

Subject: Omnibus 2 - Official Plan Amendment

File Number: ACS2024-PDB-PS-0087

**Report to Agriculture and Rural Affairs Committee on October 3, 2024
and Planning and Housing Committee on October 9, 2024 and Council on October
16, 2024**

**Submitted on September 23, 2024 by Derrick Moodie, Planning Services,
Planning, Development and Building Services**

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Ward: City Wide

Objet : Modification générale 2 du Plan officiel

Dossier : ACS2024-PDB-PS-0087

Rapport au Comité de l'agriculture et des affaires rurales

le 3 octobre 2024

et au Comité de la planification et du logement le 9 octobre 2024

et au Conseil le 16 octobre 2024

**Soumis le 23 septembre 2024 par Derrick Moodie Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

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Quartier : À l'échelle de la ville

REPORT RECOMMENDATIONS

1. That the Agriculture and Rural Affairs Committee and the Planning and Housing Committee recommend Council approve and adopt Official Plan Amendment 34, as presented in Document 1.
2. That the Agriculture and Rural Affairs Committee recommend Council approve and adopt the Official Plan Amendment 35, being the removal of 1600 Stagecoach Road from the Village of Greely, to be consistent with Bill 150, as presented in Document 2.
3. That the Agriculture and Rural Affairs Committee and Planning and Housing Committee approve the Consultation Details Section of this report to be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of October 16, 2024, subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'agriculture et des affaires rurales et le Comité de la planification et du logement recommande au Conseil d'approuver et d'adopter la modification 34 du Plan officiel, présentée dans le document 1.
2. Que le Comité de l'agriculture et des affaires rurales recommande au Conseil d'approuver et d'adopter la modification 35 du Plan officiel, c'est-à-dire la suppression du 1600, chemin Stagecoach du village de Greely, de manière à correspondre au projet de loi 150, présentée dans le document 2.
3. Que le Comité de l'agriculture et des affaires rurales et le Comité de la planification et du logement donne leur approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la Loi sur l'aménagement du territoire, à la réunion du Conseil municipal prévue le 16 octobre 2024 », à la condition que les observations

aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

This report recommends Official Plan Amendments (OPA) to implement a series of policy and mapping updates to the Official Plan. The updates intend to ensure that the Official Plan aligns with Provincial legislation, is accurate, and is effective. This is the second City-initiated omnibus Official Plan Amendment as part of the new Official Plan implementation work plan.

The modifications proposed in this report include changes to both text and schedules (mapping). The changes are either corrections of errors or omissions, clarifications to improve implementation, updates based on changes to legislation, Council direction, or to better align with the overall intent of the Official Plan. These changes are included in Official Plan Amendment 34 – City-wide, Urban, and Rural Amendments.

The amendments recommended for approval maintain an accurate and effective planning framework for the City of Ottawa, better aligning the Official Plan with the latest legislation, guidelines, and best practices for development.

In order to align with Bill 150 and to ensure consistency in the Official Plan, Official Plan Amendment 35 – Greely Designation, proposes to redesignate 1600 Stagecoach Road to Rural Countryside on Official Plan Schedule B9 and remove the Village Residential designation from the Village of Greely Secondary Plan Schedule A.

Staff Recommendation

Planning staff recommend approval of Official Plan Amendment 34 - City-wide, Urban, and Rural Amendments.

Planning staff recommend approval of Official Plan Amendment 35 regarding 1600 Stagecoach Road in the Village of Greely.

RÉSUMÉ

Le présent rapport recommande des modifications du Plan officiel afin de permettre une série de mises à jour à des politiques et à la cartographie qu'il contient. Ces mises à jour ont pour objet de s'assurer que le Plan officiel est conforme à la législation provinciale, précis et efficace. Il s'agit de la seconde modification générale du Plan officiel effectuée à l'initiative de la Ville dans le cadre du plan de mise en œuvre de ce document.

Les modifications proposées dans ce rapport portent la fois sur le texte et sur les annexes (cartographie). Il peut s'agir de corrections d'erreurs ou d'omissions, de clarifications permettant une application plus efficace, de mises à jour découlant de changements à la législation et d'orientations du Conseil ou de modifications permettant une meilleure concordance avec l'intention générale du Plan officiel. Ces modifications sont comprises dans la modification 34 du Plan officiel – à l'échelle de la ville, et dans des modifications portant sur le secteur rural.

Les modifications dont l'approbation est recommandée préservent un cadre de planification précis et efficace pour la Ville d'Ottawa, et font mieux correspondre ce document avec les lois, directives et pratiques exemplaires les plus récentes en matière d'aménagement.

Afin de respecter les orientations du projet de loi 150 et de garantir la cohérence du Plan officiel, la modification 35 – Désignation de Greely – aurait pour effet de modifier la désignation du 1600, chemin Stagecoach en Espace rural à l'annexe B9 du Plan officiel, et de supprimer la désignation de Secteur résidentiel de village de l'annexe A du Plan secondaire du village de Greely.

Recommandation du personnel

Le personnel chargé d'urbanisme recommande d'approuver la modification 34 du Plan officiel – à l'échelle de la ville, modifications des secteurs urbain et rural.

Le personnel chargé d'urbanisme recommande d'approuver la modification 35 visant le 1600, chemin Stagecoach, dans le village de Greely.

BACKGROUND

The Official Plan implementation work plan for this term of Council included three Official Plan Omnibus amendments. Omnibus 1 was scoped to minor corrections, clarifications, and updates to Volume 1 and was adopted by Council on September 13, 2023, through OPA 5. The scope of Omnibus 2 includes minor and moderate amendments, some of which align with legislative changes through Bills 23, 150, and 162.

DISCUSSION

Summary of proposed Official Plan Amendments

The proposed amendments are categorized into two categories: Minor and Moderate amendments.

Minor Amendments

- One amendment, in the Strategic Directions section, to replace bulleted lists with lettered lists for ease of reference.
- Seven amendments, in the Growth Management Framework Section, including updates to align terminology with Bill 23, *the More Homes Built Faster Act*, and clarifications to improve legibility and consistency in the Official Plan. For example, ensuring that a policy uses the correct table name when making reference to it.
- Six amendments in the City-Wide Policies Section. These include the following:
 - Correcting and clarifying language in the table for pedestrian and cyclist infrastructure.
 - Updates on where Heritage Impact Assessments may be requested near Federal heritage sites or buildings.
 - Deleting a word that was incorrectly added to the policy intended to protect all wetlands.
 - Ensuring that land use activities are considered prior to the City selecting a location for a new drinking water system.
- Eight amendments in the Transects Section. These include the following:
 - Clarifications to Minor Corridors in the Outer Urban Transect to align with the modifications made by the Minister when the Official Plan was approved.
 - Flexibility to allow for shorter building setbacks in the Suburban Transect.
 - Clarifications to policies relating to the Future Neighbourhood Overlay.
 - Re-numbering of several policies.
 - The addition of a reference to an Annex that was incorrectly omitted from the Official Plan.
- Four amendments in the Urban Designations Section. These include:
 - Updating the type of roads that mini-storage warehouses may front onto in a Hub designation.

- Removing minimum lot coverage requirements in Protected Major Transit Station Areas (PMTSAs).
- Clarifying the intent of a policy for when taller buildings may be permitted in the Neighbourhood designation.
- Clarifying applicable policies when Corridors overlap with Special District designations.
- One amendment in the Protection of Health and Safety Section to align terminology with Bill 23.
- Three amendments to the implementation policies. These include the following:
 - Expanding the scope of a policy intended to address design issues for minor variances.
 - Allowing for an alternative notification process for changes made to the Official Plan to reflect provincial changes to the *Planning Act*.
 - Aligning pre-consultation meeting requirements with the changes made by the Province through Bill 185, the *Cutting Red Tape to Build More Homes Act*.
- Six changes to the Local Plans Section, including updates and clarifications regarding the application of area-specific policies for Official Plan amendments.
- 18 mapping corrections or updates.
- Three corrections to the Road Classification and Right-of-Way Schedule (C16).
- Add the Council-adopted expansion areas and Future Neighbourhood overlay from Schedule C17 on applicable schedules and annexes.
- Replace Schedule C17 currently showing the Council-adopted expansion areas with a new Annex that labels each Future Neighbourhood expansion area to assist with current secondary planning for these areas.
- A new area-specific policy to formalize a landowner's agreement.
- A definition for "Historical Settlements" that is referenced within Rural Transect policies and depicting their locations on Schedule B9.
- A new area-specific policy to allow the potential for the extension of rural country lot subdivision applications that have received draft approval but will soon lapse.

Moderate Amendments

Per the Official Plan 2023 Implementation report (ACS2023-PRE-EDP-0005), Omnibus 2 includes several moderate amendments of greater significance. These include amendments 27, 33, and amendment 38, as further described in Official Plan Amendment 34, Appendix A.

Amendment 27 aligns an inconsistency in height permissions between Section 3.2 Support Intensification and Section 6.6 Special Districts. With the exception of specific height permission in Kanata North and the first row of properties along the Rideau Canal, this amendment allows height increases within the same height category of low-rise or mid-rise buildings in Special Districts without an Official Plan Amendment, aligning Special District heights with the permissions in Section 3.2.

Amendment 33 clarifies that Area-specific policies in Section 12.3 are to apply to all private applications for Official Plan Amendments.

Amendment 38, while also including several minor clarifications, adds flexibility in Section 12.3, Policy 1 for proposed Official Plan Amendments dealing with tree retention and when adding a permission for high-rise buildings in proximity to transit. Staff are of the opinion that the current wording of Policy 1 g) leads to unreasonable requirements for all existing trees to be retained. The amendment proposes the demonstration of how existing trees may be retained and incorporated into the development. The former change proposes to add flexibility as it is unreasonable to expect that every single tree can be retained for every development application.

Amendment 38 also increases the distance for the consideration of permitting high-rise buildings within a rapid transit station from a five-minute to a ten-minute walk within Policy 1 j) to l). These amendments allow for the consideration of more growth that is transit-supportive and able to appropriately integrate with the surrounding community. This would apply to sites where an OPA is required to permit a mid-rise or high-rise building, which would typically be within the Neighbourhood and some Special District designations, or portions thereof that do not already permit these buildings.

The proposed moderate amendments represent good planning and are in the public interest. The proposed amendments are consistent with the goals, visions, and objectives of the Official Plan. Specifically, the proposed amendments help to implement Big Policy Move 1 (Achieve, by the end of the planning period, more growth by intensification than by greenfield development) by encouraging transit-supportive development and allowing for the consideration of appropriate, modest intensification within Ottawa's built-up area.

The aforementioned amendments conform to the PPS and align with policies 1.1.3.2 and 1.1.3.3 by encouraging land use patterns that are transit-supportive while considering existing and planned contexts.

Response to Council Motion d9.1 from the Joint Meeting of Planning Committee and Agriculture and Rural Affairs Committee, Thursday, October 14, 2021, regarding the emergency shelter cap in Ward 12

On October 14, 2021 Joint Planning and Agriculture and Rural Affairs Committee adopted a motion to carry forward the existing emergency shelter cap within Ward 12 in Zoning By-law 2008-250 to the new Zoning By-law:

- The Joint Committee direct Staff to carry forward the policies limiting the number of shelters in Ward 12 to four in the new Zoning By-law, as per report ACS2008-PTE-PLA-0011.

Section 4.2.3 policy 2) c) of the Official Plan does not permit the new Zoning By-law to establish a shelter cap. An Official Plan Amendment to this policy is required to carry forward the shelter cap within the new Zoning By-law. Staff stand-by the intent of Section 4.2.3 policy 2) c) to not establish shelter caps to maximize housing equity and access; however, amendment 56 is added to Official Plan Amendment 34, Appendix A to implement Council's direction.

Response to Council Motion PLC-ARAC 2021-5-16 (m42.3) regarding Country Lot Subdivisions

At the Joint Planning Committee and Agriculture and Rural Affairs Committee meeting on October 14, 2021, the following Motion was passed:

- WHEREAS the draft new OP contains pioneering policies that will allow consideration for the relocation of unbuilt country lot subdivisions to sites that abut Villages, as a way to support and consolidate villages as and where appropriate; and
- WHEREAS the aim of the policy is also to reduce occurrences of dispersed development across the Rural Countryside; and
- WHEREAS there are locations that are not abutting to villages but contain sites that are surrounded by existing country lot subdivisions, on which the relocation of unbuilt lots at dispersed locations would be a better alternative as a way to achieve better clustering of rural development;
- THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct staff to develop new policies to be introduced through a future amendment

to the new Official Plan that would allow for consideration of relocations of unbuilt country lot subdivision from remote, isolated locations to lands that do not abut Villages but would achieve a better clustering of development; and that these new policies be presented to Committee and Council for consideration by Q3 2023; and

- BE IT FURTHER RESOLVED that Council direct staff to consider whether Policy 3.4.8 a) could also be applied to land for which an application for subdivision approval was submitted as the current policy only applies to lands that had received draft approval, final approval or registration prior to December 31, 2009.

Country lot subdivisions are residential subdivisions within the Rural area outside of Villages. These types of subdivisions are not permitted in the Official Plan.

Policy 3.4 8) of the Official Plan allows for unbuilt country lot subdivisions that were approved under the previous Official Plan to be transferred to a different location at the edge of a Village boundary if certain criteria are met. Amendment 57a to Official Plan Amendment 34, Appendix A details the policies to allow for the consideration of relocating unbuilt country lot subdivisions to achieve a better clustering adjacent to existing built country lot subdivisions.

Staff have also reviewed the status of unbuilt country lot subdivisions and are of the opinion that referencing applications deemed to be complete on December 31, 2009 as noted in the Council Motion, is required to allow for the potential relocation of such subdivisions adjacent to a village boundary. The application will require obtaining either draft approval, final approval, or registration at the original location prior to a potential transfer. Amendment 57 and 57a implement Council direction regarding country lot subdivision in the Rural transect.

Official Plan Amendment 35, Greely Designation

Official Plan Amendment 35 – Greely Designation, proposes to redesignate 1600 Stagecoach Road to Rural Countryside on Official Plan Schedule B9 and remove the Village Residential designation from the Village of Greely Secondary Plan Schedule A. The Council-adopted Official Plan did not include these lands within the Village of Greely. The Minister’s original decision on the Official Plan added these lands to the Village of Greely on Schedule B9 but inadvertently did not add the lands to the Village of Greely Secondary Plan. OPA 5 included the necessary amendments to implement the Minister’s original decision. Bill 150 reverses the Minister’s decision to add these lands to the Village of Greely. This amendment is required for the Village of Greely Secondary Plan to be consistent with Bill 150. In December 2023, the Province adopted legislation (Bill 150 - Planning Statute Law Amendment Act, 2023) that removed the

subject site from the Greely Village boundary, but did not provide a corresponding rural land use designation. In order to align with Bill 150 and to ensure consistency in the Official Plan, the subject site is proposed to be re-designated as Rural Countryside.

Public Consultation

For this proposal's consultation details, see Document 3 of this report.

RURAL IMPLICATIONS

In total, nine of the proposed amendments included in this report are primarily applicable to the Rural area.

ASSET MANAGEMENT IMPLICATIONS

There are no direct Asset Management Implications resulting from this report. The recently approved Infrastructure Master Plan identifies a variety of programs, projects, monitoring, and other initiatives that, when implemented, support the policies of the City's Official Plan.

CONSULTATION

Newspaper advertisements were placed in Le Devoir and the Citizen on Saturday, July 13, 2024. A circulation to the public, technical agencies, and stakeholders was sent on July 12, 2024.

Where proposed mapping changes were limited to specified properties, the landowners were contacted via email or by mailout.

COMMENTS BY THE WARD COUNCILLOR(S)

This section does not apply to City-wide items.

LEGAL IMPLICATIONS

As a City-initiated official plan amendment, to the extent that modifications contained within Documents 1 or 2 are not adopted by Council, there are no appeal rights in respect of any (or all) specific modifications not being adopted. In respect of the modifications that are adopted, the ability to appeal such amendments is limited to specified persons (essentially utility providers), public bodies, First Nations and the registered owner of any land to which the amendment would apply, provided that in each instance such bodies or person made submissions with respect to the amendment. The length of any hearing(s) will be dependent upon the number and scope of any such appeals.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

TERM OF COUNCIL PRIORITIES

This project indirectly supports each of the four term of council strategic priorities, being: a city that has affordable housing and is more liveable for all; is more connected with reliable, safe and accessible mobility options; is green and resilient; and has a diversified and prosperous economy. The Official Plan manages and directs physical change, and the effects of his change on Ottawa's social, economic, built and natural environment. The Strategic Directions of the Official Plan align with the Term of Council Priorities, and the Official Plan Amendments proposed in this report will improve how the Official Plan functions.

SUPPORTING DOCUMENTATION

Document 1 – Details of Official Plan Amendment 34

Document 2 – Details of Official Plan Amendment 35

Document 3 - Consultation Details

DISPOSITION

Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Planning Operations to update the consolidated version of the Official Plan, including schedules, as applicable.

Document 1 – Details of Recommended Official Plan Amendment 34

Official Plan Amendment 34

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. 34 to the Official Plan for the City of Ottawa.

PART B and C – THE AMENDMENT constitute Amendment 34 to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

Background

Rationale

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

Appendix C: Details of Schedule and Annex Amendments

PART A – THE PREAMBLE

1. Purpose

The purpose of this Official Plan amendment is to make changes to both text and schedules. The changes are corrections of errors or omissions, clarifications to improve

implementation, updates based on changes to legislation, Council direction, or to better align with the overall intent of the Official Plan.

2. Location

The amendment affects lands city-wide. Where a single property is affected by an amendment, this is reflected in the details of the amendment.

3. Basis

Through the Official Plan 2023 Implementation report (ACS2023-PRE-EDP-0005), the Official Plan Omnibus Amendments were identified as key mechanisms to support the implementation of the Official Plan. These amendments are to ensure that the Official Plan aligns with Provincial legislation, is accurate, and is effective.

Background

Council adopted the new Official Plan, through By-law 2021-386, on November 24, 2021. On November 4, 2022, the Minister of Municipal Affairs and Housing approved the new Official Plan. Planning staff established a workplan that would result in a minimum of three Official Plan Omnibus amendments, anticipated to improve implementation of the newly adopted Official Plan. The policy modifications proposed in this second Omnibus amendment, in the form of updates to both the text and schedules, have generally been identified as either corrections of errors or omissions, clarifications to improve implementation, updates based on changes to legislation, Council direction, or to better align with the overall intent of the Official Plan.

4. Rationale

The rationale for each amendment is presented in the “Description / Rationale” columns of Appendix A - City-wide and Urban amendments and Appendix B - Rural amendments.

PART B – THE AMENDMENT

5. Introduction

The amendments described in Part C constitute a series of amendments to the Plan intended to correct various errors, omissions and provide necessary updates arising since ministerial approval of the Plan. These amendments constitute Amendment No. 34 to the Official Plan for the City of Ottawa.

6. 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: “Revised Amendment Number for Council Consideration”, “Volume and Policy, Schedule, or Annex” and “Amendment Details”.

7. 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.

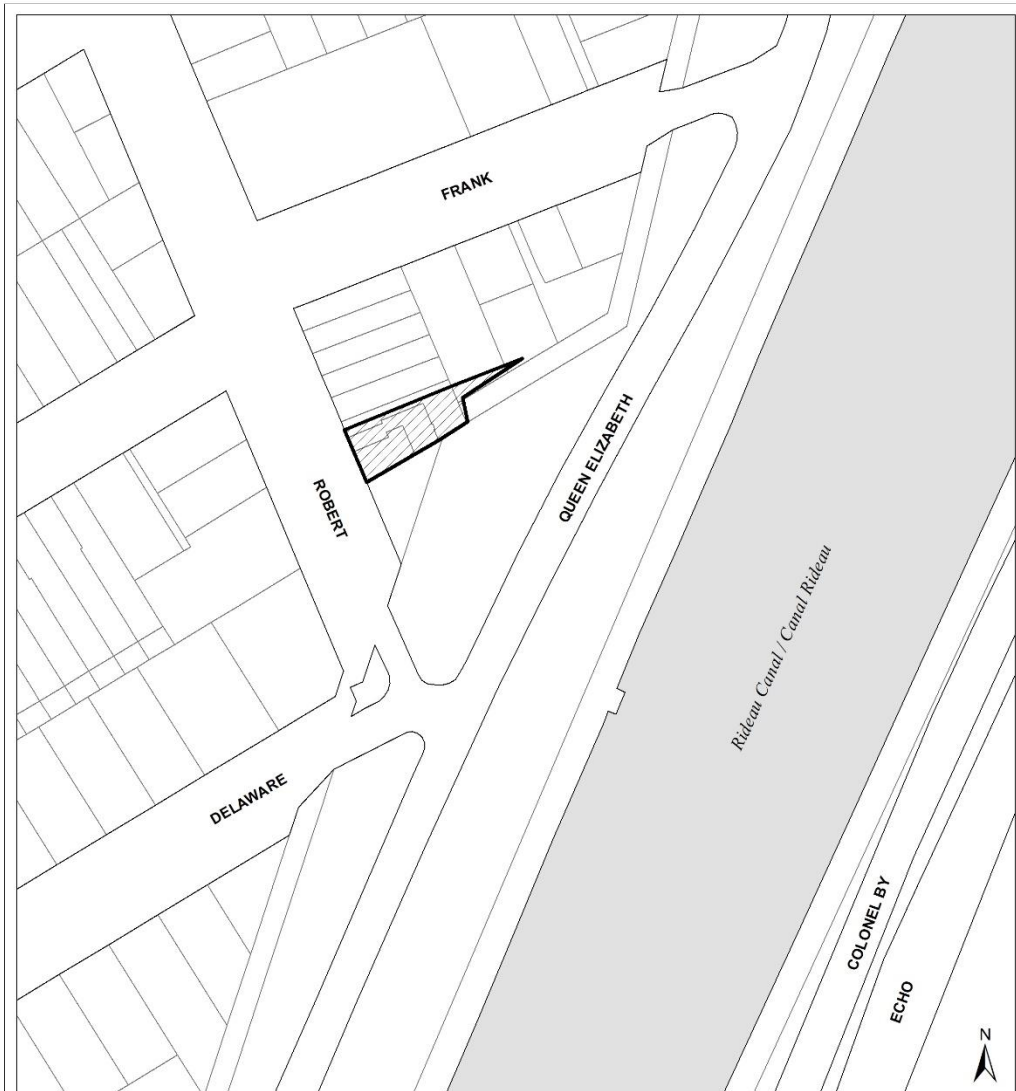
PART C – THE APPENDICES

Appendix A - City-wide and Urban amendments

Appendix B – Rural amendments

Appendix C – Details of Schedule and Annex amendments

Appendix C – Details of Schedule and Annex amendments



Prepared by: Planning, Infrastructure and Economic Development Department
 Services de la planification, de l'analyse spatiale, de la technologie et des solutions



Préparé par: l'infrastructure et du développement économique,
 Analyse spatiale, technologie et solutions

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**SCHEDULE A to
 AMENDMENT NO. 34**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 1
 Schedules C12 - Urban Greenspace

**ANNEXE A de
 L' AMENDEMENT No. 34**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexe C12 - Transect Centre-ville
 Réseau urbain d'espaces verts

 LANDS TO BE REMOVED FROM THE OPEN SPACE DESIGNATION /
 TERRAINS À RETRAIT DE LA DÉSIGNATION D'ESPACE VERT



Prepared by: Planning, Infrastructure and Economic Development Department,
Services de la planification, de Géospatial Analytics, Technologie et Solutions



Préparé par: Infrastructure et du développement économique,
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**SCHEDULE B to
AMENDMENT NO. 34**

to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Volume 1
Schedule B2 - Inner Urban Transect

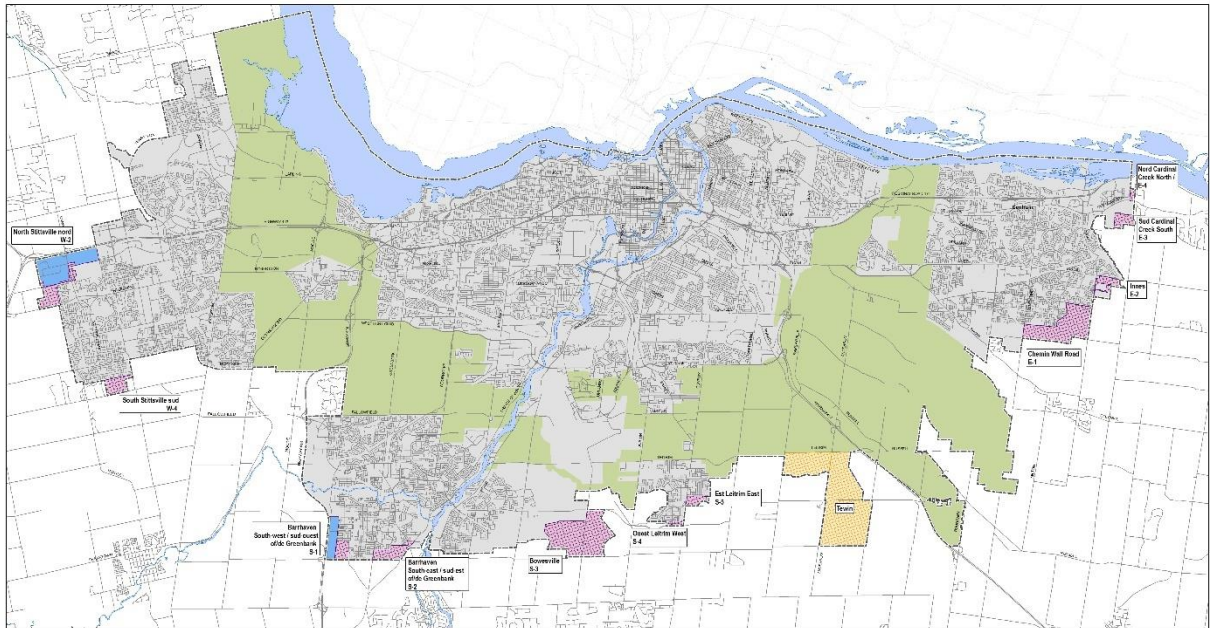
**ANNEXE B de
L' AMENDEMENT NO. 34**

au PLAN OFFICIEL
de la VILLE D'OTTAWA

Modification du volume 2
Annexe B2 - Transect Secteur urbain intérieur



LANDS TO BE REDESIGNATED FROM "NEIGHBOURHOOD" TO "MIXED INDUSTRIAL"
TERRAINS À REDÉSIGNER À « QUARTIER » À « INDUSTRIE MIXTE »



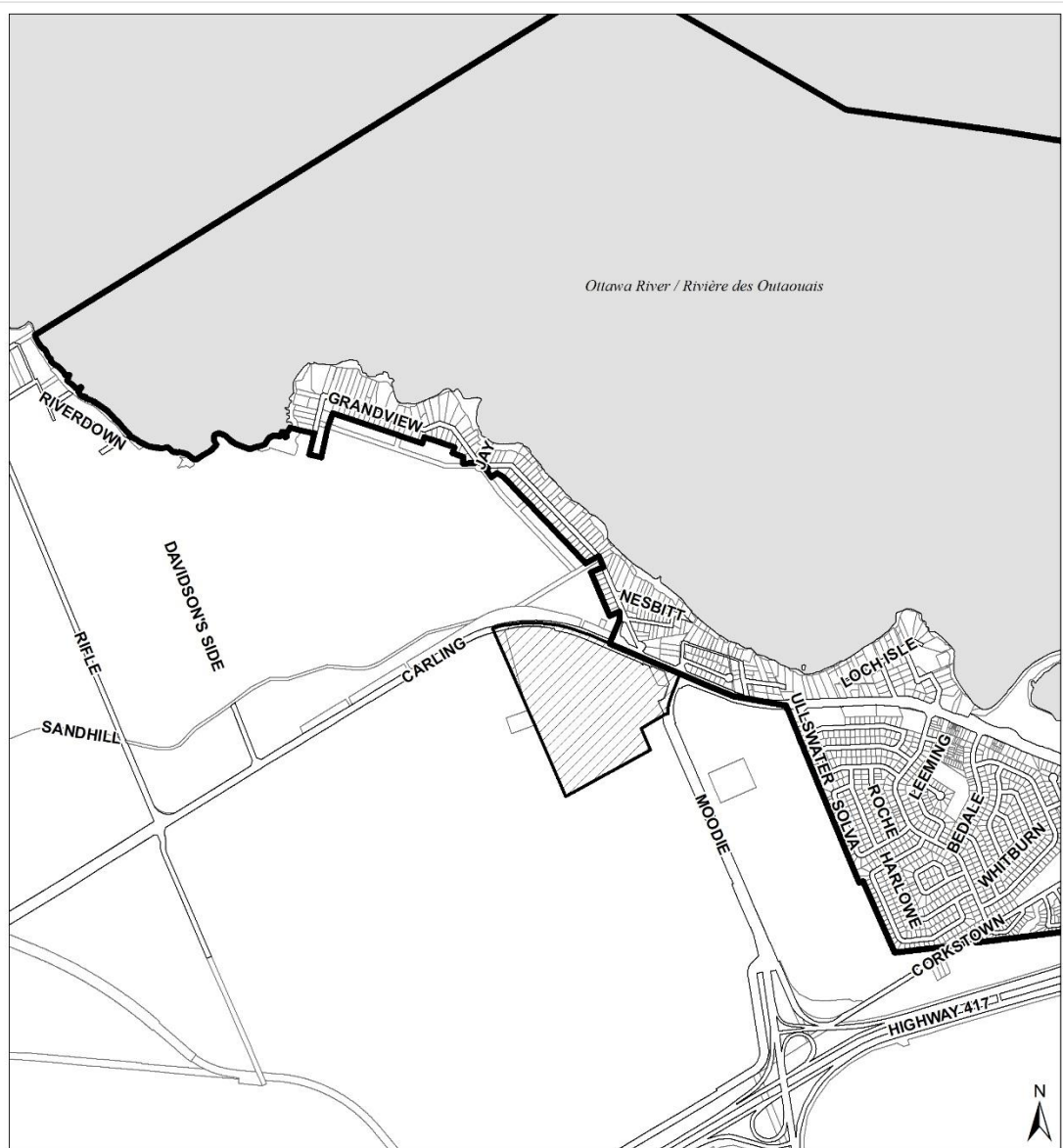
- URBAN EXPANSION AREAS / ZONES D'EXPANSION URBAINE**
- Category 1 - Future Neighbourhood Overlay /
Catégorie 1 - Zone sous-jacente de quartier futur
 - Category 2 - Future Neighbourhood Overlay - New Town Community /
Catégorie 2 - Zone sous-jacente de quartier futur - Nouvelle communauté de Tevin
 - Industrial and Logistics /
Industrie et Logistique

- Existing Urban Boundary / Périmètre d'urbanisation
- Greenbelt / Ceinture de verdure



SCHEDULE C to 34
AMENDMENT NO.
to the OFFICIAL PLAN
for the CITY OF OTTAWA
Volume 1
Adding Annex 13 - Urban Expansion Areas

ANNEXE C de 34
L'AMENDEMENT No.
du PLAN OFFICIEL
de la VILLE D'OTTAWA
Modification du volume 1
Ajouter l'Annexe 13 - Zones
d'expansion urbaine



Prepared by: Planning, Infrastructure and Economic Development Department
 Services de la planification, de Géospatial/Analyse, Technologie and Solutions



Préparé par: Infrastructure et du développement économique,
 Analyse géospatiale, technologie et solutions

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**SCHEDULE D to
 AMENDMENT NO. 34**

to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 1
 Schedule B3 - Inner Urban Transect

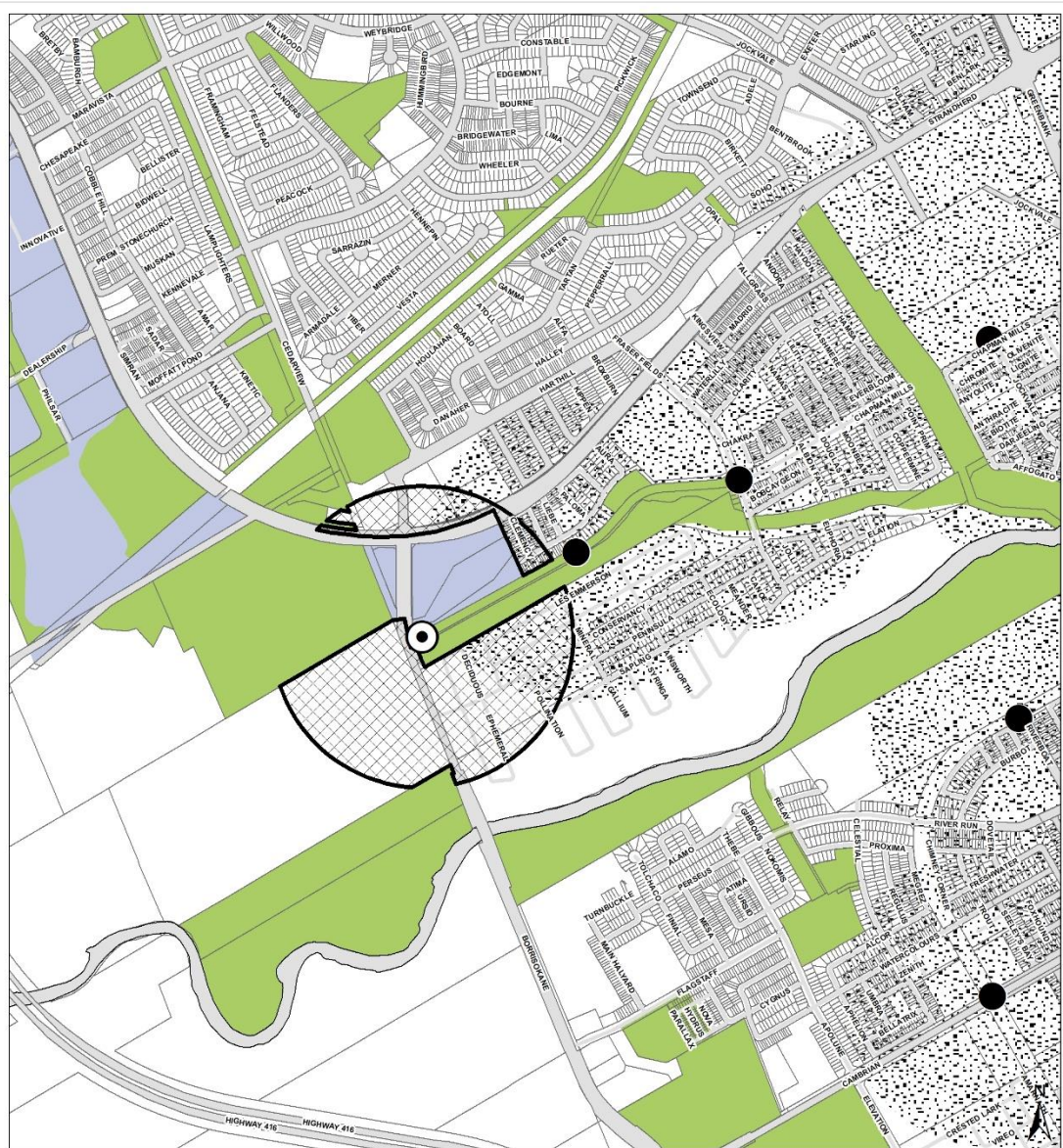
**ANNEXE D de
 L' AMENDEMENT No. 34**

au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexe B3 - Transect Secteur urbain extérieur

 CORRECTED TRANSECT BOUNDARY /
 LIMITE DE TRANSECT CORRIGÉE

 LANDS ON SCHEDULE B3 TO BE REMOVED FROM THE OUTER URBAN TRANSECT AND
 ADDED TO THE GREEBELT TRANSECT /
 LES TERRAINS DE L'ANNEXE B3 DOIVENT ÊTRE RETRAITS DU TRANSECT URBAIN
 EXTÉRIEUR ET AJOUTÉS AU TRANSECT DE GREEBELT



Préparé par: Planning, Infrastructure and Economic Development Department
 Services de la planification, de Géospatial Analytics, Technology and Solutions



Préparé par: Infrastructure et du développement économique,
 Analyse géospatiale, technologie et solutions

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**SCHEDULE E to
 AMENDMENT NO. 34**


to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 1
 Schedule B6 - Suburban (Southwest) Transect






**ANNEXE E de
 L' AMENDEMENT No. 34**

au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexe B6 - Transect Secteur suburbain (sud-ouest)

 LANDS TO BE ADDED TO THE "EVOLVING NEIGHBOURHOOD OVERLAY" /
 TERRAINS À AJOUTER À LA « AFFECTATION SUPPLÉMENTAIRE DE QUARTIER EN ÉVOLUTION »

Existing Official Plan Designations / Désignations existantes dans le Plan officiel

-  Transitway Station /
Station du Transitway
-  Evolving Neighbourhood Overlay /
Affectation supplémentaire de quartier
en évolution
-  Greenspace /
Espace vert
-  Mixed Industrial /
Industrie Mixte
-  Terminus Station /
Station terminus



Prepared by: Planning, Infrastructure and Economic Development Department
 Services de la planification, de Géospatial/Analyse, Technologie and Solutions



Préparé par: Infrastructure et du développement économique,
 Analyse géospatiale, technologie et solutions

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**SCHEDULE F1 to
 AMENDMENT NO.34**

to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 1
 Schedule B8 - Suburban (East) Transect

**ANNEXE F1 de
 L' AMENDMENT No. 34**

au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexe B8 - Transect Secteur suburbain (est)



LANDS TO BE REMOVED FROM THE FUTURE NEIGHBOURHOOD OVERLAY DESIGNATION
 AND ADDED TO THE GREENSPACE DESIGNATION /
 TERRAINS À RETRAIT DE LA DÉSIGNATION DE ZONE SOUS-JACENTE DE QUARTIER FUTUR
 ET AJOUTÉ À LA DÉSIGNATION ESPACE VERT



Prepared by: Planning, Infrastructure and Economic Development Department
 Services de la planification, de Géospatial/Analyse, Technologie and Solutions



Préparé par: l'infrastructure et du développement économique,
 Analyse géospatiale, technologie et solutions

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**SCHEDULE F2 to
 AMENDMENT NO. 34**

to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 1
 Schedule C12 - Urban Greenspace

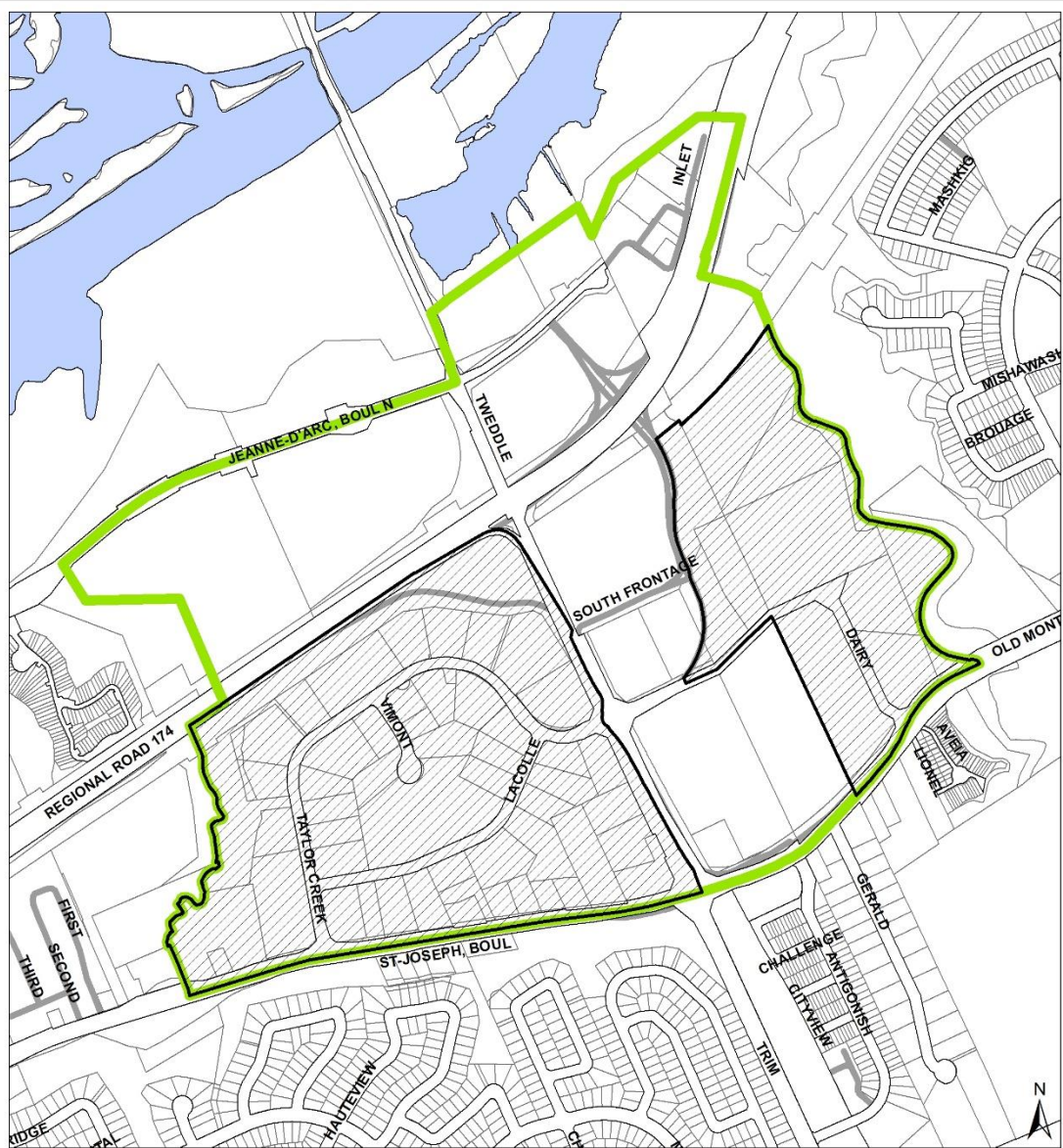
**ANNEXE F2 de
 L' AMENDMENT No. 34**

au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexe C12 - Réseau urbain d'espaces verts



LANDS TO BE DESIGNATED "PARK /
 TERRAINS DEVANT ÊTRE DÉSIGNÉS « PARC



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**SCHEDULE G to
 AMENDMENT NO. 34**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 1
 Schedules C1 - Protected Major
 Transit Station Areas (PMTSA)



LANDS TO BE REMOVED FROM THE TRIM ROAD PROTECTED MAJOR TRANSIT STATION AREA /
 TERRAINS À RETIRER DE LA ZONE PROTÉGÉE DE GRANDE STATION DE TRANSPORT EN COMMUN
 DU CHEMIN TRIM



EXISTING "PROTECTED MAJOR TRANSIT STATION AREA" /
 « ZONE PROTÉGÉE DE GRANDE STATION DE TRANSPORT EN COMMUN » EXISTANTE

**ANNEXE G de
 L' AMENDEMENT No. 34**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexe C1 - Zone protégée de grande station
 de transport en commun



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**SCHEDULE H to
 AMENDMENT NO. 34**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA
 Amending Volume 1
 Schedule C2 - Transit Network

**ANNEXE H de
 L' AMENDMENT No. 34**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA
 Modification du volume 1
 Annexe C2 – Réseau de Transport

- LANDS TO BE REMOVED FROM THE "PROTECTED TRANSPORTATION CORRIDOR" DESIGNATION
 TERRAINS À RETIRER DE LA DÉSIGNATION DE « CORRIDOR DE TRANSPORT PROTÉGÉ »
- EXISTING "PROTECTED TRANSPORTATION CORRIDOR" DESIGNATION DE « CORRIDOR DE TRANSPORT PROTÉGÉ » EXISTANT



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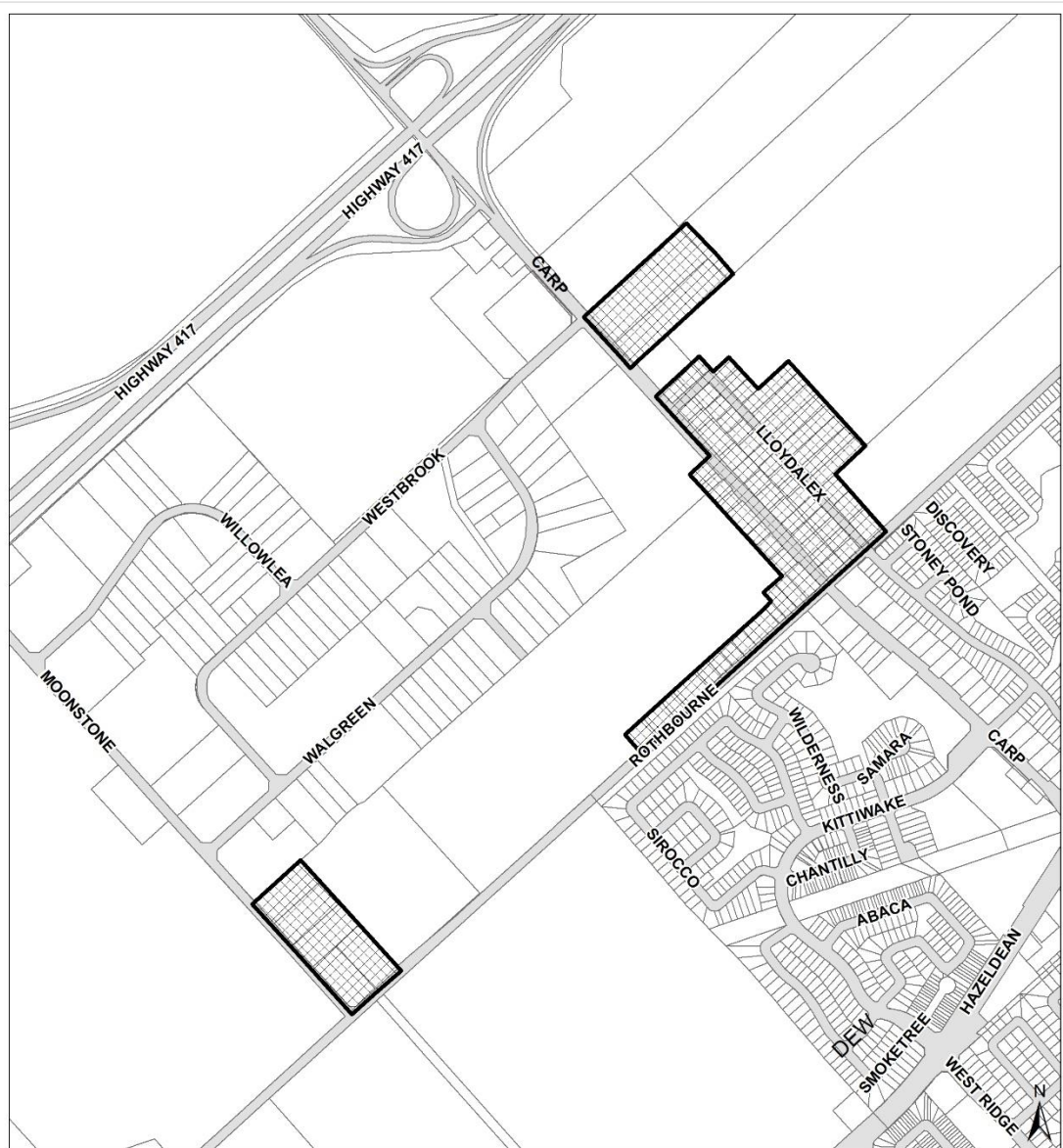
**SCHEDULE I to
 AMENDMENT NO. 34**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 1
 Schedules C12 - Urban Greenspace

 LANDS TO BE DESIGNATED OPEN SPACE /
 TERRES À DÉSIGNER ESPACE VERT

**ANNEXE I de
 L' AMENDEMENT No. 34**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexe C12 - Transect Centre-ville
 Réseau urbain d'espaces verts



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**SCHEDULE J to
 AMENDMENT NO. 34**

to the OFFICIAL PLAN
 for the CITY OF OTTAWA

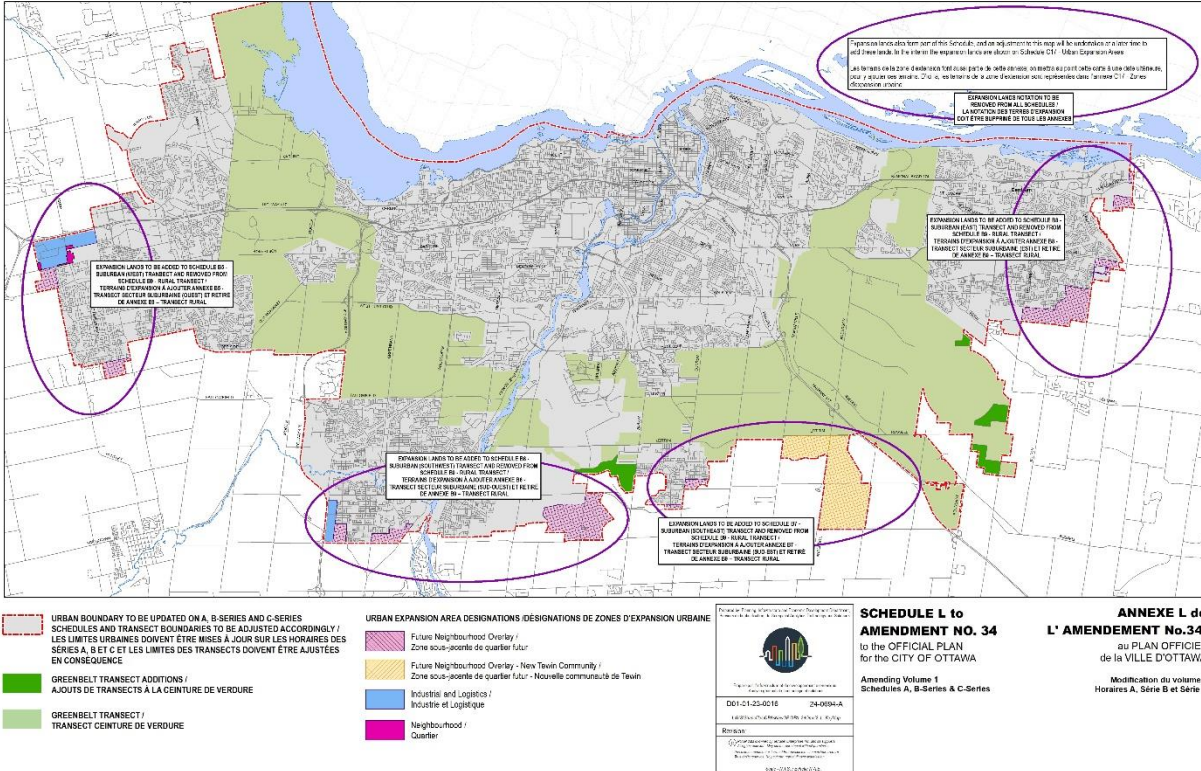
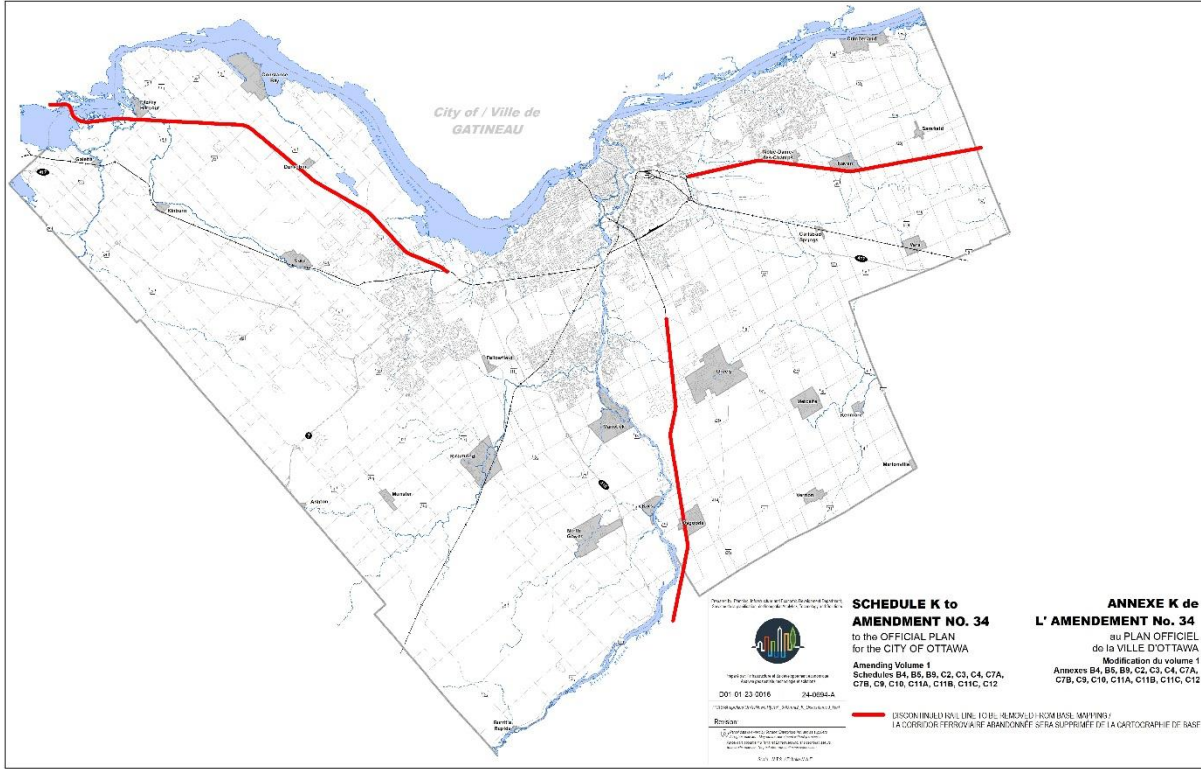
Amending Volume 1
 Schedule B5 - Suburban (West) Transect

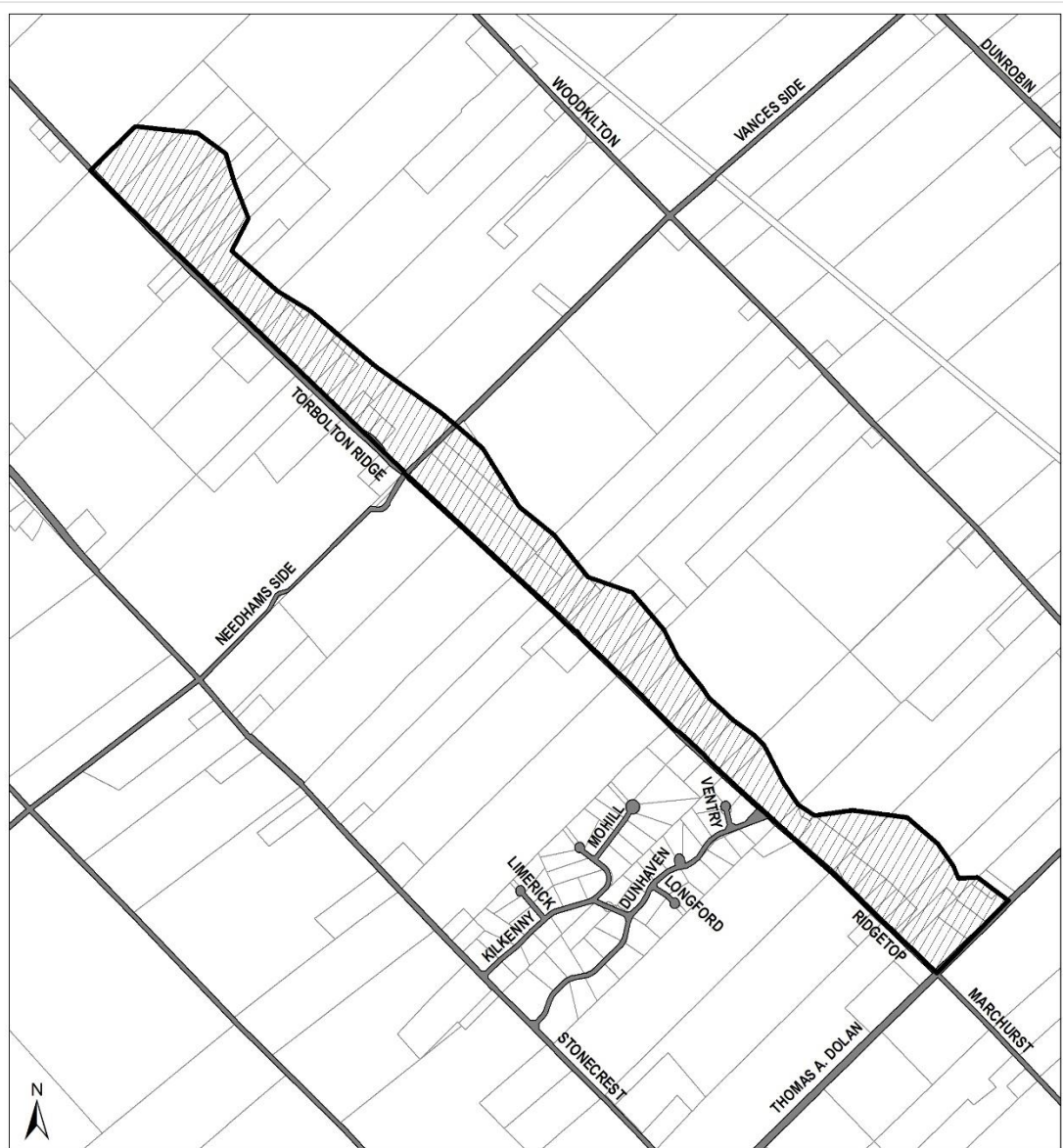
 LANDS TO BE DESIGNATED "NEIGHBOURHOOD" /
 TERRAINS À DÉSIGNER « QUARTIER »

**ANNEXE J de
 L' AMENDEMENT No. 34**

au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexe B5 - Transect Secteur suburbain (ouest)





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**SCHEDULE M to
 AMENDMENT NO. 34**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA
 Amending Volume 1
 Schedule B9 - Rural Transect

**ANNEXE M de
 L' AMENDEMENT No. 34**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA
 Modification du volume 1
 Annexe B9 - Transect Secteur rural

 LANDS TO BE REDESIGNATED FROM "AGRICULTURAL RESOURCE AREA" TO "RURAL COUNTRYSIDE"
 TERRAINS À REDESIGNER À « ZONE DE RESSOURCES AGRICOLES » À « CAMPAGNE RURALE »



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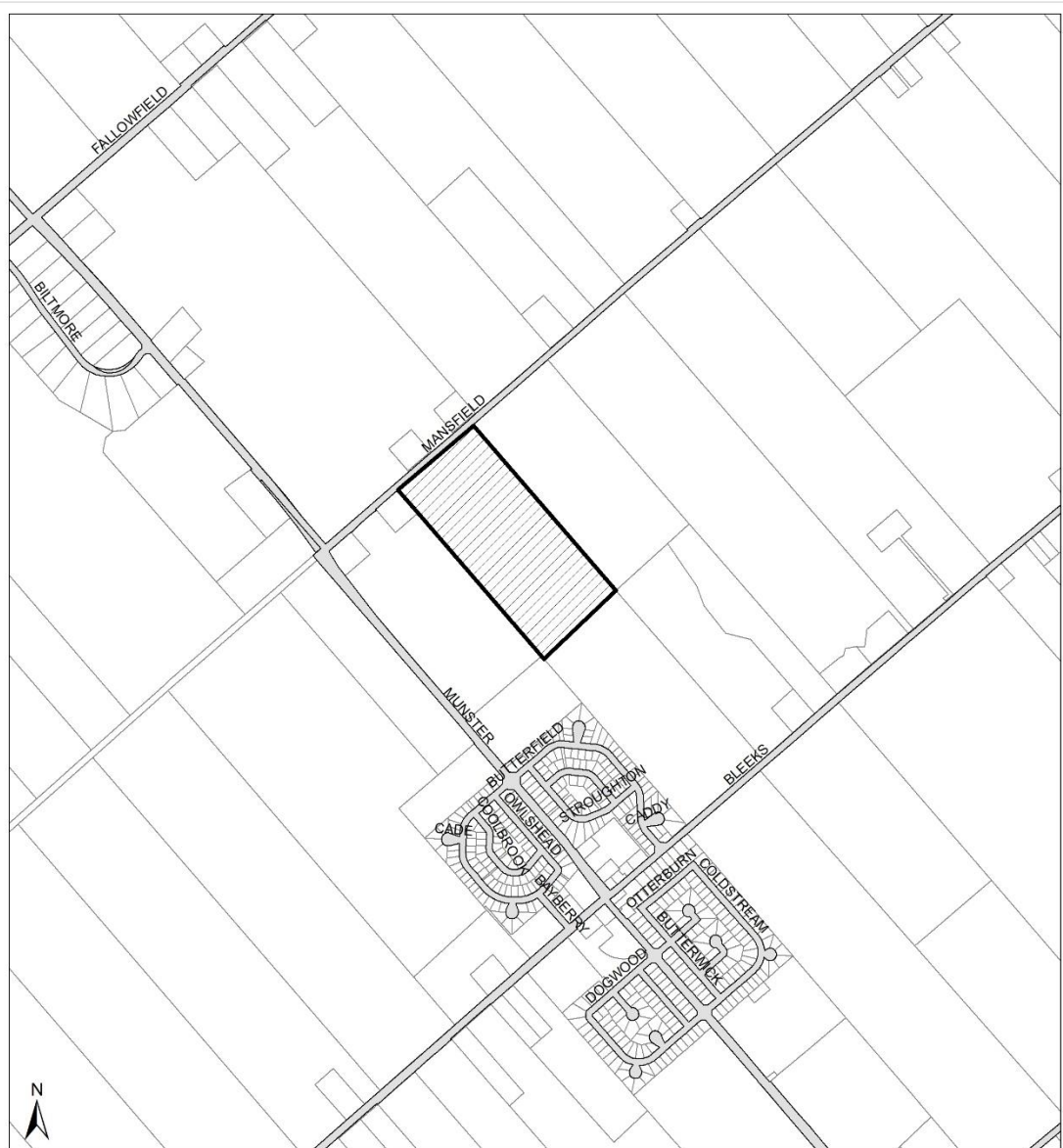
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 to the OFFICIAL PLAN
 for the CITY OF OTTAWA
 Amending Volume 1
 Schedule B9 - Rural Transect

**ANNEXE N de
 L' AMENDEMENT No.34**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA
 Modification du volume 1
 Annexe B9 - Transect Secteur rural

 LANDS TO BE REDESIGNATED FROM "RURAL COUNTRYSIDE" TO "AGRICULTURAL RESOURCE AREA"
 TERRAINS À REDESIGNER À « CAMPAGNE RURALE » À « ZONE DE RESSOURCES AGRICOLES »



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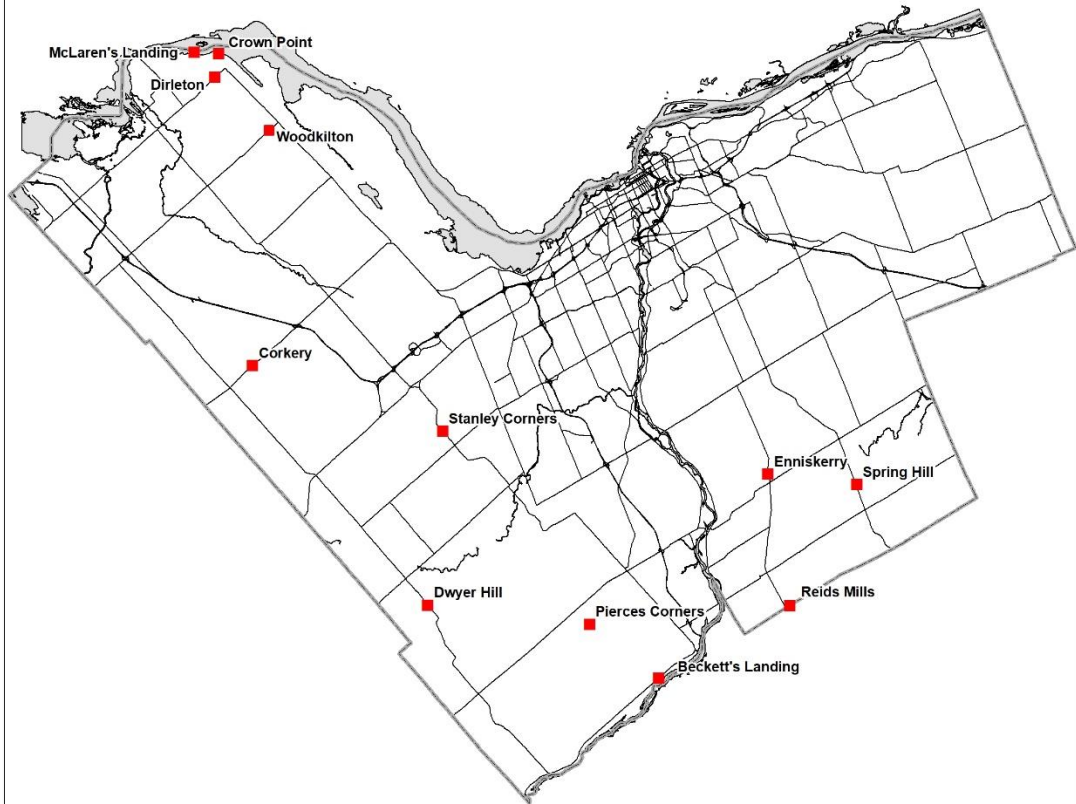
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**SCHEDULE O to
 AMENDMENT NO. 34**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA
Amending Volume 1
Schedule B9 - Rural Transect

**ANNEXE O de
 L' AMENDEMENT No. 34**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA
Modification du volume 1
Annexe B9 - Transect Secteur rural



LANDS TO BE REDESIGNATED FROM "AGRICULTURAL RESOURCE AREA" TO "RURAL COUNTRYSIDE"
 TERRAINS À REDESIGNER À « ZONE DE RESSOURCES AGRICOLES » À « CAMPAGNE RURALE »



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**SCHEDULE P to
 AMENDMENT NO. 34**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA
 Amending Volume 1
 Schedule B9 - Rural Transect

■ HISTORICAL SETTLEMENTS
 DES ÉTABLISSEMENTS HISTORIQUES

**ANNEXE P de
 L' AMENDEMENT No. 34**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA
 Modification du volume 1
 Annexe B9 – Transect Secteur rural



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**SCHEDULE Q to
 AMENDMENT NO. 34**

to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 1
 Schedules C9 - Rural Road Network
 & C10 - Road Network - Select Villages

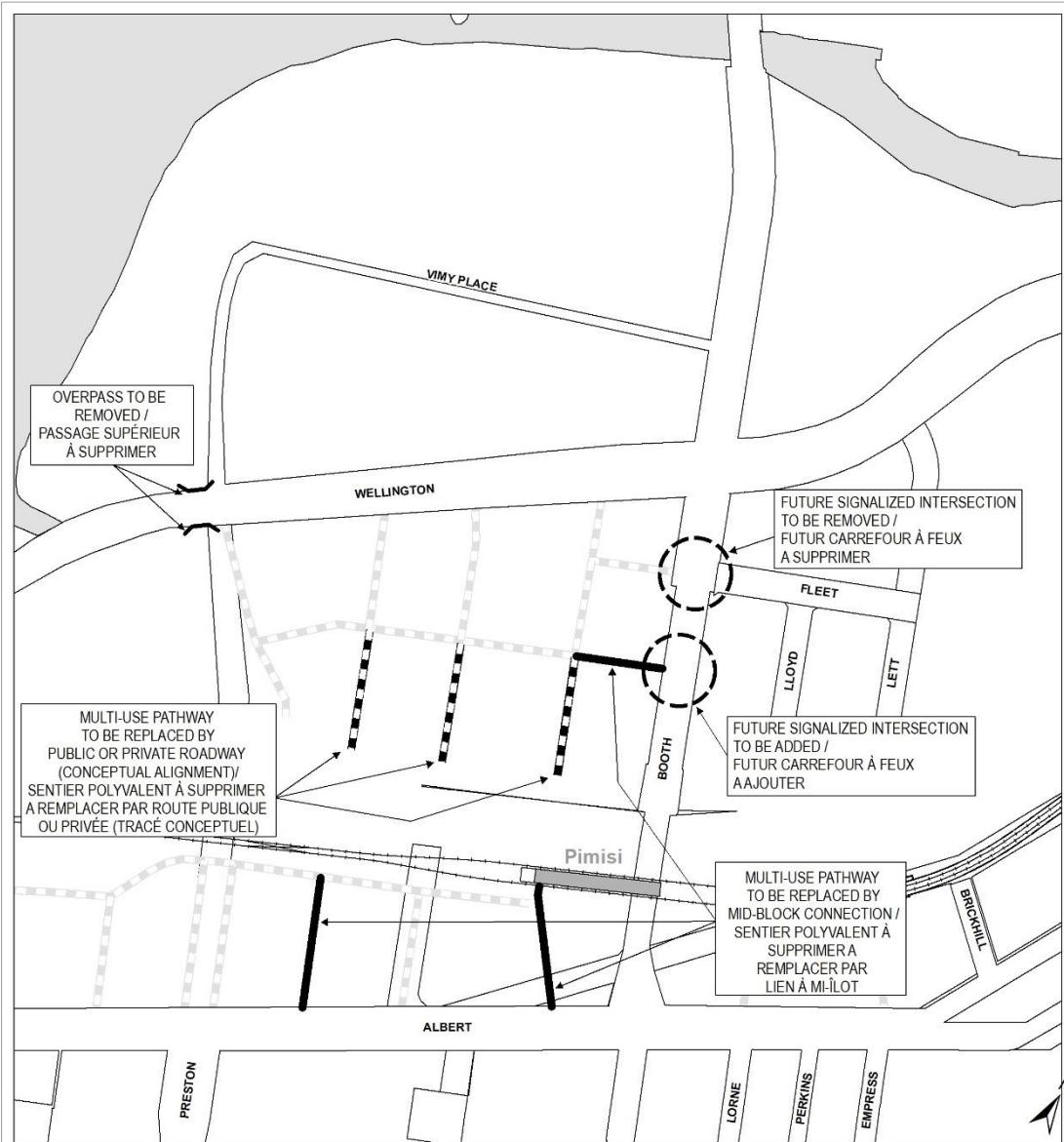


PROTECTED TRANSPORTATION CORRIDORS TO BE ADDED TO SCHEDULES C9 AND C10 /
 DES CORRIDORS DE TRANSPORT PROTÉGÉS SERONT AJOUTÉS AUX ANNEXES C9 ET C10

**ANNEXE Q de
 L' AMENDEMENT No.34**

au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 1
 Annexes C9 – Réseau routier rural
 & C10 - Réseau routier - villages choisis



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**SCHEDULE R to
 AMENDMENT NO.34**

to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Volume 2
 Schedule P - Pimisi Station and LeBreton Flats
 District - Mobility Network

**ANNEXE R de
 L' AMENDEMENT No. 34**

au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modification du volume 2
 Annexe P - Secteur de la station Pimisi et
 des plaines LeBreton - Réseau de la mobilité

Public or Private Roadway (conceptual alignment) /
 Route publique ou privée (tracé conceptuel)

Document 2 – Details of Recommended Official Plan Amendment 35

Official Plan Amendment 35

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. 35 to the Official Plan for the City of Ottawa.

PART B and C – THE AMENDMENT constitutes Amendment 35 to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

Background

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDICES

Appendix i) Rural Amendment – Greely Designation

Appendix ii) Village of Greely Schedules

PART A – THE PREAMBLE

1. Purpose

The purpose of this Official Plan amendment is to update the designation for 1600 Stagecoach Road in Volume 1 of the Official Plan and the village boundary in the Greely Village Secondary Plan to align with legislative changes to the Official Plan.

2. Location

1600 Stagecoach Road, Greely, Ontario

3. Basis

Modifications were made to the Official Plan through Bill 150, Planning Statute Law Amendment Act, 2023, which had the effect of removing the subject lands from the Village of Greely.

4. Background

On November 4, 2022, the Minister of Municipal Affairs and Housing issued a decision on the approval of the new Official Plan, with 30 modifications. Modifications 20 to 29 inclusive reflect a revised boundary for the Village of Greely with the inclusion of the subject lands into the village. The Ministry of Municipal Affairs and Housing normally consult with municipal staff on proposed modifications to ensure accuracy with the nature of the modification and to allow Council consideration of draft modification prior to final issuance through a decision. Had such consultation occurred, municipal staff would have indicated the need for a modification to also apply a land use designation on the subject lands within the Greely Village Plan, Volume 2B.

On September 13, 2023, the City of Ottawa adopted Official Plan Amendment (OPA) 5 being multiple amendments, locally referred to as “omnibus 1”, for minor corrections, clarifications, and updates. Amendment 66 designated the subject lands as “Village Residential” to be consistent with the Minister’s decision to add the subject lands to the village.

In December 2023, the Province adopted legislation (Bill 150 - Planning Statute Law Amendment Act, 2023) that had the effect of removing the subject site from the Greely Village boundary in Volumes 1 and 2B of the Official Plan but did not provide a corresponding rural land use designation.

5. Rationale

In order to align and be consistent with Bill 150 modifications to the Official Plan, an amendment is required that effectively deletes Amendment 66 to OPA 5 and assigns land use designations as originally adopted by Council, since Bill 150 deems that the Minister’s modifications to the Official Plan were never made.

PART B – THE AMENDMENT

1. Introduction

The amendment described in Part C constitutes Amendment No. 35 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:

Part C: Appendix i) – Rural Amendment – Greely Designation, columns:
“Amendment”, “Volume and Policy, Schedule, or Annex” and “Amendment Details”.

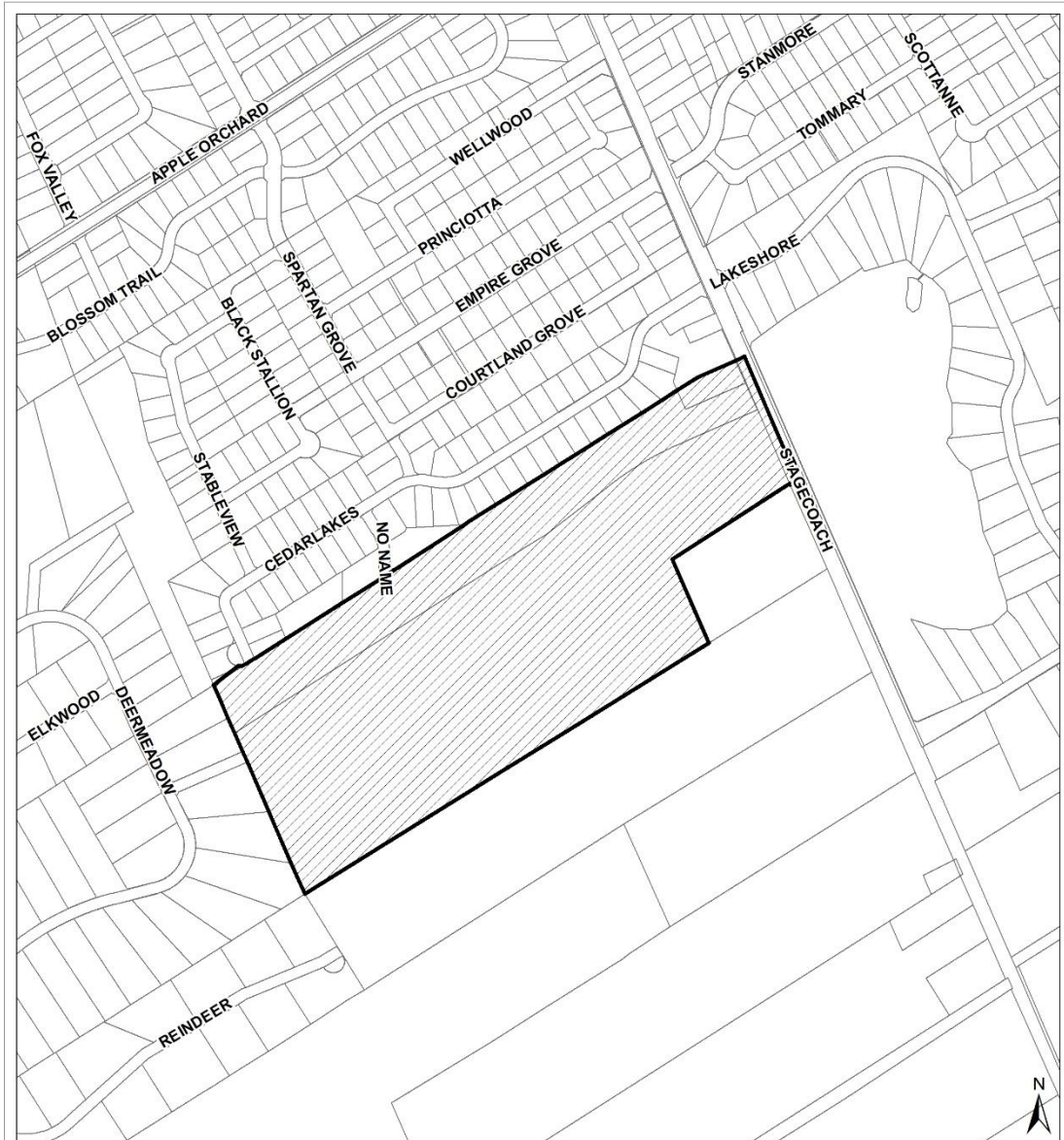
3. Implementation and Interpretation

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 i) Rural Amendment – Greely Designation

| Amendment | Volume and Policy, Schedule, or Annex | Correction, Clarification, or Update | Description / Rationale | <p style="text-align: center;">Amendment Details</p> (Unless otherwise indicated: strikeout indicates removal, <u>bold underline</u> indicates new text) |
|--|---|--------------------------------------|--|--|
| 65 (Rural 9) (Schedules R1 and R2) | Volume 2B, Village of Greely Secondary Plan | Correction | The Council-adopted Official Plan did not include these lands within the Village of Greely. The Minister’s original decision on the Official Plan added these lands to the Village of Greely on Schedule B9 but inadvertently did not add the lands to the Village of Greely Secondary Plan. OPA 5 included the necessary amendments to implement the Minister’s original decision. Bill 150 reverses the Minister’s decision to add these lands to the Village of Greely. This amendment is required for the Village of Greely Secondary Plan to be consistent with Bill 150. | Per Schedule A in Appendix ii of this Official Plan Amendment, redesignate 1600 Stagecoach Road to Rural Countryside on Official Plan Schedule B9 and remove the Village Residential designation from the Village of Greely Secondary Plan Schedule A. |

PART C – Appendix ii) Village of Greely Schedule



Prepared by: Planning, Infrastructure and Economic Development Department,
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SCHEDULE A to AMENDMENT NO. 35

to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Volume 1
Schedule B9 - Rural Transect
and
Amending Volume 2B
Schedule A - Designation Plan
Village of Greely



LANDS TO BE REDESIGNATED FROM VILLAGE RESIDENTIAL ON SCHEDULE A OF THE
GREELY VILLAGE SECONDARY PLAN IN VOLUME 2B TO RURAL COUNTRYSIDE ON
SCHEDULE B9 IN VOLUME 1

ANNEXE A de L' AMENDEMENT No. 35

au PLAN OFFICIEL
de la VILLE D'OTTAWA

Modification du volume 1
Annexe B9 - Transect Secteur Rural
et
Modification du volume 2B
Annexe A - Plan de désignation
Village de Greely

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments.

Public circulation occurred on July 12, 2024 and requested comments by August 13, 2024. The circulation included all Councillors, all registered community organizations, the FCA, GOHBA, and other stakeholders.

A meeting was held with the Federation of Community Associations (FCA) on August 7, 2024, with the Greater Ottawa Homebuilders Association (GOHBA) on July 31, 2024, and several meetings were held with the Ottawa International Airport Authority and the National Capital Commission (NCC).

The circulation and consultation resulted in two additional amendments that improve the interpretation and implementation of the Official Plan. The first amendment is within the Transects Section. The subject policy currently references Schedule C17, which is proposed to be deleted through this report. As a result, the amendment replaces the schedule reference with a description of the applicable land's location. The second amendment is within Volume 2C, Area-Specific Policies and clarifies that the properties listed in Area Specific Policy 30.1 received development rights as per an appeal that was resolved under OPA 76 in the previous Official Plan, and that a complete application as per Policy 9.2.3 Policy 4 is not required to consider future development.

Staff do not recommend moving forward with the following amendments originally proposed through the circulation:

- 13 – The subject policy, Section 4.6.6, sub-policy 7 c), connects mid-rise building heights with the width of the abutting road right-of-way. The amendment was intended to resolve challenges in the Suburban Transect, where the policy can be interpreted to encourage undesirably tall building podiums. Consultation with internal and external stakeholders led to the conclusion that a change to this policy is not required, as flexibility to podium heights in the Suburban Transect can be addressed through the adoption of amendment 17 (as numbered in the final report). Amendment 17 modifies a similar policy, but is focused specifically on the Suburban Transect.
- 21 and 22 – These amendments applied to policies for the Evolving Neighbourhood Overlay. The amendments intended to resolve confusion about the application of the Overlay and how it is shown on the B-Series Schedules.

Staff have determined that a broader review of the Evolving Neighbourhood Overlay is required that is beyond the scope of this report, as changes could result in extensive modifications to the B-Series Schedules. Staff will consider this work for a future City-initiated amendment.

- 31 and 32 – These amendments proposed minor clarifications to the Kanata North Special Economic District policies. A broader KNED-specific OPA is being brought for consideration by Planning and Housing Committee on September 11, 2024, and so it was determined that it would be more appropriate for the amendments to be contained in that report.
- 40 – The subject policy currently provides direction for secondary plans and establishes matters that may only be considered as part of a comprehensive review of the Official Plan. The proposed amendment was intended to make minor grammatical improvements; however, as the amendment deals with Transect boundaries that also form the Urban Boundary, a review of this policy is deferred to a review of the Official Plan and the 2024 Provincial Planning Statement.
- 46 – This amendment was intended to resolve a contradiction in how the Airport Special Economic District is displayed on the B-Series Schedules. Further review of federal legislation is required, and staff will consider this for a future City-initiated amendment.

Staff received questions from seven landowners regarding the effects of proposed mapping corrections as they apply to their properties. In one case, a landowner expressed concerns about potential taxation changes due to an Official Plan designation change. Staff provided responses in each instance and did not receive follow-up comments of concern. Staff also coordinated with colleagues in Finance and Corporate Services to reply to the landowner that the amendment would not involve changes to tax structures.

Friends of Stittsville Wetlands and Greenspace Alliance of Canada's Capital submitted letters of support for amendment 14 (as originally proposed through the circulation).

The following table includes a summary of comments received and staff responses. Questions and suggestions for minor improvements were incorporated into the proposed amendments as appropriate and are not included below.

| Amendment (per | Topic | Commenter | Summary of Comment | Summary of City Response |
|----------------|-------|-----------|--------------------|--------------------------|
| | | | | |

| | | | | |
|--------------|-------------------|----------|---|--|
| circulation) | | | | |
| 4 | Growth Management | GOHBA | How can a requirement be “generally” met? The “requirement” wording was opposed during the OP process. | The amendment was intended to ensure that references to tables 3a and 3b are correct. Through the circulation, staff scaled back the changes and determined that one minor wording change at the beginning of Policy 12 in Section 3.2 could accomplish the intent without unnecessary repetition and additional confusion. No changes to the words “requirement” or “generally” are proposed. |
| | | Resident | The proposed amendment would change the target densities in the Official Plan from per lot densities to area-wide densities. This would result in a significant change and overstatement of the quantitative requirements of intensification. | |
| 6 | Growth Management | GOHBA | The wording was opposed during the OP process because it puts small landowners at a disadvantage by | A policy was added through Omnibus 1 to allow for minor variances and site plan applications on lots of 2 ha or less. See Omnibus 1 Amendment 20. |

| | | | | |
|----|---------------------------------------|-------|---|---|
| | | | having to wait for a secondary plan process. | |
| 7 | Growth Management / Employment | GOHBA | This is too restrictive to be contained in an OP. | The amendment provides clarity to offices that are not “major office”. The amendment references “small-scale Office” established from the previous policy. Without the amendment, a potential interpretation is that even Major Office uses within an Industrial and Logistics designation need to be accessory to a primary use. |
| 9 | Pedestrian and Cycling Infrastructure | GOHBA | The City may only require pedestrian & cycling facilities at the developer’s expense if it is a reasonable condition of development | The Official Plan language is limited by the development charge by-law and local services guidelines. These policies are not intended to specify responsibilities and costs for development-associated infrastructure. This change would be outside the scope of the proposed amendment. |
| 12 | Heritage | GOHBA | Should the industry be consulted to | Staff maintain that the circulation and follow-up meeting is adequate for the |

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| | | | determine if the 30m study requirement is a problem? | modification proposed. GOHBA was directly consulted through the circulation of the proposed amendment. If issues arise staff can revisit the requirement in a future amendment. |
| 13 | Urban Design | GOHBA | The proposed wording is too rigid and prescriptive. | Amendment removed. |
| 14 | Wetlands | GOHBA | Deleting the word 'evaluated' broadens the scope of wetlands to be protected. | The original intent was to protect a broader scope of wetlands, not just evaluated wetlands.. |
| 24 | Future Neighbourhood Overlay | GOHBA | The wording in proposed policy 11 tries to override the Planning Act and Development Charges Act. | The amendment is limited to renumbering the policies into a more logical sequence rather than change policy. |
| 29 | Special Districts | GOHBA | Is the proposed change negated by Section 11.6 Policy 4? | The amendment intends to permit height increases within the same category without the need for an Official Plan Amendment. Section 11.6 policy 4 |

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| | | | | relates to height increases to a taller height category. |
| 29 | Special Districts | Novatech | The amendment would not allow for flexibility for sites with more than one zoning height permission per lot. | Following further discussions with internal and external stakeholders, staff revised the amendment to improve interpretation and implementation. However, due to the range of 10 to 40 storeys, the high-rise category is intentionally excluded. If not currently permitted a Secondary Plan or area-specific policy is the appropriate process to consider high-rise buildings within a Special District. |
| | | Old Ottawa South Community Association | The potential allowance of four-storey heights for properties fronting the Rideau Canal is concerning. | Staff revised the amendment to exempt the first row of properties fronting the Rideau Canal from the amendment to be consistent with existing policies in the Rideau Canal Special District. |

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| 30 | Corridor Designation | GOHBA | The proposed policy is far too prescriptive, and it will be difficult or not possible to satisfy all policies. | The amendment intends to 1) reinforce that the building height policies for Special Districts prevail, and 2) acknowledge that the Corridor's transportation function should continue into the Special District. |
| 35 | Notification for Technical Amendments | GOHBA | The notification policies are not robust enough. The City should attempt to be as open and transparent as possible. | The subject policy relates only to a category of technical amendments to provide notice that would otherwise not be required from the previous policy, The amendment allows for an alternative notification process regarding required changes to the Official Plan for conformity to Planning Act changes. |
| 39 | Secondary Plans | Old Ottawa East Community Association (OOECA) | Concern was expressed regarding amendment 39, particularly that it would undermine the permitted heights within the Old Ottawa East Secondary Plan. | Staff consulted further with the community association and clarified that the amendment intends to clarify that the absence of a policy in a secondary plan does not imply that there are otherwise no restrictions on development, and does not to undermine any existing secondary plans. The amendment as proposed |

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| | | | | will not undermine the height policies of the Old Ottawa East Secondary Plan to maintain the neighbourhood built-form as expressed by the existing zoning. |
| 40 | Secondary Plans | GOHBA | The proposed change is too restrictive; there are occasions when a minor adjustment is justified. | The subject policy currently provides direction for secondary plans and establishes matters that may only be considered as part of a comprehensive review of the Official Plan. The proposed amendment intended to make minor grammatical improvements; however, the policy will be reviewed as part of an upcoming Official Plan Amendment for consistency with the new Provincial Planning Statement (PPS) 2024. The amendment has therefore been withdrawn. |
| | | Novatech | This policy, when combined with the changes in amendment 59 to add the expansion lands onto the B-Series Schedules, would result in a lack of flexibility for minor boundary adjustments to future expansion lands. | |
| 43 | Area-Specific Policies and | GOHBA | Additional clarification is required. | After the approval of the Official Plan there was misinterpretation that not |

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| Official Plan Amendments | FCA | The changes to sub-policy g) are concerning, and the changes to sub-policies j), k), and l) are unclear. New language should be added regarding Travel Demand Management (TDM) to provide an overall systems approach. | <p>all OPAs result in area-specific policies. Proposed amendment 37 clarifies that all site-specific OPAs result in an area-specific policy and that policy 12.3 is applicable to all OPAs proposing higher buildings than permitted.</p> <p>The proposed modifications would update and clarify the criteria for the evaluation of proponent driven OPAs.</p> <p>Flexibility is proposed to be added to item g) as it is currently unimplementable in most cases. It is unreasonable to expect that every single tree can be retained for every development application.</p> |
| | Old Ottawa East Community Association (OOECA) | The scope and changes of amendment 43 are unclear. | |
| | CAFES Ottawa (Community Association for Environmental Sustainability) | It is concerning that sub-policy g) is being revised to allow more flexibility and less certainty around the retention of trees. | In response to comments, existing sub-policy k) intends to remain as a stand-alone policy with minor wording clarifications. Existing sub-policies j) and l) are proposed to be combined into a single sub-policy for |

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| | | | | <p>both mid- and high-rise. The radius and walking distance would reflect a ten-minute walking time instead of five-minutes as per Figure 11. This increases flexibility to consider applications that demonstrate community integration while still being transit supportive.</p> <p>Regarding Transportation Demand Management, staff have determined that a reference within this policy is unnecessary as “High-rise” is already a trigger in the Transportation Impact Assessment screening form, and applicants would be expected to provide Transportation Demand Management measures in accordance with Transportation Impact Assessment Guidelines.</p> |
| 46 | Airport Special Economic District Boundary | Ottawa International Airport Authority | This would undermine the intent of the Airport Special Economic district policies in the Official Plan. The boundaries within the | Following discussions with the NCC and Airport Authority, staff agreed to withdraw amendment 46 so further discussion can continue that may result in refinements what was originally proposed through the circulation. |

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| | | | Greenbelt Transect and the NCC's Greenbelt Master Plan are inaccurate. | |
| 51 and 68 | Protected Transportati on Corridors | GOHBA | The City is attempting to protect land adjacent to abandoned corridors. The note revision may have significant impacts. The land around the corridors will be sterilized. The industry needs to be advised of this. | Following the circulation and discussion with GOHBA stakeholders, the note in the upper right of Schedule C2 is proposed to be deleted and replaced as follows: <i>Note: The Protected Transportation Corridor designation extends to the municipal boundary as shown on Schedules C9 and C10.</i> The Protected Transportation Corridors on Schedule C2 already include both existing and former rail lines. No new Protected Transportation Corridors are proposed to be added. Amendment 58 removes the symbol indicating that these are active rail |
| | | Novatech | Amendments 51 and 68 do not conform to the intent of the FCM-RAC Guidelines, amendment 58, and the Protected | |

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| | | | <p>Transportation Corridor policies of the Official Plan.</p> | <p>corridors from the background of all applicable schedules. These are no longer active rail corridors, but they will continue to be protected as currently shown on C2 and as proposed on Schedules C9 and C10 to depict these corridors to the municipal boundary as originally noted in the upper right on Schedule C2.</p> <p>Amendment 68 shows the extension of the existing Protected Transportation Corridors on Schedule C2 to the municipal boundary on Schedules and C9 and C10. The “note” in the upper right on Schedule C2 currently states that the Protected Transportation Corridors extend to the municipal boundary.</p> <p>The applicable policies for development adjacent to Protected Transportation Corridors does not sterilize land. They reference best practices to determine development setbacks in</p> |
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| | | | | <p>the interests of public safety and risk mitigation.</p> <p>The FCM-RAC Guidelines for New Development are not intended to apply to Protected Transportation Corridors that are pathways. These would only be subject to an O-Train Network Proximity Study.</p> |
| 59 | Mapping for Expansion Lands | Novatech | <p>This change to delete Schedule C17 and add the expansion lands onto the B-Series Schedules, when combined with the changes in amendment 40, would result in a lack of flexibility for minor boundary adjustments to future expansion lands.</p> | <p>The note in the upper right of Schedule A and all applicable B-series and C-series schedule reads, "Expansion lands also form part of this Schedule, and an adjustment to this map will be undertaken at a later time to add these lands. In the interim the expansion lands are shown on Schedule C17 - Urban Expansion Areas." This amendment represents the adjustment as noted.</p> <p>Amendment 40 is withdrawn.</p> |
| 62 | Country Lot Subdivision Swap Policy | GOHBA | <p>The proposed changes are reinserting wording that was</p> | <p>The policy is not currently implementable as only plans that received at least draft approval before December 31, 2009, are</p> |

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| | | | opposed during the OP process. | eligible for relocation. This is inconsistent with section 9.2.3 policy 4 that allows for the consideration of applications complete by December 31, 2009. The amendment expands the eligibility criteria to include complete applications by December 31, 2009, however receiving draft approval in the original location is still required. Following the circulation, a minor clarification is proposed to add a missing sentence subject to sub-policy a). |
| | | Greenspace Alliance of Canada's Capital | It may be appropriate for staff to further consider whether it may be more desirable to allow unbuilt country lot subdivisions to cluster together in specified locations than in remote, stand-alone locations. | Staff maintain that the existing policies should not be changed, as the clustering of country lot subdivisions in areas outside of Villages would contradict the PPS policies directing rural growth to rural settlement areas. |

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| 69 | Greely Designation via OPA 35 | 6980848 Canada Corporation | The proposed change would remove potential units from the available housing supply in the Village of Greely. The change is premature and inappropriate, and it is inconsistent with the policies of the PPS and does not conform to the Official Plan. | Amendment details are provided in OPA 35, Appendices i and ii. The amendment is required to align with Official Plan modifications made through Bill 150 that removed the subject lands from the Village of Greely and therefore a land use designation in the Greely Village Plan is no longer applicable. |
| 71 | Ward 12 Shelter Cap | FCA | A policy should be added to ensure that intervention centers are spread fairly and for best impact. The FCA recommends the use of “Good Neighbourhood Agreements” between organizations who manage Housing First initiatives. | The amendment as proposed implements Council’s direction. The requested policy is not permitted in the Official Plan. |

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| | | Vanier Community Association | Concern was expressed with staff's position regarding the carry-forward of the Ward 12 shelter cap. | |