



Official Plan Amendment XX to the Official Plan for the City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B and C – THE AMENDMENT and Appendix A and B constitute Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDICES

Appendix A – City Wide and Urban Amendments

Appendix B – Rural Amendments

PART A – THE PREAMBLE

1. Purpose

The purpose of this Official Plan amendment is to make various minor corrections, clarifications and updates to the Plan to ensure that the plan is up-to-date, clear and accurate.

2. Location

The amendment affects lands city wide as well as the general urban area and locally. Where a single property is affected this is reflected in the details of the amendment.

3. Basis

The basis for the amendments arises from Section 11.7 of the Official Plan. This section details technical amendments to the Plan.

Background

The policy modifications proposed in this amendment – in the form of updates to both the text and schedules have generally been identified as either corrections (of errors, omissions, oversights), clarifications to improve the application of policies consistent the goals and objectives of the Plan and the 2020 Provincial Policy Statement, and necessary updates based on changes to legislation, guidelines, or to better align with the overall intent of the Plan as approved by Council and the Minister of Municipal Affairs and Housing.

Rationale

The rationale for each amendment is presented in Part C – Appendix.

PART B – THE AMENDMENT

1. Introduction

The various amendments described in Part C constitute a series of Omnibus amendments to the Plan intended to correct various errors, omissions and provide necessary updates arising since ministerial approval of the Plan. Combined with the amendments described in Document 2 – Rural these amendments constitute Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

See: Part C: Appendix A and Appendix B columns titled Amendment Details

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – Appendix A – City Wide and Urban amendments

| Amendment | Volume and Policy, Schedule, or Annex | Correction, Clarification, or Update | Description / Rationale | Amendment Details Unless otherwise indicated: strikeout indicates removal, <u>bold underline</u> indicates new text |
|-----------|---|--------------------------------------|--|---|
| 1 | Volume 1 | Clarification | <p>To improve accuracy and ensure proper labelling.</p> <p>Update all references to “evolving overlay” in the Plan to “Evolving Neighbourhood Overlay” to ensure that all references are consistent</p> | <p>Update all references to the ‘evolving overlay’ in the Plan to “Evolving Neighbourhood Overlay”</p> |
| 2 | Volume 1, Section 1.4 | Clarification | <p>To clarify the terms ‘generally’ and ‘approximately’ that are used throughout the Plan.</p> | <p>Insert the following paragraphs as bullets into Section 1.4</p> <ul style="list-style-type: none"> • <u>‘Generally’ is used in this Plan to indicate the most common or typical instances, or to suggest a trend. It does not apply to every single instance. The term conveys the idea that a particular parameter will typically be met, while acknowledging that deviations may occur, and these deviations might substantively differ from the norm due to historic development or extraordinary conditions.</u> • <u>‘Approximately’ is used in this plan to indicate that a number or figure is not exact, but is close to the actual value or standard, excluding extreme outliers. The intent of this term is to allow for some flexibility around numerical targets, while still adhering to the overall objectives and policies of the Plan.</u> |
| 3 | Volume 1, Section 2.2 Introduction and Section 2.2.5, WHAT WE WANT TO ACHIEVE box, Policy Intents 1) and 4) | Update | <p>To implement Council direction.</p> <p>Adjustments that should have been made with Motion No PLC-ARAC 2021-5-32 [m8.2]. (Carried at the October 14, 2021 Special Joint Meeting of Planning Committee and Agriculture and Rural Affairs Committee and approved by Council). “Racial Equity” was added, the text should reference equity beyond women and gender diverse persons.</p> <p>introduction to 2.2. Cross Cutting Issues. The “Gender Equity” subtitle beside the icon is</p> | <p>Update references in section to 2.2 from “Gender Equity” to read “Gender and Racial Equity”.</p> <p>And make the following updates to section 2.2.5 text:</p> <p><u>WHAT WE WANT TO ACHIEVE</u></p> <p>1) Meet the housing needs of women <u>and racialized communities</u></p> |

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|-----------|---------------------------------------|--------------------------------------|--|---|
| | | | <p>missing the word “racial”: so it should say “gender and racial equity”.</p> | <p>2) Improved mobility options for women <u>and racialized communities</u></p> <p>Policy Intent</p> <p>1) Application of a gender <u>and racial equity</u> lens to meet the housing needs of women, Black and racialized communities and new immigrants</p> <p>4), Improve access to amenities</p> <p>Paragraphs 3 and 4</p> <p>Good planning should make a city more liveable for all, notwithstanding that the way a city is experienced can be very different across community groups. To align with the City of Ottawa’s Gender Equity Strategy, and subsequent equity frameworks, planning at all stages, including zoning and transportation studies, the development of local plans and the review of development applications against the policies of the Official Plan, needs to identify and respond to the priorities, preferences and concerns of women, and gender diverse persons <u>and Black, Indigenous, racialized, and religious communities.</u></p> <p>A city that is planned to consider the needs of women <u>and racialized communities</u> provides many benefits to the population as a whole. This can be achieved in the following ways:</p> <p>Bullet #2</p> <ul style="list-style-type: none"> • Embedding <u>consideration of</u> gender <u>and race into</u> City policy plans to provide a coordinated approach to achieving gender equity for all, including people who are marginalized; <p>Bullet #4</p> <ul style="list-style-type: none"> • Actively seeking input from women and, gender diverse persons <u>and racialized communities,</u> including traditionally underrepresented groups through all consultation processes for City planning initiatives; <p>Bullet #6</p> <ul style="list-style-type: none"> • Encouraging the availability of appropriate housing in all neighbourhoods for families led by women, Ggender diverse persons and communities that experience marginalization; <p>Bullet #9</p> |

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|---|--|--|---|--|---|--|--|-----------------|--|--|------------------------|-----------|--|----------------------|----------|--|----------------------|----------|--|
| | | | | <ul style="list-style-type: none"> Using other City plans, working with senior levels of government and community partners to increase safe options for women, and gender diverse persons, <u>and members of racialized communities</u> fleeing violence including family-sized units in shelters, transitional and supportive housing; <p>Combine bullets 12 and 13 to:</p> <ul style="list-style-type: none"> Reviewing equity considerations in the Transportation Master Plan, including: Transit planning to <u>that</u> considers women’s travel patterns and recognizes that different groups including people who are experiencing marginalization of women may have different travel patterns with a priority on improving transit and walkability and safety of walking routes; | | | | | | | | | | | | | | | |
| 4 | Volume 1, Section 2.2.2, Policy Intent 7) | Correction | <p>To implement Council direction.</p> <p>The Orléans Corridor Secondary Plan, formerly known as the Highway 174 Corridor study, was adopted by Council on September 8, 2022 as OPA ### This modification seeks to update the text with the updated secondary plan name.</p> | <p>The City has a number of other economic districts that have their own secondary plans or area-specific policies. These include Bayview Yards, the new Ottawa Hospital Civic Campus and the Carp Road Corridor as well as <u>the Orléans Corridor</u> an emerging economic district in the Highway 174 Corridor, where there is a Secondary Plan Study in process.</p> | | | | | | | | | | | | | | | |
| 5 | Volume 1, Section 3.2, Table 3b | Correction | <p>Consistency correction.</p> <p>The Plan uses the term “generally” rather than “approximately”. In this case the City is not aiming to have all lots ‘approximately’ 15 metres wide but that subject lots have a general frontage of at least 15 metres.</p> <p>Include minor text additions to improve interpretation.</p> | <table border="1"> <thead> <tr> <th colspan="3" data-bbox="1541 1090 2405 1114">Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets</th> </tr> <tr> <th data-bbox="1541 1114 1665 1231">Applicable Area</th> <th data-bbox="1665 1114 1867 1231">Target Residential Density Range for Intensification, Dwellings per Net Hectare¹</th> <th data-bbox="1867 1114 2405 1231">Minimum Proportion of Large-household Dwellings within Intensification</th> </tr> </thead> <tbody> <tr> <td data-bbox="1541 1231 1665 1433">Downtown Core Transect</td> <td data-bbox="1665 1231 1867 1433">80 to 120</td> <td data-bbox="1867 1231 2405 1433"> Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 25 per cent for Low-rise <u>buildings</u>; - Target of 5 per cent for Mid-rise or taller <u>buildings</u>; All other cases: none Minor Corridors: No minimum </td> </tr> <tr> <td data-bbox="1541 1433 1665 1614">Inner Urban Transect</td> <td data-bbox="1665 1433 1867 1614">60 to 80</td> <td data-bbox="1867 1433 2405 1614"> Within the Neighbourhood designation: Existing lots with a frontage generally approximately 15 metres or wider: - Target of 50 per cent for Low-rise <u>buildings</u>; - Target of 5 per cent for Mid-rise or taller <u>buildings</u>; Minor Corridors: No minimum </td> </tr> <tr> <td data-bbox="1541 1614 1665 1766">Outer Urban Transect</td> <td data-bbox="1665 1614 1867 1766">40 to 60</td> <td data-bbox="1867 1614 2405 1766"> Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 50 per cent for Low-rise <u>buildings</u>; - Target of 5 per cent for Mid-rise or taller <u>buildings</u>; Minor Corridors: No minimum </td> </tr> </tbody> </table> | Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets | | | Applicable Area | Target Residential Density Range for Intensification, Dwellings per Net Hectare ¹ | Minimum Proportion of Large-household Dwellings within Intensification | Downtown Core Transect | 80 to 120 | Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 25 per cent for Low-rise <u>buildings</u> ; - Target of 5 per cent for Mid-rise or taller <u>buildings</u> ; All other cases: none Minor Corridors: No minimum | Inner Urban Transect | 60 to 80 | Within the Neighbourhood designation: Existing lots with a frontage generally approximately 15 metres or wider: - Target of 50 per cent for Low-rise <u>buildings</u> ; - Target of 5 per cent for Mid-rise or taller <u>buildings</u> ; Minor Corridors: No minimum | Outer Urban Transect | 40 to 60 | Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 50 per cent for Low-rise <u>buildings</u> ; - Target of 5 per cent for Mid-rise or taller <u>buildings</u> ; Minor Corridors: No minimum |
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| Inner Urban Transect | 60 to 80 | Within the Neighbourhood designation: Existing lots with a frontage generally approximately 15 metres or wider: - Target of 50 per cent for Low-rise <u>buildings</u> ; - Target of 5 per cent for Mid-rise or taller <u>buildings</u> ; Minor Corridors: No minimum | | | | | | | | | | | | | | | | | |
| Outer Urban Transect | 40 to 60 | Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 50 per cent for Low-rise <u>buildings</u> ; - Target of 5 per cent for Mid-rise or taller <u>buildings</u> ; Minor Corridors: No minimum | | | | | | | | | | | | | | | | | |

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|---|---------------------------------------|--|--|--|-------------------------------|-----------------------------|------------------------|--------------------|-------------------------|---|------------|--|--|--|-----------------|----------|-----------------|----------------------------------|------|------|------|------|------|------|--|----------------|------|------|------|------|------|-----------------|----------------|----------------|----------------|------|----------------|------|------------------------|----------------|----------------|----------------|----------------|----------------|------|------------------|--------|--------|--------|--------|--------|------|--------------|--------|--------|--------|--------|--------|--------|-------------|--------|--------|--------|--------|--------|--------|
| 6 | Volume 1, Section 4.1.1, Table 4 | Correction | <p>To correct an oversight and maintain municipal operations.</p> <p>Current municipal practice is to classify Major Collector roads in the Outer and Suburban Transects as both Flow and Access roads. This modification is consistent current municipal practice and corrects a minor oversight.</p> | <p>Replace the existing table with the following:</p> <p style="text-align: center;">Exhibit 18: Road Classification and Function by Transect</p> <table border="1" data-bbox="1594 471 2924 1161"> <thead> <tr> <th rowspan="2">Transect / Planning Framework</th> <th>Downtown Core & Inner Urban</th> <th colspan="3">Outer Urban & Suburban</th> <th colspan="2">Greenbelt & Rural</th> </tr> <tr> <th>All Areas</th> <th>Town Centre, Hubs, Corridors</th> <th>Overlays²</th> <th>All Other Areas</th> <th>Villages</th> <th>All Other Areas</th> </tr> </thead> <tbody> <tr> <td>Provincial + City Highway</td> <td>Flow</td> <td>Flow</td> <td>Flow</td> <td>Flow</td> <td>Flow</td> <td>Flow</td> </tr> <tr> <td>Federally Owned Roads¹</td> <td>Access or Flow</td> <td>Flow</td> <td>Flow</td> <td>Flow</td> <td>Flow</td> <td>Flow</td> </tr> <tr> <td>Arterial</td> <td>Access or Flow</td> <td>Access or Flow</td> <td>Access or Flow</td> <td>Flow</td> <td>Access or Flow</td> <td>Flow</td> </tr> <tr> <td>Major Collector</td> <td>Access or Flow</td> <td>Access or Flow</td> <td>Access or Flow</td> <td>Access or Flow</td> <td>Access or Flow</td> <td>Flow</td> </tr> <tr> <td>Collector</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Flow</td> </tr> <tr> <td>Local</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Access</td> </tr> <tr> <td>Lane</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Access</td> <td>Access</td> </tr> </tbody> </table> | Transect / Planning Framework | Downtown Core & Inner Urban | Outer Urban & Suburban | | | Greenbelt & Rural | | All Areas | Town Centre, Hubs, Corridors | Overlays ² | All Other Areas | Villages | All Other Areas | Provincial + City Highway | Flow | Flow | Flow | Flow | Flow | Flow | Federally Owned Roads¹ | Access or Flow | Flow | Flow | Flow | Flow | Flow | Arterial | Access or Flow | Access or Flow | Access or Flow | Flow | Access or Flow | Flow | Major Collector | Access or Flow | Access or Flow | Access or Flow | Access or Flow | Access or Flow | Flow | Collector | Access | Access | Access | Access | Access | Flow | Local | Access | Access | Access | Access | Access | Access | Lane | Access | Access | Access | Access | Access | Access |
| Transect / Planning Framework | Downtown Core & Inner Urban | Outer Urban & Suburban | | | | Greenbelt & Rural | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | All Areas | Town Centre, Hubs, Corridors | Overlays ² | All Other Areas | Villages | All Other Areas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Provincial + City Highway | Flow | Flow | Flow | Flow | Flow | Flow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Federally Owned Roads¹ | Access or Flow | Flow | Flow | Flow | Flow | Flow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arterial | Access or Flow | Access or Flow | Access or Flow | Flow | Access or Flow | Flow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Major Collector | Access or Flow | Access or Flow | Access or Flow | Access or Flow | Access or Flow | Flow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Collector | Access | Access | Access | Access | Access | Flow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Local | Access | Access | Access | Access | Access | Access | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lane | Access | Access | Access | Access | Access | Access | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Volume 1, Section 4.1.2, Policy 3) e) | Correction | To correct a reference to the Evolving Neighbourhood Overlay. | e) Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving <u>Neighbourhood</u> Overlay | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | Volume 1, Section 4.1.2, Policy 11) | Clarification | Increase the legibility of Policy 11 by rewriting and rephrasing the policy using a table. | <p>Delete existing policy 4.1.2 11), and insert the following:</p> <p>4.1.2 11) The City shall require the provision of pedestrian and cycling facilities through new development, road construction, road reconstruction, and in transportation infrastructure renewal projects, as outlined in the following table:</p> <table border="1" data-bbox="1541 1479 2878 1830"> <thead> <tr> <th>Street Type</th> <th>Sidewalks</th> <th>Cycling Facilities</th> <th>Multi-use Pathways</th> <th>Intersection Facilities</th> </tr> </thead> <tbody> <tr> <td>Arterials, Major Collectors, and Collectors (Urban Areas & Villages)</td> <td>Both sides</td> <td>Generally, unidirectional on both sides or bidirectional on one side in ilimited circumstances</td> <td>Allowed within Greenbelt Transect and may be considered elsewhere for improved</td> <td>Continue through intersections in all directions using crosswalks & crossrides</td> </tr> </tbody> </table> | Street Type | Sidewalks | Cycling Facilities | Multi-use Pathways | Intersection Facilities | Arterials, Major Collectors, and Collectors (Urban Areas & Villages) | Both sides | Generally, unidirectional on both sides or bidirectional on one side in ilimited circumstances | Allowed within Greenbelt Transect and may be considered elsewhere for improved | Continue through intersections in all directions using crosswalks & crossrides | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Arterials, Major Collectors, and Collectors (Urban Areas & Villages) | Both sides | Generally, unidirectional on both sides or bidirectional on one side in ilimited circumstances | Allowed within Greenbelt Transect and may be considered elsewhere for improved | Continue through intersections in all directions using crosswalks & crossrides | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|--|--|--|-------------------------|---|--|------------|--|--|--|--|--|
| | | | | <div style="text-align: right; padding-right: 20px;">continuity and/or safety</div> <table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">New Local Streets (Downtown Core & Inner Urban Transects)</td> <td style="width: 30%;">Both sides</td> <td rowspan="3" style="width: 40%; vertical-align: middle; text-align: center;">May be identified through secondary planning processes</td> </tr> <tr> <td>New Local Streets (Outer Urban, Suburban Transects, & Villages)</td> <td>At least one side, both sides when required for direct connections to destinations such as transit stops or stations, schools, parks, pathways, public buildings, public institutions and commercial areas</td> </tr> <tr> <td>Existing Local Streets (Urban Areas & Villages)</td> <td>Pursue through reconstruction where possible and affordable, prioritizing safety over vehicular capacity</td> </tr> </table> <p>Notes:</p> <p>In the case of Mainstreet and Minor Corridors with narrow rights of way, additional consideration shall be given to the provision of on-street parking to support small business, while balancing the need for pedestrian and cycling supportive infrastructure.</p> <p>Intersections: Where pedestrian and cycling facilities are required approaching an intersection, these facilities shall be continued through the intersection in all directions using crosswalks and crossrides. The City may consider limiting crossrides where connectivity is not required or where safe cycling crossings can be provided in another way;</p> <p>The City will require pedestrian and cycling facilities as identified on Schedules C3 and C8, the Transportation Master Plan, Local Plans (and supporting studies such as Transportation Master Studies), Community Design Plans, in new road designs, or in area traffic management plans.</p> | New Local Streets (Downtown Core & Inner Urban Transects) | Both sides | May be identified through secondary planning processes | New Local Streets (Outer Urban, Suburban Transects, & Villages) | At least one side, both sides when required for direct connections to destinations such as transit stops or stations, schools, parks, pathways, public buildings, public institutions and commercial areas | Existing Local Streets (Urban Areas & Villages) | Pursue through reconstruction where possible and affordable, prioritizing safety over vehicular capacity |
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| 9 | Volume 1, Section 4.4.4, Policy 1) | Clarification | As written the policy only applies to lands subject to the Future Neighbourhood Overlay, whereas the sub-policies then provide direction that the City has preferences for certain park typologies in other designations within the Outer Urban and Suburban Transect. | 1) For areas with a Future Neighbourhood Overlay <u>and</u> in <u>the</u> Outer Urban and Suburban areas <u>transects</u> , the City has the following preferences: |
| 10 | Volume 1, Section 4.5.4, Policy 3) | Correction | <p>To correct an oversight during the Official Plan review when carrying over policy from the previous Official Plan.</p> <p>Standard municipal practice under the former Official Plan didn't require an archeological resources assessment for each application within the Downtown Core. The current language used in the new Official Plan would require such a study. This revised language upholds standard municipal practice, minimizes the number of studies required with each application, and provides the flexibility to require such a study when it is needed.</p> | 3) The Archaeological Resource Potential Mapping Study shows the historic core of the city (as defined by the city limits at the time of its incorporation in 1855) as having archaeological potential; <u>An archaeological resource assessment will not be required as part of a development application in the Downtown Core Transect, however</u> , upon discovery of any archaeological resource during the course of construction in the City's historic core area, the site shall be immediately protected from further disturbance until a licensed archaeologist has completed an archaeological assessment and any necessary mitigation has been completed. |
| 11 | Volume 1, Section 4.6, Table 5 | Clarification | <p>To clarify intent.</p> <p>Modify the description for Tier 2 of Design Priority Areas to accurately identify that Hubs within the Downtown Core Transect are captured by Tier 2.</p> <p>Schedule C7-A designates and identifies Hubs within the Downtown Core Transect as Design Priority Areas. This modification to the table seeks to clarify what is already directed by Schedule C7-A and does not change policy intent.</p> <p>The removal of "Mainstreet and Minor" simplifies and shortens the language since both types of corridors in the downtown are captured by Tier 2.</p> | Mainstreet and Minor Corridors <u>and Hubs</u> within the Downtown Core Transect; Lansdowne and Ottawa River Islands Special Districts |

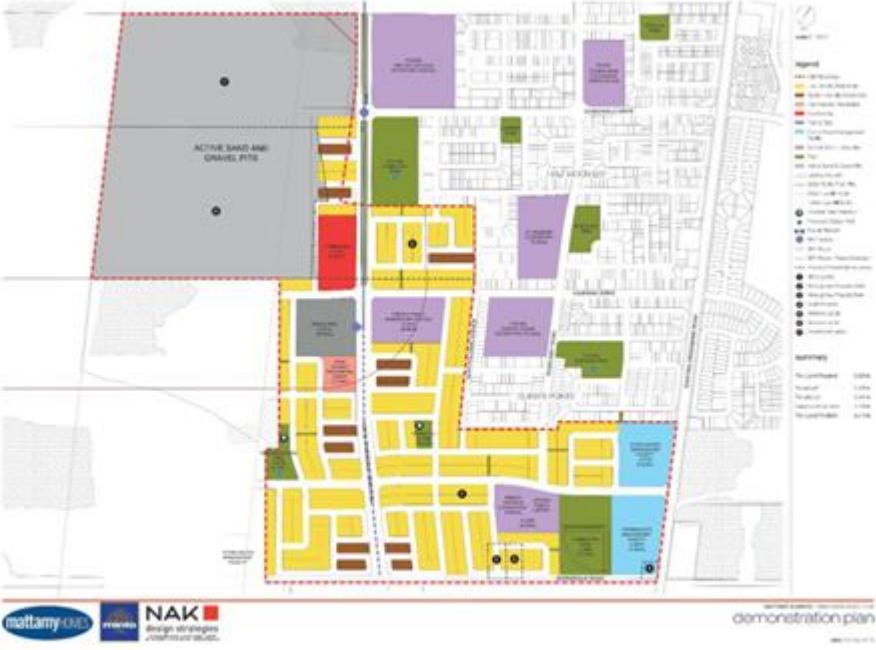
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|------------------------|---------------------------------------|--|--|---|--|------------------------|-------------------------------|--|
| 12 | Volume 1, Section 4.7.2, Policy 22) | Update | To re-add language that was included in a previous public facing draft of the Official Plan (August 2021) that was accidentally omitted before the Plan went to Joint Planning and Agricultural and Rural Affairs Committees on October 14, 2021. This addition will allow for institutional uses to be considered for small water and wastewater works. | 22) The City may consider, small water and wastewater works; to service development that is comprised of <u>an institutional use or</u> a retirement home,; <u>or</u> where the owner has entered into a responsibility agreement with the City. The responsibility agreement must contain, but is not necessarily limited to, the following components: | | | | |
| 13 | Volume 1, Table 7 | Update | An amendment to the permitted height as shown in Table 7 of Section 5 for Minor Corridors in the Suburban Transect is consistent with the permitted height of 5 to 7 storeys as set out in 5.4.1 2) (as modified by the Minister). | update to table 7 as below: <table border="1" data-bbox="1541 677 2930 747"> <tr> <td data-bbox="1541 677 2007 747"><u>5.4.1(2)</u></td> <td data-bbox="2007 677 2473 747"><u>Minor Corridors</u></td> <td data-bbox="2473 677 2930 747">Low-rise: minimum 2 storeys and maximum <u>4 5 to 7</u> storeys</td> </tr> </table> | | <u>5.4.1(2)</u> | <u>Minor Corridors</u> | Low-rise: minimum 2 storeys and maximum <u>4 5 to 7</u> storeys |
| <u>5.4.1(2)</u> | <u>Minor Corridors</u> | Low-rise: minimum 2 storeys and maximum <u>4 5 to 7</u> storeys | | | | | | |
| 14 | Volume 1, Section 5.2.3 title | Clarification | This section is intended to provide direction to both Mainstreet and Minor Corridors. | 5.2.3 - Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect | | | | |
| 15 | Volume 1, Section 5.3.2, Policy 3) | Correction | To correct a reference to the Evolving Neighbourhood Overlay and remove an unnecessary instance of the word “areas”. | 3) In the Outer Urban Transect areas , all streets within Hubs and within an Evolving <u>Neighbourhood Overlay</u> shall be identified as access streets. | | | | |
| 16 | Volume 1, Section 5.4.1, Policy 2) c) | Clarification | To simplify and consolidate duplicate policies directing heights for Mainstreet Corridors. Consolidate 5.4.3, 3) into 5.4.1 2) c) which requires adding a two-storey minimum for Mainstreet Corridors to keep with the original direction. | c) Mid-rise along Mainstreet Corridors, however the following <u>additional</u> direction applies; <u>i) Generally not less than 2 storeys;</u> ii) Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted <u>with a maximum height proportionate to the width of the abutting right of way;</u> iii)) The setback requirements fronting the street for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and | | | | |
| 17 | Volume 1, Section 5.4.2, Policy 2) | Correction | To correct a reference to the Evolving Neighbourhood Overlay. | 2) In the Suburban Transect, all streets within Hubs and within an Evolving <u>Neighbourhood</u> Overlay shall be identified as access streets. | | | | |
| 18 | Volume 1, Section 5.4.3, Policy 3) | Clarification | To clarify potentially contradicting policies. Policies for the suburban transect located language for permitted building heights in two sections. This modification removes the contradiction. | a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area specific policy specifies greater heights <u>except the Zoning By-law may restrict buildings to a Low-rise category as per 5.4.1 policy 2 c)</u> c) i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan; | | | | |

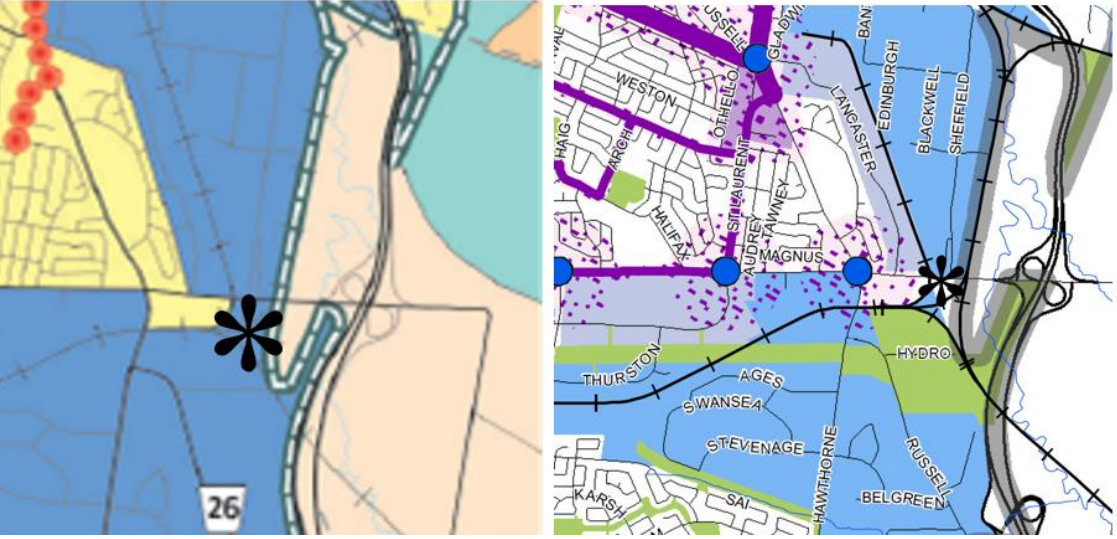
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| | | | | ii) Mid-rise buildings above 7 storeys <u>between 8 and 9 storeys</u> may be permitted through an Area-Specific Policy or Secondary Plan; and |
| 19 | Volume 1, Section 5.6.1, title and preamble | Clarification | <p>To accurately label and format the section.</p> <p>5.6.1 only applies to the Evolving Neighbourhood Overlay. "Built Form Overlays" is a reference to a previous draft of the Official Plan when multiple overlays were proposed but were consolidated into one Evolving Neighbourhood Overlay as adopted by Council.</p> <p>The Future Neighbourhood Overlay receives direction in Section 5.6.2 and is out of place in the preamble to 5.6.1.</p> <p>The 5.6.1.1 sub-section header is not required as there are no other following sub-sections.</p> <p>This amendment applies to the following Schedules: Schedule B1 Schedule B2 Schedule B3 Schedule B5 Schedule B6 Schedule B7 Schedule B8</p> | <p>5.6.1 Built Form Overlays <u>Evolving Neighbourhood Overlay</u></p> <p>The Built Form Overlays are meant to provide built form direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed.</p> <p>The Evolving <u>Neighbourhood</u> Overlay is applied to areas <u>of the Neighbourhood Designation</u> in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. <u>The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form.</u></p> <p>The Future Neighbourhood Overlay is applied to greenfield sites in the Suburban transect and to large sites within the other urban transects to give guidance and direction to the design of new neighbourhoods, so that they are conceived from the onset as 15-minute neighbourhoods that fully meet the intent of the Five Big Moves and are well integrated with surrounding neighbourhoods.</p> <p>5.6.1.1 Provide built form direction for the urban area where intensification is activated to occur</p> |
| 20 | Volume 1, Section 5.6.2 | Clarification | Applications for variance and permissions as well as site plan control are intended to be permitted on lots of record in the future neighbourhood overlay. | <p>New Policy 15)</p> <p><u>15) Within the Future Neighbourhood Overlay, applications for minor variances, permissions and site plan control may be considered on lots generally two hectares or less that existed prior to the approval of this Plan on November 4, 2022.</u></p> |

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| 21 | Volume 1, Section 5.6.2.1, Policy 10) | Correction | The development of new Industrial and Logistics lands does not require the approval of a secondary plan through a community design plan process. However, new Industrial and Logistics lands are required to participate in the supporting background studies of adjacent future neighbourhood lands as part of their secondary planning process to provide a holistic view for new infrastructure and cost-share their construction. The policy omitted new Industrial and Logistics lands on Carp Road which will require participation in a secondary planning process with adjacent lands in the future neighbourhood overlay. | 10) The community design plan process for the Category 1 lands located in Barrhaven south, north of Barnsdale Road shall include the adjacent lands designated Industrial. The lands designated Industrial can only be developed when a community design plan (CDP) and associated studies have been approved <u>Industrial and Logistics lands on Schedule C17 shall be included in the supporting background studies to the secondary planning process of adjacent future neighbourhood lands.</u> |
| 22 | Volume 1, Section 6.3.1, Policy 4) e) and f) | Clarification | Policy e) permits small-scale institutional functions, however the policy is intended to direct large-scale uses elsewhere. The reference to small-scale institutional uses is more appropriately located in policy d). The reference to “greenspace” was erroneously placed in policy e) and should be re-located in policy f). | e) Limited large-scale non-residential uses and include , <u>including</u> office-based employment, greenspace , large-scale institutions, and facilities and other smaller institutional functions; and f) Parks - <u>Greenspace, including parks</u> , open spaces and <u>natural linkage</u> areas meant to serve as public space. |
| 23 | Volume 1, Section 6.3.3, Policy 4) b) and c) | Clarification | To clarify the reference to “major streets”. Major streets are intended to refer to collectors, major collectors, and arterials. | b) The property has frontage on a major street <u>arterial, major collector or collector;</u> c) The main buildings are situated to occupy the majority of site’s major street frontage; |
| 24 | Volume 1, Section 6.5.3, Policy 2) | Correction | To correct a minor oversight and improve interpretation. These two changes reflect the accurate intent of which sensitive uses may be permitted in Mixed Industrial areas. The removal of “institutional” ensures | 2) In Mixed Industrial areas, sensitive institutional uses (including private schools, community centres, licensed <u>child</u> care centres or places of worship) may be <u>permitted</u> considered through a site-specific amendment to the Zoning By-law if all of the following criteria are met: |

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| | | | consistency with the Province’s D-series guideline for land use compatibility. The addition of “child” ensures a more accurate interpretation that aligns with the definition of “licensed child care centres” in Section 13 of this Plan. | |
| 25 | Volume 1, Section 6.6.3.2, 1) b) | Correction | An error in the objective suggested the maximum density in the area would be 2,000 units within a 600-metre radius of planned Transitway stations. This would have yielded a very low density instead of the higher densities necessary to support retail and commercial activity in the station districts. | <p>1) To promote growth and competitive position for talent, jobs and investment, the following goals and objectives will apply:</p> <p>...</p> <p>b) In order to create a critical mass to support mixed uses, the highest densities shall be focused on two emerging activity centres located generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road. The objective is to add-up-to-two-thousand-dwelling units within a 600 metres radius walking distance of these stations and to provide the density <u>people and jobs</u> to support retail and commercial;</p> |
| 26 | Volume 1, Section 7.3, Policy 2) d) i) | Clarification | <p>To ensure an accurate reference to a local term of reference.</p> <p>The Minister of Municipal Affairs and Housing modified this policy when approving the new Official Plan and introduced the term “environmental impact statement” as a study that could recommend the evaluation of an unevaluated wetland. “Environmental impact statement” is a term used in the Greater Toronto Area, whereas the City of Ottawa uses an “environmental impact study”. This does not change intent but updates a term to reflect local terms of reference.</p> <p>The modification also removed Sub-policy ii) from the Plan, therefore a list under Policy d) is no longer necessary. Sub-policy i) can be incorporated into Policy d).</p> | <p>d) The City may initiate or require a wetland evaluation under the Ontario Wetland Evaluation System if <u>it is recommended in a planning study, such as a watershed study, subwatershed study, environmental management plan, secondary plan, environmental impact study statement, or an environmental assessment.</u></p> <p>i) It is recommended in a planning study, such as a watershed study, subwatershed study, environmental management plan, secondary plan, environmental impact statement study, or an environmental assessment.</p> |

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| 27 | Volume 1 Section 11.1 3) | Update | Update the policy to reference a change under the Planning Act regarding the High-Performance Development Standard (HPDS), being new sub-section 41(4.1.1). | 3) To achieve environmentally sustainable development, the City may adopt a High-Performance Development Standard. Once adopted, the City may use Subsection 41(4.1.1) <u>41(4.1.1)</u> 41(4)(2)(d) and (e) and Subsection 41(7)(a)(7) of the Planning Act, including residential buildings containing fewer than 25 dwelling units, to secure the following sustainable and resilient design features in development that address exterior building and site matters as may be set out in such Standard, as part of developments which meet thresholds of Policy 2 a), b) and c) above: |
| 28 | Volume 1, Section 11.5, Policy 3) | Correction | To correct an error. Applications for <u>Permission</u> (s) at the Committee of Adjustment undergo a separate evaluation process than the four tests for a Minor Variance. | 3) Applications to the Committee of Adjustment for Minor Variance / Permissions are categorized as adjustments to a Zoning By-law development standard or the addition of a use which is in keeping with the applicable land-use designation of the Official Plan and the four tests for a minor variance. |
| 29 | Volume 1, Section 12.1, Policy 11) | Correction | To ensure language is consistent. The intent of this policy is to refer to an “area-specific policy” rather than an “area specific plan”. | 11) Clusters of cultural assets as may be identified by the City must be considered and protected in the development of Secondary Plans and Area-Specific Plans <u>Area-Specific Policies</u> . |

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| 30 | Volume 1, Schedules A, B6 and C12 | Correction | <p>To correct a staff oversight.</p> <p>The Environmental Assessment for the future Barrhaven Bus Rapid Transit along Chapman Mills Drive identifies an additional station west of the currently identified terminus station.</p> <p>This station at Borrisokane Road will need to be identified as the terminus station for the line and the station south of Aura Avenue (presently identified as the terminus) will need to be identified as a transitway station.</p> | <p>Add a new station along the Barrhaven Bus Rapid Transit line so that the line terminates at Borrisokane Road. Replace the terminus label for the station south of Aura Avenue with a blue dot, identifying it as “Transitway – at grade”.</p> <p>Change the designation of lands from Greenspace to <u>Neighbourhood</u>, for the Park and Ride Facility as identified in the Barrhaven South Urban Expansion Area CDP demonstration plan (below).</p>  <p style="text-align: center;">38</p> |
| 31 | Volume 1, Schedule B Series | Clarification | <p>The Evolving Neighbourhood Overlay’s primary objective is to identify areas in the Neighbourhood designation. It is out of context when applied to Industrial designations.</p> | <p>Remove the Evolving Neighbourhood Overlay from lands designated as, Mixed Industrial and Industrial and Logistics in the B series of schedules of the Official Plan.</p> |

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| 32 | Volume 1, Schedule B Series | Correction | Lands in proximity to the rail lines at Walkley Road were intended to be designated Industrial and Logistics however, a mapping error left an area without a designation on Schedule B3 – Outer Urban Transect. This correction is combined with another which removes the evolving overlay over industrial and logistics lands. | <p>Correct the Industrial and Logistics designation at the rail road corridor immediately south of the Walkley Road and Sheffield Road intersection to match the Urban Employment Area designation in the former plan (illustrated in blue below).</p> <p><i>Former Official Plan – Schedule B</i> <i>Current Official Plan – Schedule B3</i></p>  |
| 33 | Volume 1, Schedule B3 | Correction | <p>To correct a staff oversight.</p> <p>1649 Bearbrook Road is zoned as Mineral Extraction (ME) and was designated as “Bedrock Resource Area” under the previous Official Plan. There was an error when converting the previous schedule into the new B3 and the Neighbourhood designation was incorrectly applied.</p> | <p>Designate the property at 1649 Bearbrook Road as “Greenspace” and subject to the “Bedrock Resource Area Overlay”</p> <p>Add the “Bedrock Resource Area Overlay” to the legend of Schedule B3 under the Overlays heading.</p> |

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| 34 | Volume 1, Schedule B3, Schedule B7 | Correction | Lands in the Ottawa International Airport Economic District (where sensitive land uses are strongly regulated) were inadvertently added to the Evolving Neighbourhood Overlay. | Remove the Evolving Neighbourhood Overlay from lands in the Ottawa International Airport Economic District on Schedules B3 and B7 |
| 35 | Volume 1, Schedule C16, NEW segment of Heron Road | Omission (not a listed category in the header or in the staff report) | <p>To incorporate a reference from the previous Official Plan that was accidentally omitted.</p> <p>Annex 1 – Right of Way Protection, of the former Official Plan protected for a 44.5m right of way for the portion of Heron Road between Prince of Wales Drive and Walkley Road. This segment of ROW protection for Heron Road was intended to be divided into three segments, however the segment between Data Centre Road and Walkley Road was not incorporated into the new Official Plan. This ROW protection is necessary as work on the Heron Rd Bus Rapid Transit progresses.</p> | Correct schedule C16 to place the segment of Heron Road between Data Centre and Walkley to provide a right of way protection of 44.5 metres. |

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| 36 | Volume 1, Schedule C16, Table 1 | Correction | OPA 271 named the secondary plan the “Bank Street in the Glebe Plan”. | <p>In table 1:</p> <p>20.5 as per <u>Bank Street in the</u> Glebe Secondary Plan.</p> |
| 37 | Volume 1, Schedule C16, Table 1 | Correction | To clarify intent and uphold a current municipal guideline for urban local roads. | 18 metres ROW to be provided or protected, <u>or 14.75 metres ROW for single-loaded Locals with utilities and sidewalks on one side,</u> unless indicated in a Local Plan. |
| 38 | Volume 1, Schedule C17 | Update | Lands were added to the urban area with a Future Neighbourhood Overlay but are physically separated from the rest of future neighbourhood by Millennium Park. A secondary planning process is not required for the development of these lands. | Remove the lands at 5210 and 5220 Innes Road and Millennium Park from the Future Neighbourhood Overlay. |

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| 39 | Volume 2A, Barrhaven Downtown Secondary Plan, Introduction and Section 3 | Correction | Update a reference to the Transforming Overlay, which no longer exists and was replaced with the Evolving Overlay, which is proposed to be relabelled as the Evolving Neighbourhood Overlay through this amendment. | <p>Section 1: Introduction</p> <p>The City's Official Plan identifies the Barrhaven Downtown as being within the Suburban Transect, within a Transforming Neighbourhood Overlay <u>Evolving Neighbourhood Overlay</u> and designated as a Hub. Barrhaven Downtown is served by an existing grade-separated Transitway line with future plans to extend O-Train Line 1 and the Chapman Mills Transitway into and through Barrhaven Downtown.</p> <p>Section 3: Land Designations</p> <p>The future of Barrhaven Downtown will be a mixed-use community with several integrated land-designation policy areas connected by a convenient network of streets, paths and parks. The greatest densities will be focused around the Transitway and O-Train lines. Barrhaven Downtown is a designated Hub, with a Transforming Overlay <u>Evolving Neighbourhood Overlay</u> in the Official Plan. This section provides detailed land-designation policies for each policy area</p> |
| 40 | Volume 2A, Central and East Downtown Core Secondary Plan, Section 4.7.3, Policy 105) | Update | <p>OPA 265 to the former Official Plan came into effect October 13, 2021 but was still within its appeal period timeframe when the new Official Plan went to Joint Planning and Agricultural and Rural Affairs Committee on October 14, 2021, so it was not included.</p> <p>Insert a new Policy 105) to reflect an area-specific direction based on OPA 265.</p> | <p><u>105) For 2 Robinson Avenue / 320 Lees Avenue, development must incorporate space dedicated for a community amenity / use within the ground floor and near the City park at the corner of Lees Avenue and Chapel Crescent. Any Site Plan approval shall secure these details through conditions of approval.</u></p> <p><u>Commercial Uses</u></p> <p>105 <u>106)</u> Provide for small-scale shopping areas that serve the immediate residential sector and to have them distributed generally throughout Sandy Hill.</p> |
| 41 | Volume 2A, Kanata Town Centre Secondary Plan, Section 5.4, Low-Rise Employment Area | Update | To clarify the intent to permit Institutional uses for the south-east area. | <p>South-East Area</p> <p>In the Low-Rise Employment Area located in the south-east area of the Kanata Town Centre, existing development consists of light industrial buildings and a motel. It is intended that future development will consist of low-rise buildings containing office, <u>institutional</u>, and light industrial, or retail uses.</p> |

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| 42 | Volume 2A, Kanata Town Centre Secondary Plan, Section 5.8, Policy 2) d) and e) | Correction | To correct an earlier oversight to include OPA 136 from the former OP, decided by LPAT # PL141243. Also corrects an incorrect spatial reference. | <p>d) Development located in any area 3 or 4 of <u>north of Highway 417 and designated for 10 or 12 storeys on</u> Schedule B will be subject to the following provisions:</p> <p>i) A minimum building height of three storeys is required <u>for residential and office development;</u> and</p> <p>e) Development located in area 5 of <u>south of Highway 417 and designated for 12 storeys on</u> Schedule B (along Aird Place and Katimavik Road) will be subject to the following provisions:</p> |
| 43 | Volume 2A, Scott Street Secondary Plan, Schedule A – Designation Plan + Schedule B – Maximum Building Heights | Update | The Official Plan amendment #1 removed the lands from the Scott Street Secondary Plan and moved them into the West Downtown Core Plan | Amend the Scott Street Secondary Plan schedules and annexes to exclude the properties at 26, 36 and 40 Armstrong Street. |
| 44 | Volume 2A, Wellington Street West Secondary Plan, Section 2.3, Policy 19) | Correction | Inserting a site-specific exception for built-form permissions in the Hub designation to reflect OPA 230, which was in-effect as of July 10, 2019. | <p>Insert new policy 19 and renumber and correct intext references as necessary:</p> <p><u>19) Notwithstanding Section 2.3, Policy 18) the properties at 16 and 20 Hamilton Avenue North are permitted to develop with a maximum building height of eight storeys or 27.5 metres.</u></p> <p><u>20)</u> Building height in the area bounded by Holland and Parkdale Avenues and Armstrong and Spencer Streets shall have a maximum of eight storeys or 27 metres to provide a transition from the taller buildings near Scott Street down to the mainstreet building height of Wellington Street West.</p> <p><u>21)</u> Notwithstanding the above <u>Section 2.3, Policy 20)</u> the property at 233 Armstrong and 3 Hamilton is permitted to develop with a Floor Space Index that is generally equivalent to an eight-storey building without being subject to a maximum height limit of eight storeys (27 metres).</p> <p><u>22)</u> Notwithstanding that a portion of the building at 7 Hinton Avenue shall be protected through designation under Part IV of the Ontario Heritage Act and notwithstanding Section 2.3, Policy 19) <u>18)</u>, regarding a maximum building height, the entire property bounded by Spencer, Hinton, Armstrong and Hamilton shall retain its rights to develop an area equal to the Floor Space Index (FSI) of an eight-storey building, as described in Policy 3.5.4, A8 and A10 of the Wellington Street West CDP. Moreover, under this policy, a transfer of density from and measured on 7 Hinton Avenue shall permit additional building height at 7 Hinton Avenue and/or to 281 Armstrong Street until the FSI rights at 7 Hinton have been fully exercised on either property.</p> |

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| | | | | <p>23) Buildings on the blocks mentioned in Section 2.3, Policy 21) 22) will incorporate a base, body and top to ensure an attractive, pedestrian-scaled building base, streetscape and appropriate street-to-height ratio.</p> |
| 45 | Volume 2A, Wellington Street West Secondary Plan, Section 2.5, Policy 33) | Update | <p>To implement Council direction.</p> <p>To incorporate OPA 264 after the appeal has been withdrawn on November 2, 2022.</p> <p>The applicable zoning amendment, application D02-02-20-0117 is already fully in-force and in-effect. This amendment provides consistency across the new Official Plan with what is already permitted to be built.</p> | <p>Replace policy 33 with:</p> <p><u>Subject to the provision of one or more community benefits identified in the Plan and secured through agreement with the City, the properties at 26, 36 and 40 Armstrong Street and 961, 967, 969, 973 and 979 Wellington Street West are permitted a maximum building height of twelve (12) storeys. Community benefits will be provided at the time of development.</u></p> <p>And:</p> <p>Add the properties at 26, 36 and 40 Armstrong to the Mainstreet Designation of Schedule A of the Wellington West Secondary Plan</p> <p>Chapter 4: Section 4.1, Built form</p> |
| 46 | Volume 2A, West Downtown Core Secondary Plan, Chapter 4, Section 4.1, Built form, NEW Policy 9) | Update and Correction | <p>To implement Council direction. OPA 1 adopted on November 9, 2022, amends the West Downtown Core Secondary Plan and refers to a placeholder zone that was intended to be replaced once the final zoning provisions confirmed. A generic reference to the zoning's adoption date will suffice and uphold intent.</p> | <p>9) In the case of the property municipally addressed as 665 Albert Street, height maximums are determined by the MD[2509] H(83)-h zone in effect zoning, as adopted on November 9, 2022, which also sets out the maximum building height and maximum number of tower(s) and storeys., and the MD[XXXX] SYYY zone, which sets out the maximum number of towers, maximum building heights, and maximum number of storeys.</p> <p>and:</p> <p>Amend schedule K of the west downtown core plan for 665 Albert.</p> <ol style="list-style-type: none"> 1. Remove the central tower 2. Provide a maximum tower height on the west side of 36 storeys (127 metres) and 31 storeys (110 metres) for the eastern tower |

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| | | | | <p>3. Amend the legend for tower locations to read “maximum building height and approximate tower location”</p> |
| 47 | Volume 2A, Central and East Downtown Core Secondary Plan, Schedule C | Update | OPA 265 to the former Official Plan came into effect October 13, 2021 but was still within its appeal period when the new Official Plan went to Joint Planning and Agricultural and Rural Affairs Committee on October 14, 2021, so it was not included. | <p>Designate 2 Robinson Avenue and 320 Lees Avenue to have a maximum height of 28 and 32 storeys instead of 6 storeys and 20 storeys.</p> <p>Add 28 storeys and 32 storeys categories to the legend and assign colours to be reflected as per the above diagram.</p> |
| 48 | Volume 2A, Inner East Lines 1 and 3 Stations Secondary Plan, Schedule A – Designation Plan | Update | To reflect Council’s adopted direction from OPA 247. | <p>1178 Cummings Avenue and 1098 Ogilvie Road as Area A: Maximum Height 30 storeys Minimum density 350 units instead of Area B: Maximum height 20 storeys Minimum density 250 units.</p> |
| 49 | Volume 2A, Wateridge Village Secondary Plan Section 6.1, policy 2). | Correction | <p>Policy 6.1 2) was incorrectly transcribed in the secondary plan omitting reference to the Urban Design Review Panel review in the Mixed-Use designation.</p> <p>As the initial plan of subdivision and zoning applications for the site are completed this statement is no longer required</p> | <p>2) The following types of development applications, when located in High-Rise designations (as shown on Schedule A – Designation Plan), are subject to review by the City’s Urban Design Review Panel including Zoning By-law amendments where there is a request for a change in density or height, site plan control and plan of subdivision applications. The initial plan of subdivision and zoning applications for the entire CDP area are not subject to Urban Design Review Panel review.</p> <p><u>2) Within the High-rise and Mixed-Use designation the following applications will be subject to review by the City’s Urban Design Review Panel:</u></p> <p>a) <u>Zoning Amendments, where there is a request for a change in density or height;</u></p> <p>b) <u>Site Plan control;</u></p> <p>c) <u>Plan of Subdivision.</u></p> |

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| 50 | Volume 2A, West Downtown Core Secondary Plan Chapter 3: Corso Italia Station District Plan Section 5.4 | Update | This change was recommended by motion of Council. | <p>9) New public Park land of a minimum of 1700 square metres shall be provided at 818 Gladstone Avenue and located contiguous with the existing Piazza Dante Park.</p> <p><u>9) New public park land, a minimum of 580m² shall be provided at 818 Gladstone and located contiguous with the existing Piazza Dante. Additional public park land up to 1,120m² may be provided at 818 Gladstone in accordance with the Parkland Dedication By-law</u></p> |
| 51 | Volume 2C | Update | Area-Specific Policy 27 (8600 Jeanne D'Arc boulevard) should have been withdrawn when the Orléans Corridor Secondary Plan was adopted. | delete Area Specific Policy 27 |
| 52 | Volume 2C, Area-Specific Policies, ASP 3, Fernbank Community, Policy 3.2) | Correction | Corrects the accidental removal of existing development permissions. This modification will ensure that built form permissions of the previous OP and existing Zoning continue in such a time when the new Zoning By-law is implemented. | <p><u>On 5000 Robert Grant Avenue, the following building heights shall be permitted:</u></p> <p><u>a) 11.0 metres in any area up to and including 20 metres from the eastern lot line;</u></p> <p><u>b) 20.0 metres in any area over 20 metres and up to and including 30 metres abutting the eastern lot line;</u></p> <p><u>c) 30 metres, but in no case greater than nine storeys, more than 30 metres abutting the eastern lot line; and</u></p> <p><u>d) 30 metres, but in no case greater than nine storeys, in all other cases.</u></p> |
| 53 | Volume 2C, Area-Specific Policies, ASP 24.2, 3713 Borrisokane | Correction | The referenced designation is outdated and should refer to Industrial and Logistics as shown on Schedule C17, not Rural Industrial and Logistics. | <p>Where lands designated as Rural Industrial and Logistics, at 3713 Borrisokane Road, the following additional policies apply:</p> <ul style="list-style-type: none"> a) An Office is a permitted use in association with another use permitted in the designation; and b) Development must be supported by individual well and septic systems per related servicing policies in the Official Plan; and c) Full municipal services are permitted subject to the completion, acceptance and approval of a comprehensive servicing study to evaluate appropriate servicing options for the land, including that full municipal services have no adverse impact on the Trail Road Landfill Facility's operational capacity, nor will municipal services pose a risk to human health and safety as they relate to the landfill leachate plume. |

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| 54 | Volume 2C, Area-Specific Policies, ASP 42, Cardinal Creek Village, NEW Policy 42.14) | Update | <p>As per Planning Staff Report, June 14, 2013 the recommendation was not carried forward completely:</p> <p>1) adds a new policy to the Official Plan that will require landowners to enter into private agreements to share and front-end the costs of the major infrastructure projects and public amenities.</p> <p>2) A cost sharing/front end agreement will be established within the Cardinal Creek Village Concept Plan to provide for landowners who wish to front-end and share the costs contemplated in the development of major spine infrastructure (roads, sewer and water) and public amenities, and in doing so, front end for those benefiting landowners who choose not to participate in the upfront funding of the costs contemplated in a comprehensive cost sharing agreement that addresses community land and shared infrastructure principles.</p> | <p>Insert the following as a new area specific policy and renumber accordingly:</p> <p><u>As development proceeds within the Cardinal Creek Village Community Concept Plan, innovative implementation strategies will be explored in order to ensure the timely advancement of municipal infrastructure and community amenities and facilities. There shall be a front-ending agreement(s) established within the Cardinal Creek Village Community to require, through development approvals, financial contributions for key infrastructure requirements and to allow the developer(s) to advance the construction of certain facilities in accordance with agreed-upon financial principles.</u></p> <p><u>Landowners within the Cardinal Creek Cost Sharing area, as identified on Schedule 42.A, shall enter into a private agreement(s) to share the costs of major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for development of the Cardinal Creek community. Costs shall be distributed fairly among benefiting landowners. The agreement(s) shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner.</u></p> <p><u>The City shall also include a condition of approval for all plans of subdivision, plans of condominium, site plan and severance applications in the Cardinal Creek Cost Sharing area, requiring notification from the Administrator of the Cardinal Creek Land Owners' Group that the owner is party to the agreement(s) and/or has paid its share of any costs pursuant to the agreement(s).</u></p> |
| 55 | Volume 2C, Area-Specific Policies, NEW Policy 49) | Omission | <p>Create new Area-Specific Policy 49) to correct an accidental omission before the Official Plan went to Joint Planning and ARA committee on October 14, 2021.</p> <p>This new Area Specific Policy incorporates changes that reflect OPA 118, which came into effect on August 13, 2012.</p> <p>This amendment will require an update to Annex 5.</p> | <p><u>Landowners within the boundary of the East Urban Community – CDP For The Phase 1 Area and the East Urban Community - Community Design Plans for the Phase 2 Areas, approved by Council, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of East Urban Community, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of subdivision, plans of condominium and severance applications, and as a condition of approval for site plans in the East Urban Community, Phases 1 and 2, requiring notification from the Trustees of the East Urban Community Phases 1 and 2, that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.</u></p> |

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| 56 | Volume 2C, Area-Specific Policies, NEW Policy 50) | Update | <p>Create new Area-Specific Policy 50) to implement OPA 268</p> <p>OPA 268 to the former Official Plan came into effect October 13, 2021 but was still within its appeal period when the new Official Plan went to Joint Planning and Agricultural and Rural Affairs Committee on October 14, 2021, so it was not included.</p> <p>This amendment will require an update to Annex 5.</p> | <p><u>On 861 Clyde Avenue, up to six high-rise buildings will be permitted within 400 metres of a Transit Level of Service 'B' corridor as per Schedule C2 - Transit Network Ultimate, of Volume 1 - Official Plan. One of each of the six high-rise buildings may have a maximum height of: 39 storeys; 36 storeys; 31 storeys; 29 storeys; 25 storeys; and 22 storeys.</u></p> |
| 57 | Volume 2C, Area-Specific Policies, New policy 51) | Update | <p>Create new Area-Specific Policy 51) to implement OPA 269.</p> <p>OPA 269 to the former Official Plan came into effect October 13, 2021 but was still within its appeal period timeframe when the new Official Plan went to Joint Planning and ARA Committee on October 14, 2021, so it was not included.</p> <p>This amendment will require an update to Annex 5.</p> | <p>51) On 211 Centrum Boulevard a standalone Retirement Home is permitted.</p> |