from the Technical Circulation process from the Parks department.</p>
<b>6.5 TRIM STATION AREA</b>		
<p>15) Publicly accessible space providing views of the Ottawa River will be coordinated through the development of 1009 Tweddle, and opportunities to link this public space to Tweddle Road will be explored with the intent of creating a gateway for pedestrians and</p>	<p>Policies 15, 18 and 19 have been condensed into one policy:</p> <p>17) Development will incorporate privately-owned public space (POPS), including an area at the intersection of Tweddle and Jeanne d’Arc Boulevard oriented toward, and</p>	<p>This change has been made to provide better clarity and reduce repetition in the policy.</p>

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<p>cyclists circulating to and from Petrie Island Park”</p> <p>18) Development will incorporate privately-owned public space (POPS), including an area at the intersection of Tweddle and Jeanne d’Arc Boulevard oriented towards the river shoreline. Public views to the river will be maintained, and a connection to the multi-use pathway along Jeanne d’Arc Avenue will be provided.”</p> <p>19) Development of a privately-owned public space (POPS) at the intersection of Tweddle and Jeanne d’Arc Boulevard will be completed and publicly accessible prior to the build-out of the first two high-rise buildings on the site, including the establishment of a pedestrian easement ensuring accessible river views for the public. “</p>	<p>extended along, the river shoreline. Public views to the river will be maintained, and a connection to the multi-use pathway along Jeanne d’Arc Avenue will be provided. These public spaces will be completed and publicly accessible prior to the build-out of the first two high-rise buildings on the site, including the establishment of a pedestrian easement.”</p>	
	<p><u>8600 Jeanne d’Arc Boulevard</u></p> <p>29) ... . The design will optimize the natural setting while considering constraints related to natural heritage and natural hazards.</p>	<p>Additional language to address comments from the Friends of Petrie Island group.</p>

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<p><u>3449, 3353, 3373, 3393, 3397, 3403, 3413, 3443 and 3453 St. Joseph Boulevard</u></p> <p>39) The properties subject to these area specific policies includes a part of, or all of the above listed addresses, constituting the contiguous lands between the existing east bound off-ramp from Highway 174 at Old Tenth Line Road, and the road 63 functioning as an eastbound on-ramp to Highway 174 located approximately 250 metres to the east. These lands described are bounded by St. Joseph Boulevard to the south, and Highway 174 to the north.</p> <p>40) If an O-Train station design is accepted for the Tenth Line Station, and a funding agreement is in place to the satisfaction of the City, these consolidated lands may be used for residential, office and other commercial uses with higher densities, and a taller built form, consistent with the direction for Station Core and Station Periphery designations.</p> <p>41) Through the City's surplus land disposal process, a Demonstration Plan for the lands described above shall be submitted by prospective buyers. A Demonstration Plan for the subject lands should illustrate:</p>	<p>(Preamble) The properties subject to these area specific policies includes a part of, or all of the above listed addresses, constituting the contiguous lands between the existing east bound off-ramp from Highway 174 at Old Tenth Line Road, and the road functioning as an eastbound on-ramp to Highway 174 located approximately 250 metres to the east. These lands are bounded by St. Joseph Boulevard to the south, and Highway 174 to the north. These lands are not within 600 metres of an O-train station and so additional residential land uses will not be permitted until a station at 10th line is approved and funded by the Council.</p> <p>36) In the absence of a funded 10th Line O-Train station land uses will be limited to those non-residential land uses described in current zoning.</p> <p>37) If an O-Train station funding agreement is in place to the satisfaction of the City, these lands may, based on Council approval of demonstration plan, be used for residential, office and other commercial uses with higher densities, and a taller built form, consistent</p>	<p>To address questions received from Property Owners of the subject lands.</p>

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<p>a. A residentially-focused development, providing a mix of housing options and a range of building heights, up to a maximum of 12-storeys in height;</p> <p>b. Buildings will frame St. Joseph Boulevard, creating a comfortable pedestrian environment along the north side of the street, with minimal driveway interruptions and an enhanced streetscape.</p> <p>c. Commercial spaces at grade with direct pedestrian access from St. Joseph Boulevard will be provided. d. The inclusion of a POPS or public park that links St. Joseph Boulevard to a pedestrian and cycling path running east-west, connecting the site to the proposed residential development to the east, and establishing a connection to the west that will eventually connect to Centrum Boulevard.</p> <p>42)Development of these parcels is limited to the existing zoning permissions and the following provisions, unless land consolidation is pursued resulting in a minimum lot width of 100 metres: a. Where a lot is a minimum of 40 metres wide, and 60 metres deep, buildings</p>	<p>with the policies for Station Core and Station Periphery designations.</p> <p>38) A Demonstration Plan is required. A Demonstration Plan for the subject lands should illustrate:</p> <p>a. A development, providing a mix of housing options and a range of building heights, up to a maximum of 12-storeys in height;</p> <p>b. Buildings will frame St. Joseph Boulevard, creating a comfortable pedestrian environment along the north side of the street, with minimal driveway interruptions and an enhanced streetscape.</p> <p>c. Commercial spaces at grade with direct pedestrian access from St. Joseph Boulevard will be provided.</p> <p>d. The inclusion of a POPS or public park that links St. Joseph Boulevard to a pedestrian and cycling path running east-west, pedestrian and cycling connections Centrum Boulevard and to Trim Road Station</p> <p>39) If Council determines that the future 10th line O-train station will not be constructed and deletes the station from the Official Plan and</p>	

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<p>up to mid-rise heights may be permitted. For mid-rise buildings, non residential active frontage for a minimum of 20 metres will be required facing the public street. b. Where a lot is a minimum of 40 metres wide and 1,800 square metres in area, and where the orientation of the building is generally north-south, a high-rise building up to 12-storeys may be permitted. For high-rise buildings, a non-residential active frontage for a minimum of 20 metres will be required.</p>	<p>other master plans; the lands may be developed with residential land use conditional on the provision of cycling tracks or a multiuse pathway to Place d'Orléans or Trim Road stations and consistent with the Minor Corridor designation in the Official Plan.</p>	
<b>7. IMPLEMENTATION</b>		
	<p>The following policy has been added:</p> <p>13) Land conveyance for minimum public park size, shape, quality and location will be based on parkland dedication in accordance with the provisions of the Planning Act, the City's Parkland Dedication By-law, the Park Development Manual and the Parks and Recreation Facilities Master Plan, through the development approvals process, to the satisfaction of the City.</p>	<p>Refinements recommended through technical circulation.</p>
	<p>A new <u>Section 7.1 Future Studies</u> has been added to the plan. The list of future studies includes:</p> <ul style="list-style-type: none"> <li>• Petrie Island Park Management Plan</li> </ul>	<p>This section was added for easy reference to the studies encouraged/required throughout the plan.</p>

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	<ul style="list-style-type: none"> <li>• Marine Clay Characterization Study and Recommended Standard Conditions</li> <li>• Area Specific Development Charges By-law Law</li> <li>• Traffic Calming Local Streets</li> <li>• Redesign/ Relocation of the Trim Road Works Yard</li> </ul>	
<b>SCHEDULES</b>		
	<p><u>Schedule B – Maximum Building Heights</u></p> <p>850 Champlain Blvd.– changed from 18 storeys to 25 storeys maximum building height.</p> <p>1253 Cousineau St – changed from 4 storeys to 9 storeys maximum building height.</p>	<p>Refinements recommended through technical circulation.</p> <p>1253 Cousineau St is located within the St. Joseph Mainstreet Designation where mid-rise is permitted. While the property does not directly front onto St. Joseph it is in proximity.</p>
<p><u>Schedule C – Jeanne D’Arc Station Area Public Realm</u></p>	<p><u>Schedule C – Public Realm and Mobility Approvements</u></p>	<p>Schedule C was originally a map depicting the Public Realm in the Jeanne D’Arc station area. Based on comments received, Staff have recommended extending the map area to include the entire Study Area which provides a visual representation of the new and planned Public Realm and Mobility Improvement policies. This includes identified locations for parks, POPS, multi-use pathways, cycling facilities, lands subject to</p>

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		parkland agreements and others. The new Schedule C replaces references to: <ul style="list-style-type: none"> <li>- Schedule C - Jeanne D’Arc Public Realm</li> <li>- Schedule X – Active Transportation Improvements</li> <li>- Schedule X – Lands Subject to Parkland Agreements</li> </ul>