

Appendix A – City-wide and Urban amendments

Revised Amendment Number for Council Consideration	Volume and Policy, Schedule, or Annex	Correction, Clarification, or Update	Description / Rationale	<p style="text-align: center;">Amendment Details (Unless otherwise indicated: strikeout indicates removal, <u>bold underline</u> indicates new text)</p>
1	Volume 1, Section 2	Update	For ease of reference and consistency of formatting within the Plan, the bullets within Section 2 are proposed to be re-formatted to letters.	Replace all bulleted lists in Section 2 with alphabetical lists
2	Volume 1, Section 3.1, Figure 6	Update	The proposed modification updates the boundaries shown on Figure 6 to reflect the urban expansion lands as adjusted by the Provincial rollback.	Update Figure 6 to include Future Neighbourhood areas within the “Urban Greenfield Area”
3	Volume 1, Section 3.2, Policy 11)	Update	The proposed modification updates terminology to align with the legislative changes brought forth through <i>Bill 23</i> .	11) <u>Additional</u> Accessory dwellings ₁ and coach houses ₂ may be counted as part of the residential density target.
4	Volume 1, Section 3.2, Policy 12)	Clarification	Table 3A refers to density requirements whereas Table 3B refers to density targets. The as-written policy incorrectly refers to targets for both tables. The proposed wording corrects the error.	<p>12) The <u>densities</u> density targets in Tables 3a and 3b and the overall Growth Management targets in Table 2 shall be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise and:</p> <ul style="list-style-type: none"> a) Shall permit intensification such that the average area density generally meets or exceeds the applicable density targets; b) Subject to a), may establish minimum density requirements per parcel to implement the provisions of Table 3a in larger sites intended for redevelopment within Hubs and Mainstreets; c) May determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities. d) May establish a minimum floor area for large dwellings; and e) May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.

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5	Volume 1, Section 3.3, Policy 2)	Clarification	The proposed modification clarifies that Greenfield growth areas include lands within the Future Neighbourhood Overlay rather than being defined by them.	2) Urban growth Greenfield growth areas <u>include previous urban expansion areas that were undeveloped as of July 1, 2018 and are areas subject to</u> identified by the Future Neighbourhood Overlay on the B-series of schedules.
6	Volume 1, Section 3.3, Policy 3)	Clarification	For clarity, the proposed modification adds a reference to the policy section for the Future Neighbourhood Overlay.	3) A secondary plan, <u>prepared</u> in accordance with Section <u>5.6.2 and Section 12,</u> shall generally be required for the development of new neighbourhoods as shown <u>in</u> a Future Neighbourhood Overlay.
7	Volume 1, Section 3.5, Policy 12) d)	Clarification	The proposed modification is intended to resolve a contradiction between 3.5 11) and 12) d) as Major office development would imply a primary use rather than accessory.	11) <u>Small-scale Office</u> Office-uses within the Industrial and Logistics designation shall only be permitted as an accessory to a primary use so that lands are preserved for manufacturing, construction, storage, distribution and logistics uses, so that lands are conserved for the primary purpose of this designation.
8	Volume 1, Section 3.5, Policy 12) c)	Clarification	The proposed modification improves legibility of the applicable sub-policies. Sub-policy c) currently implies that transit priority corridors are designated on the B series schedules, when they are actually designated on C2.	12) c) On land fronting Corridors <u>as designated on Schedules B1 through B8</u> that are transit priority corridors as designated on Schedules B1 through B8 , or have a frequent street transit route, or where a primary building entrance is within 800 metres walking distance of an existing or planned rapid transit station;

9	Volume 1, Section 4.1.2, Policies 11), 12), and 13)	Clarification	Omnibus 1 improved the legibility of Policy 11 by rewriting and rephrasing it using a table; however, some of the information was carried over incorrectly or misinterpreted. The proposed modification would correct the wording, remove the last column of the table, and re-introduce the last note as a policy.	<p>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, <u>in a manner consistent with the Safe Systems Approach and</u> as outlined in the following table:</p> <p>Number the table and renumber subsequent tables. Adjust the table by deleting the “Intersection Facilities” column and making the following text changes:</p> <table border="1" data-bbox="1165 429 2582 1770"> <thead> <tr> <th data-bbox="1165 429 1361 499">Street Type</th> <th data-bbox="1361 429 1641 499">Sidewalks</th> <th data-bbox="1641 429 1874 499">Cycling Facilities</th> <th data-bbox="1874 429 2278 499">Multi-use Pathways</th> <th data-bbox="2278 429 2582 499">Intersection Facilities</th> </tr> </thead> <tbody> <tr> <td data-bbox="1165 499 1361 816">Arterials, Major Collectors, and Collectors (Urban Areas & Villages)</td> <td data-bbox="1361 499 1641 816">Both sides</td> <td data-bbox="1641 499 1874 816">Generally, unidirectional on both sides or bidirectional on one side in limited circumstances</td> <td data-bbox="1874 499 2278 816">Allowed within Greenbelt Transect and may be considered elsewhere for improved continuity and/or safety <u>in specific situations in other Transects as outlined by the Transportation Master Plan Multi-Use Pathway Policy</u></td> <td data-bbox="2278 499 2582 816">Continue through intersections in all directions using crosswalks & crossrides</td> </tr> <tr> <td data-bbox="1165 816 1361 1064">New Local Streets (Downtown Core & Inner Urban Transects)</td> <td data-bbox="1361 816 1641 1064">Both sides</td> <td data-bbox="1641 816 1874 1064"></td> <td data-bbox="1874 816 2278 1064"></td> <td data-bbox="2278 816 2582 1064"></td> </tr> <tr> <td data-bbox="1165 1064 1361 1487">New Local Streets (Outer Urban, Suburban Transects, & Villages)</td> <td data-bbox="1361 1064 1641 1487">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> <td data-bbox="1641 1064 1874 1487"></td> <td data-bbox="1874 1064 2278 1487"></td> <td data-bbox="2278 1064 2582 1487"></td> </tr> <tr> <td data-bbox="1165 1487 1361 1770">Existing Local Streets (Urban Areas & Villages)</td> <td data-bbox="1361 1487 1641 1770">Pursue through reconstruction where possible and affordable, prioritizing safety <u>for pedestrians and cyclists</u> over vehicular capacity</td> <td data-bbox="1641 1487 1874 1770"></td> <td data-bbox="1874 1487 2278 1770"></td> <td data-bbox="2278 1487 2582 1770"></td> </tr> </tbody> </table> <p data-bbox="1165 1770 2582 1804">Notes:</p>	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 limited circumstances	Allowed within Greenbelt Transect and may be considered elsewhere for improved continuity and/or safety <u>in specific situations in other Transects as outlined by the Transportation Master Plan Multi-Use Pathway Policy</u>	Continue through intersections in all directions using crosswalks & crossrides	New Local Streets (Downtown Core & Inner Urban Transects)	Both sides				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 <u>for pedestrians and cyclists</u> over vehicular capacity			
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				<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> <p><u>12) The City will require pedestrian and cycling facilities in all Transects including the Rural Transect 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 the design of new roads, or in area traffic management plans.</u></p> <p><u>12) In addition to Policy 11) above, the City shall require pedestrian and cycling facilities in all Transects including the Rural Transect as identified on Schedules C3 and C8, the Transportation Master Plan, Local Plans (and supporting transportation studies), Community Design Plans, area traffic management plans, or other Council-approved policies, plans, design guidelines, and standards.</u></p> <p>12) 13) The City has identified a network of active transportation facilities identified in the policies outlined above and in Schedules C3 and C8 and in the TMP and associated plans that will be implemented through the review of development applications, development of spaces within the public realm and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Although not illustrated in Schedule C3, all urban area collectors, major collectors and arterials are cycling routes that, over time, are to include cycling facilities as set out in Table X above.</p> <p><i>Renumber subsequent policies and tables.</i></p>

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10	Volume 1, Section 4.1.2, Policy 14)	Clarification	The proposed amendment clarifies that greenfield areas include new neighbourhoods and expansion lands.	14) The attractiveness of transit service along Corridors and in Hubs, and in areas targeted for intensification and new growth including <u>in the Urban Greenfield Area</u> greenfield areas, new neighbourhoods and expansion lands will be improved through the ongoing implementation of measures to improve service, including the introduction of priority measures, and improvements to frequency and capacity of service, in a way that will achieve or surpass the target mode shares as set out in the TMP and associated plans.

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11	Volume 1, Section 4.2.1, Policy 3)	Update	The proposed amendment provides minor terminology changes to align with <i>Bill 23</i> and provides minor syntax improvements.	<p>3) <u>Additional</u> Accessory Dwelling units as provided for by the Planning Act, including coach houses and <u>additional</u> secondary dwelling units in the main building, are recognized as key components of the affordable housing stock and shall be protected for long-term residential purposes.</p> <p>New policy) The Zoning By-law shall permit these uses on residential lots with one principal dwelling unit in all areas of the City and shall establish criteria to govern appropriate integration of these units with the main dwelling and surrounding context.</p> <p>Furthermore, the following criteria and limitations apply:</p> <p>a) On any lot on which the Zoning By-law permits a coach house, <u>an additional</u> secondary dwelling unit is also permitted within the principal dwelling;</p> <p>b) A coach house shall be smaller than the primary home and the Zoning By-law shall set forth the appropriate maximum permitted size;</p> <p>c) The size, floor area, function and occupancy of a dwelling unit in a coach house in the urban area is not intended to exceed that of a typical two-bedroom apartment;</p> <p>d) A coach house may not be severed from the lot accommodating the primary dwelling;</p> <p>e) Applications for Minor Variance / Permissions with respect to coach houses shall have regard for all applicable policies of this Plan, as well as the following considerations:</p> <p style="padding-left: 20px;">i) The proponent can demonstrate that the privacy of the adjoining properties is maintained;</p> <p style="padding-left: 20px;">ii) The siting and scale of the coach house does not negatively impact abutting properties; and</p> <p style="padding-left: 20px;">iii) Distinctive trees and plantings are preserved on the subject property.</p> <p>f) The Zoning By-law shall limit the coach house to a height of one storey for lots in the urban area. An application to allow a height of up to two storeys through a minor variance may be considered where the considerations noted in Subsection 4.2.1, Policy 3 e) above can be satisfied.</p> <p>4) A coach house shall only be permitted where the primary dwelling is located on:</p> <p>a) A lot in a Public Service Area and only where public or communal services for both water and wastewater services are currently provided to the main dwelling; or</p> <p>b) A lot that is of sufficient size to support private services and is located in a public service area where services are not currently provided to the main dwelling; including a lot in the Rural area or Village and where:</p> <p style="padding-left: 20px;">i) The primary dwelling is serviced by a private water and wastewater system and the coach house shall share either the water or wastewater system, or both, with the main dwelling; or</p> <p style="padding-left: 20px;">ii) The primary dwelling is serviced by one public or communal service (water or wastewater) and one private service, and the coach house shall share the public or communal service with the main dwelling.</p> <p><i>Renumber subsequent policies within the Section</i></p>

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12	Volume 1, Section 4.5.2, Policy 4)	Update	<p>The proposed modification provides the ability to request Heritage Impact Assessments across the street from and within 30m of federal heritage resources. This 30-metre buffer was established as part of the UNESCO World Heritage Site designation. It is used in associated federal documentation such as the Rideau Corridor Landscape Strategy. Further, a 35-metre buffer was used in relation to federal heritage sites in the previous Official Plan and is consistent with the City's distance requirement for HIAs for other protected heritage properties through policy 4.5.2 2).</p>	<p>4) Ottawa is the site of the Rideau Canal World Heritage Site, many National Historic Sites, and both privately- and publicly-owned <u>heritage</u> buildings designated by the Federal Heritage Buildings Review Office. Development including or, adjacent to, <u>across the street from, or within 30 metres of</u> these sites shall have regard for their cultural heritage value, as defined in Federal designation documentation and the City may require demonstration that development does not adversely impact these resources.</p>

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13	Volume 1, Section 4.8.1, Policy 5)	Correction	<p>This amendment corrects an error. Restricting the no net loss policy to “evaluated” wetlands was considered by staff, but not recommended. The version of the OP that was considered by the Joint Planning and Agriculture and Rural Affairs Committee on October 14, 2021 did not include the word, “evaluated.” Unfortunately, through an apparent error, the word was unintentionally reintroduced as a recommended change in Document 12 of the staff report. The word “evaluated” undermines the intent of the policy, by excluding the majority of Ottawa’s wetlands from the “no net loss” goal. The amendment restores the originally proposed policy.</p>	<p>5) The City shall take a no-net-loss approach with respect to evaluated wetlands deemed not provincially significant and forest cover outside the urban area and designated villages. Mechanisms for achieving no net loss include land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship. Development and site alteration is prohibited in provincially significant wetlands</p>
14	Volume 1, Section 4.9.5, Policy 8)	Update	<p>The proposed modification is intended to address an oversight and to clarify that the policy should apply to both potential future groundwater systems and new surface water intake systems. Existing land use activities should be considered prior to establishing a new drinking water system regardless of the source (groundwater or surface water).</p>	<p>8) Prior to establishing a new municipal drinking water well <u>or surface water intake</u>, the City shall consult with the Source Protection Region and collaborate in the Source Protection Plan amendment process as required by the Clean Water Act. The City shall consider the potential impacts on existing uses and permitted uses within the Wellhead Protection Area <u>or Intake Protection Zone</u> and shall avoid establishing a new municipal drinking water well <u>or surface water intake</u> in areas where activities that may constitute a significant threat to drinking water are permitted.</p>

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15	Volume 1, Section 5, Table 7	Clarification	This amendment proposes a minor clarification for consistency with the Height Category definitions in Section 13 of this Plan.	<p>Add the following text to Table 7, in the Outer Urban Transect area – Minor Corridors row:</p> <p style="padding-left: 40px;">“Low-rise <u>and Mid-rise</u>: minimum 2 storeys and maximum of 6 storeys”</p> <p>Add the following text to Table 7, in the Suburban Transect area – Mainstreet Corridors row:</p> <p style="padding-left: 40px;">“Low-rise, and Mid-rise, <u>and High-rise</u>: minimum 2 storeys and maximum 40 storeys dependent on road width and transition”</p> <p>Add the following text to Table 7, in the Suburban Transect area – Minor Corridors row:</p> <p style="padding-left: 40px;">“Low-rise <u>and Mid-rise</u>: minimum 2 storeys and maximum 5 to 7 storeys”</p>
16	Volume 1, Section 5.3.1, Policy 2) a)	Clarification	The proposed modification clarifies that the permitted heights within Minor Corridors correspond to the Official Plan’s low- and mid-rise categories in Section 13.	<p>2) The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:</p> <p>a) Low-rise within Neighbourhoods and along Minor Corridors;</p> <p>New sub-policy:</p> <p><u>b) Low- to Mid-rise along Minor Corridors</u></p> <p><i>*Renumber subsequent sub-policies</i></p>
17	Volume 1, Section 5.4.1, Policy 2)	Update	Sub-policy iii) requires that the podium height for buildings on Mainstreet Corridors in the Suburban Transect correspond to the width of the abutting road right-of-way. Given that most Mainstreet Corridors are arterial roads with a right-of-way greater than 30m, this often results in the requirement for a podium height greater than 30m or 10 storeys, which undermines the City’s urban design guidelines and best practices. The sub-policy is therefore proposed to be deleted.	<p>2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:</p> <p>a) Low-rise within Neighbourhoods;</p> <p>b) Low-rise along Minor Corridors, however the following policy direction applies:</p> <p style="padding-left: 20px;">i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;</p> <p style="padding-left: 20px;">ii) Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and</p> <p style="padding-left: 20px;">iii) High-rise buildings may be permitted through a secondary plan.</p> <p>c) Mid-rise along Mainstreet Corridors, however the following additional direction applies:</p> <p style="padding-left: 20px;">i) Generally not less than 2 storeys</p> <p style="padding-left: 20px;">ii) Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;</p> <p style="padding-left: 20px;">iii) iii) The <u>building</u> stepback requirements fronting the street for buildings shall <u>should be no taller than the corresponding</u> 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</p>

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18	Volume 1, Section 5.4.4, Policy 2)	Update	The proposed modification aligns the policy with amendment 60, which deletes Schedule C-17 and adds the Future Neighbourhood overlay areas onto the relevant B-Series schedules.	2) Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area as shown on Figure 6 and urban expansion areas subject to any of the Future Neighbourhood Overlays as shown on Schedule C17 – Urban Expansion Areas , shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.
19	Volume 1, Section 5.6.2, Preamble	Clarification	The proposed modification clarifies that the Future Neighbourhood Overlay includes lands within the urban greenfield area.	The Future Neighbourhood Overlay is applied to lands that have been added to the urban boundary to accommodate City growth in the Suburban Transect <u>and that form part of the Urban Greenfield Area.</u>
20	Volume 1, Section 5.6.2.1, Policy 7)	Update	The proposed modification deletes an incorrect reference. Wording in 11.6 does not specify Future Neighbourhood Overlay lands and references zoning amendments not requiring an Official Plan Amendment. All Future Neighbourhood Overlay lands require an Official Plan Amendment. The scope of the studies and plans for FNO even if done through concept plan process is determined through consultation with staff and the development of Terms of Reference.	7) Notwithstanding Policy 5), a concept plan may be acceptable for small scale sites under one ownership, at the sole discretion of the City, subject to the requirements of Subsection 11.6, Policy 13)

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21	Volume 1, Section 5.6.2.1, Policy 10)	Update	For consistency with amendments 53 and 54, the proposed modification notes that the Industrial and Logistics lands that were added to the Urban Area in 2021 will be shown on the B-Series of Schedules rather than C17.	<p><u>The following</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:</p> <p><u>a) On Schedule B5, south of Highway 417, north of Rothbourne Road, and on both sides of Carp Road</u></p> <p><u>b) On Schedule B6, fronting onto Borrisokane Road and east of Highway 416, north of Barnsdale Road, south of Cambrian Road</u></p>
22	Volume 1, Section 5.6.2.1, Policies 11, 12, 13, 14, 15	Clarification	<p>The proposed modification re-orders the applicable policies for improved readability. Existing policies 11 and 12 only apply to the Tewin community, and so they should be moved to the end of the section.</p> <p>Finally, the proposed modification clarifies that Tewin will be shown on B7 for consistency with amendments 53 and 54.</p>	<p><u>1411)</u> The Tewin new community will consist of a net developable area of 445.35ha. A preliminary location for Tewin is shown on Schedule <u>B7</u> C17. The exact boundary will be adjusted/finalized through the approval of the community design plan and applicable studies. There shall be no net increase in the developable area resulting from the adjustments to the boundary consistent with section 1.1.3.9 of the Provincial Policy Statement.</p> <p><u>1512)</u> Technical and financial requirements outlined in Annex 10 are required before Council approves a secondary plan for the Category 2 – Tewin new community in addition to the policies of this section and Section 12.</p> <p>13) Proponents of development shall convey natural heritage features and the natural heritage system at no cost to the City.</p> <p><u>1114)</u> Proponents of development shall commit to providing recreational pathways identified in the secondary plan or concept plan through development charges or at the expense of the developer.</p> <p><u>1215)</u> 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.</p>
23	Volume 1, Section 5.6.2.1, Policy 11)	Correction	The proposed wording corrects an omission. Technical and financial requirements outlined in Annexes 10 and 12 are required before Council approves a secondary plan for the Tewin new community.	12) Technical and financial requirements outlined in Annexes <u>10 and 12</u> are required before Council approves a secondary plan for the Category 2 – Tewin new community in addition to the policies of this section and Section 12.

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24	Volume 1, Section 6.1.1, Policy 4)	Update	Policy 6.1.1.4 c) establishes criteria for mini-storage warehouses to locate in Hubs. These uses may be desirable in certain contexts. Sub-policy iii) is overly restrictive and undermines Corridor policies and sub-policy v).	<p>4) c) Despite a) iv) recognizing that mini-storage warehouses play a critical role in commercial storage for uses which locate in hubs, mini-storage may be permitted subject to meeting all of the following:</p> <ul style="list-style-type: none"> i) Demonstrate conformance to Subsection 6.1.1, Policy 3 f); ii) When located in a Hub in the Downtown and Inner Urban Transects, a mix of uses on the upper levels, including either office or residential is required, in addition to mini-storage uses; in the Outer Urban and Suburban Transects, upper-floor mixed uses are strongly encouraged; iii) Have direct frontage with an arterial road; iii) iv) Include ground floor commercial, including live-work spaces, for any portion of a building fronting onto a Corridor; and iv) v) Required to include ground floor animation fronting non-corridor streets.
25	Volume 1, Section 6.1.2, Policy 4)	Update	<p>This policy was intended to discourage surface parking but has unintentionally also discouraged desirable amenity areas. It has also been demonstrated that it is unfeasible to achieve the 70% minimum lot coverage, even when undevelopable lands are excluded.</p> <p>The proposed modification deletes the minimum lot coverage requirement, as there are other policies within the Plan that adequately address surface parking.</p>	<p>4) The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:</p> <ul style="list-style-type: none"> a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.
26	Volume 1, Section 6.3.1, Policy 2)	Clarification	The proposed modification clarifies that the policy is only intended to include other properties within the Neighbourhood designation.	<p>2) Permitted building heights in Neighbourhoods shall be Low-rise, except:</p> <ul style="list-style-type: none"> a) Where existing zoning or secondary plans allow for greater building heights; or b) In areas already characterized by taller buildings <u>within the Neighbourhood designation</u>.

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27	Volume 1, Section 6.6.1, Policy 1) d)	Update	The proposed modification clarifies that the specific context of Special Districts 6.6.1(1)(d) supersedes the more general policy requiring an amendment to the Zoning By-law for height increases within the same height categories in Section 3.2., policy 14.	<p>6.6.1 1) d): With the exception of Kanata North, the permitted building height will be the higher of the:</p> <ul style="list-style-type: none"> i) Existing zoning in place at the time of adoption of this Official Plan; or ii) As provided through an adopted secondary plan <u>or area-specific policy;</u> <p><u>e) With the exception of the first row of properties along the Rideau Canal, where a secondary plan or area-specific policy is not in place, an increase in height above existing zoning may be permitted without an amendment to this Plan where:</u></p> <ul style="list-style-type: none"> <u>i) the increased building height remains within the same low-rise (1-4 storeys) or mid-rise (5-9 storeys) height category; and</u> <u>ii) Section 3.2 Policy 13 and Section 4.5.2 Policy 3 can be met</u>
28	Volume 1, Section 6.6.1, Policy 1)	Clarification	Corridors are intentionally shown as crossing through Special Districts. This modification is intended to clarify that the function of Corridors, such as their treatment of transit and cycling facilities, should be maintained within the Special District.	<p>New sub-policy g: Where Corridors intersect or overlap with Special Districts, the building height policies governing Special Districts shall prevail; however:</p> <ul style="list-style-type: none"> i) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Corridor; and ii) Subject to i), transit shall be prioritized along Corridors.
29	Volume 1, Section 10.1.2, Policy 5)	Update	The proposed modification updates terminology to align with the legislative changes brought forth through <i>Bill 23</i> .	<p>5) To avoid an increased risk to life and property, the following shall not be permitted in the flood fringe or in an area of reduced flood risk:</p> <ul style="list-style-type: none"> a) Creation of a new lot, except to allow for separate ownership of a semi-detached, or townhouse dwelling, or a plan of condominium or strata title for an apartment dwelling, where these uses are permitted in the Zoning By-law; b) <u>An additional</u> secondary dwelling unit or dwelling unit that is either partially or completely below grade, or a coach house; c) An amendment to, or relief granted from, the zoning by-law that increases the number of dwelling units on a lot; d) An institutional use including hospitals, long-term care homes, retirement homes, preschools, school nurseries, day cares and schools; e) An essential emergency service such as that provided by fire, police and ambulance stations and electrical substations; or f) Uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

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30	Volume 1, Section 11.5, Policy 9)	Update	The proposed modification expands the subject of the existing policy to include all types of low-rise development. This policy helps to address several design issues that can apply to all low-rise development, rather than infill apartment dwellings specifically.	<p>An application before the Committee of Adjustment for a Minor Variance will address matters such as the following</p> <p>9) The Committee of Adjustment shall, in addition to all other policies in this Plan, have regard for the following-when evaluating minor variances to permit low-rise infill apartment dwellings:</p> <ul style="list-style-type: none"> a) Variances to reduce the minimum required lot size may only be considered where adequate waste storage and management, bicycle parking and intensive soft landscaping can be provided. b) Variances to alter exterior design requirements such as balconies or facade articulation may be considered where, in the opinion of the Committee of Adjustment, the proposal serves the goals of context sensitive design and urban design. c) Variances to reduce the minimum required side yard: <ul style="list-style-type: none"> i) May only be considered where alternate measures to ensure adequate access for waste management and bicycle parking are provided; and ii) May reduce side yards to zero to enable attached building designs, where the written consent of the abutting lot owner is secured; d) Variances to reduce the required area of soft landscaping: <ul style="list-style-type: none"> i) May be tied to requirements for more intensive plantings such as trees or shrubs, so that the volume of vegetation compensates for reduced horizontal area; however, ii) Despite i), where the purpose or effect is primarily to enable motor vehicle parking or driveways, variances to reduce the required soft landscaping may only be considered where, in the opinion of the Planning Department, the proposal serves the goals of context sensitive design and results in better urban design than would compliance with the relevant zoning standard, and upholds the intent of this Plan; and e) The Committee of Adjustment may make the approval of variances conditional on substantial or strict conformity with the plans and elevation drawings submitted with the Minor Variance application
31	Volume 1, Section 11.7, Policy 2) a)	Update	Municipalities are required to abide by the changes made to the Planning Act by the Province. The proposed amendment allows for an alternative notification process regarding required changes to the Official Plan for conformity to Planning Act changes.	2) a): Where amendments are required to fully implement <u>changes to the Planning Act or</u> an approved recommendation of Council to amend the Official Plan or Zoning By-law
32	Volume 1, Section 11.8, policy 2	Update	The proposed modification is intended to align with Bill 185, which directs that municipalities cannot require pre-application consultation meetings.	1) Prior to submitting a development proposal, a pre-application consultation meeting is <u>recommended</u> required with City staff in order to identify the information that will be required at the time of application submission. The City has the authority to waive the requirement for a formal pre-application consultation meeting. The City also has the authority to request additional information, that will be required as part of a complete application, after further review of the application proposal.

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33	Volume 1, Section 12, Title & Intro	Clarification	The proposed modification clarifies the intent of Section 12 by renaming the title of the Section and adjusting the introduction text. Section 12 is intended for both Local Plans and Area Specific Policies.	<p>Local Plans <u>and Official Plan Amendments.</u></p> <p>Section 12: Area-specific policies are <u>created through Official Plan amendments that are most often proponent initiated and are</u> also statutory policy documents <u>direction</u> that forms part of this Plan <u>in Volume 2C. Area-specific policies may</u> They result from a proponent-initiated planning process similar to secondary plans but apply to a more specific <u>singular</u> site or area <u>containing multiple properties.</u> They <u>are meant to</u> provide a further layer of local policy direction to guide more cohesive development over time <u>as a result of an Official Plan amendment.</u></p>
34	Volume 1, Section 12.1, Policy 2)	Clarification	<p>The proposed modification clarifies that only the City can implement the OPA required to complete a Secondary Plan.</p> <p>Initiating a CDP process, specifically for FNO lands, is done by the proponent.</p>	<p>2) <u>An Official Plan amendment to implement a</u> A Secondary <u>secondary</u> plan may be only <u>be</u> initiated by the City unless otherwise directed by Council. An area-specific policy or Community Design Plan <u>community design plan</u> may be initiated by the City or by a proponent.</p>
35	Volume 1, Section 12.1, Policy 5)	Clarification	<p>The proposed wording clarifies that a secondary plan only replaces or supersedes the Official Plan where there is overlapping policy. Where a secondary plan is silent, Volume One is still in effect.</p> <p>The proposed changes have been modified in order to implement Motion No. PHC2024-35-02.</p>	<p>5): A secondary plan or area-specific policy, adopted as part of Volume 2 of this Plan, is required to <u>may</u> implement density and building heights that differ from those in the parent <u>Volume 1 of the Official Plan. Where a secondary plan or area-specific policy does not contain direction for maximum change building heights or densities, the policies in Volume 1 of the Official Plan apply, as they relate to the underlying designation.</u></p>
36	Volume 1, Section 12.1, Policy 11)	Clarification	The proposed modification improves syntax.	<p>11) Clusters of cultural assets as may be identified by the City must be considered and protected in the Ddevelopment of <u>secondary plans and area-specific policies</u> Secondary Plans and Area-Specific Policies.</p>

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37	Volume 1, Section 12.2, Policy 1)	Clarification	The proposed modification aligns with Section 5.6.2.1 and clarifies the process for removing the Future Neighbourhood Overlay. The current language is unclear.	<p>1) The creation of a new secondary plan or revision to an existing secondary plan, undertaken by the City in accordance with Subsection 12.1, Policy 2), is required prior to development of any lands with a Future Neighbourhood Overlay and all of the following are required in advance of the City initiating said secondary plan <u>an Official Plan Amendment to implement said secondary plan and remove the Future Neighbourhood Overlay:</u></p> <ul style="list-style-type: none"> a) A Community Design Plan, in accordance with Annex 4; b) A designation schedule and associated secondary plan policies; c) A transportation impact assessment submission that follows the Transportation Impact Assessment Guidelines and other related reference documents, that include an appropriate street network, connectivity for active transportation modes and any necessary right-of-way protection; and traffic calming measures; d) Master servicing study; e) An environmental management plan or subwatershed study, including the identification of natural heritage features and the natural heritage system independent of the developable area; f) Minimum distance separation assessment, in accordance with provincial regulations; g) A community energy plan, unless it can be demonstrated that the design of the proposed development complies or is consistent with the High-performance Development Standard; h) A phasing plan; and i) A financial implementation plan.

38	Volume 1, Section 12.3, Policy 1)	Update	<p>After approval of the Official Plan there was misinterpretation that not all OPAs result in area-specific policies. Proposed amendment 33 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. 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. A clarification to h) is needed as parkland dedication is not applicable in every instance. The modification to i) is necessary as the policy currently limits conversions that may in some cases be desirable.</p> <p>The existing sub-policies j) and l) are proposed to be combined into a single sub-policy for both mid- and high-rise. The radius and walking distance would reflect a ten-minute walking time per Figure 11, which is also transit supportive. This allows for the consideration of applications that demonstrate appropriate integration with the surrounding community while still being transit</p>	<p>1) The request for an amendment to this Plan to create an area-specific policy shall be supported by a planning rationale which includes all of the following:</p> <ul style="list-style-type: none"> a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height; b) The proposed type, scale and phasing of development of the site in its entirety is provided; c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review; d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4; e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles; f) A housing approach that meets the intent of Subsection 4.2; g) A landscape concept plan that demonstrates how that the existing trees are may be retained and that incorporates the retention of existing trees incorporated into the development and new tree planting that and meets the urban forest canopy cover policies in Subsection 4.8; h) Identification of locations, sizes and shapes of future parks, as applicable; i) Demonstration that the there is no net-loss of gross floor area for the non-residential land uses at grade is minimized, which are otherwise supported by the applicable designation, which that existed on the site prior to development; j) Demonstration that, where a High-rise building is proposed, that the site is within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or funded rapid transit station, and of sufficient dimension to allow for a transition to abutting areas in built form massing; j) k) Where taller building height building heights higher than permitted in this Plan are is proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of existing or planned land uses and densities proposed land uses, with the surrounding existing or planned land uses of the surrounding context. k) l) Demonstration that, where a mid or high-rise building is proposed to be added as a permitted use, that the site is located within 600 metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station m) l) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies; n) m) Demonstration that the development meets or exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2; and o) n) Any other matters as deemed appropriate by the City.
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			<p>supportive. The amendment also clarifies that policy 1 applies when adding a mid- or high-rise as a permitted use, rather than proposed in an application where and such a building is already permitted</p> <p>Finally, minor clarifications are proposed to existing sub-policy k) (proposed sub-policy j)).</p>	
39 (Appendix C, Schedule A)	Volume 1, Schedule B1 and Schedule C12	Correction	The proposed modification corrects a mapping error within the Rideau Canal Special District. The Greenspace designation was incorrectly applied to private residential lands 80 and 82 Queen Elizabeth Driveway.	Per Schedule A in Appendix C of this Official Plan Amendment, remove the Urban Greenspace designation from 80 and 82 Queen Elizabeth Driveway on Official Plan Schedule C12. Redesignate the properties from Greenspace to Rideau Canal Special District on Official Plan Schedule B1.
40 (Appendix C, Schedule B)	Volume 1, Schedule B2	Correction	As a resulting of a mapping error, the southeast portion of the Woodward business park was accidentally shown as Neighbourhood on Schedule B2 whereas instead of Mixed Industrial. The lands in question include warehouse lots and should be redesignated Mixed Industrial.	Per Schedule B in Appendix C of this Official Plan Amendment, redesignate the portions of Woodward Business Park shown as Neighbourhood to Mixed Industrial on Official Plan Schedule B2

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41 (Appendix C, Schedule D)	Volume 1, Schedule B3 and Schedule B4	Correction	The Schedules for the Outer Urban and Greenbelt Transects both identify 60 Moodie Drive and 3450 Carling Avenue with different designations: Greenbelt Facility and Neighbourhood. This is a mapping error as sites cannot have two designations and should not be identified on two transect maps. The appropriate transect and designation for the properties is Greenbelt Transect and Greenbelt Facility Designation. This is consistent with the NCC's Greenbelt Master Plan. Schedule B3 should be adjusted to remove the subject properties.	Per Schedule D in Appendix C of this Official Plan Amendment, adjust the Official Plan Schedule B3 boundary to exclude 60 Moodie Drive and 3450 Carling Avenue.
42 (Appendix C, Schedule E)	Volume 1, Schedule B6	Correction	To correct an omission, Omnibus 1 (OPA 5) added Borrisokane Rapid Transit Station to Schedule B6, however, the corresponding Evolving Neighbourhood Overlay was not added. Per policy 5.6.1 1), the Overlay should be added to the schedule as well.	Per Schedule E in Appendix C of this Official Plan Amendment, on Official Plan Schedule B6, add the Evolving Neighbourhood Overlay to lands designated Neighbourhood within a 400m radius of Borrisokane Rapid Transit Station.

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43 (Appendix C, Schedule F)	Schedule B8, Schedule C17	Update	Francois Dupuis Park and community centre are slated to expand eastward. This development is proposed to take place before resolution of the secondary plan. As it is only open space development it is recommended that the area be removed from the E-1 Future Neighbourhood Overlay	Per Schedule F in Appendix C of this Official Plan Amendment, remove the Future Neighbourhood Overlay from 2263 Portobello Boulevard on Official Plan Schedules B8 and C17.
44 (Appendix C, Schedule G)	Volume 1, Schedule C1	Correction	The PMTSA boundary incorrectly extends into Mixed Industrial and Industrial & Logistics lands near Trim Station. The Secondary Plan clarifies that residential uses are prohibited in these lands. PMTSAs are meant to apply to lands that allow for residential, and the two competing policy frameworks remove almost all development potential. The PMTSA should therefore be removed from these lands to be consistent with the Secondary Plan.	Per Schedule G in Appendix C of this Official Plan Amendment, remove the PMTSA areas near Trim Station on Official Plan Schedule C1 that correspond with the Mixed Industrial and Industrial & Logistics lands on Official Plan Schedule B8.

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45 (Appendix C, Schedule H)	Volume 1, Schedule C2	Clarification	<p>The proposed adjustment is to first clarify that the Protected Transportation Corridor applies to specified former rail lines, in addition to existing rail lines. Protected Transportation Corridors are intended for future transportation purposes, utility or electrical generation and transmission systems or interim recreational opportunities. In addition the amendment clarifies that the Protected Transportation Corridors extend to the municipal boundary.</p> <p>Secondly, the amendment is to remove a remnant stub corridor that has no viability of use for the above purposes.</p>	<p>Per Schedule H in Appendix C of this Official Plan Amendment, adjust Official Plan Schedule C2 as follows:</p> <p>1. Delete the “Note” in the upper right of the schedule:</p> <p style="padding-left: 40px;">Note: The Protected Transportation Corridor designation that applies to rail lines extends to the City limits for all rail lines.</p> <p>And replace with:</p> <p style="padding-left: 40px;"><u>“Note: The Protected Transportation Corridor designation extends to the municipal boundary as shown on Schedules C9 and C10.”</u></p> <p>2. Remove the green line indicating a “Protected Transportation Corridor” along the former CN rail corridor north of Walkley Road.</p>

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46 (Appendix C, Schedule I)	Schedule C12	Correction	<p>Through Official Plan Amendment #5 (Omnibus 1), 1649 Bearbrook Road was designated as “Greenspace” and “Bedrock Resource Overlay” on Schedule B3 – Outer Urban Transect.</p> <p>For consistency, the change should have also been reflected on Schedule C12 – Urban Greenspace.</p> <p>The proposed modification would correct the omission by designating the property with the “Open Space” sub-designation on C-12, which is general designation for properties that do not meet the criteria for other Greenspace typologies.</p>	Per Schedule I in Appendix C of this Official Plan Amendment, designate 1649 Bearbrook Road as Open Space on Official Plan Schedule C12.												
47	Volume 1, Schedule C16	Clarification & Correction	The intent of the Corso Italia District Secondary Plan was only to take right-of-way from the south side of the Gladstone segment between Loretta and 106m west of Preston Correction. The proposed modification is intended to provide clarity to the existing wording.	<p>On the “Gladstone from Loretta to 106m west of Preston” row of Schedule C16, replace the ROW to be Protected (m) cell as follows:</p> <p>Adjust the Note, as follows:</p> <table border="1" data-bbox="1165 1366 2675 1636"> <thead> <tr> <th>Road</th> <th>From</th> <th>To</th> <th>ROW to be Protected (m)</th> <th>Classification</th> <th>Sector</th> </tr> </thead> <tbody> <tr> <td>Gladstone</td> <td>Loretta</td> <td>106m west of Preston</td> <td>22</td> <td>major collector</td> <td>urban</td> </tr> </tbody> </table> <p>Note: 2.0 maximum from widening on <u>the south side only</u>.</p>	Road	From	To	ROW to be Protected (m)	Classification	Sector	Gladstone	Loretta	106m west of Preston	22	major collector	urban
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48	Volume 1, Schedule C16	Correction	<p>The name of Elm Street was one of several that changed in 2016 to avoid confusion with similar-sounding street names. Elm Street was changed to Brae Crescent.</p> <p>The proposed modification would add the correct street name to the schedule and clarify that the “to and from” columns refer to Stittsville Main.</p>	<p>On Schedule C16, adjust the Elm Main to Main row as follows:</p> <table border="1" data-bbox="1168 485 2682 949"> <thead> <tr> <th>Road</th> <th>From</th> <th>To</th> <th>ROW to be Protected (m)</th> <th>Classification</th> <th>Sector</th> </tr> </thead> <tbody> <tr> <td>Elgin</td> <td>Lisgar</td> <td>Isabella</td> <td>20</td> <td>arterial</td> <td>urban</td> </tr> <tr> <td colspan="6" style="text-align: center;">Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.</td> </tr> <tr> <td>Elm <u>Brae Crescent</u></td> <td>Main <u>Stittsville Main</u></td> <td>Main <u>Stittsville Main</u></td> <td>24</td> <td>collector</td> <td>urban</td> </tr> </tbody> </table>	Road	From	To	ROW to be Protected (m)	Classification	Sector	Elgin	Lisgar	Isabella	20	arterial	urban	Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.						Elm <u>Brae Crescent</u>	Main <u>Stittsville Main</u>	Main <u>Stittsville Main</u>	24	collector	urban
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49	Volume 1, Schedule C16	Correction	<p>In 2017, Council changed Triole Street to Lagan Way.</p> <p>The proposed modification adds the correct street name to the schedule in applicable locations.</p>	<p>On Schedule C16, replace all references from “Triole Street” to “Lagan Way”.</p>																								

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50	Volume 2C, NEW Area-Specific Policy	Update	<p>The proposed amendment would formalize a cost-sharing agreement for the Leitrim CDP area. The Leitrim CDP predates the use of cost sharing agreements by the City of Ottawa. A cost sharing has since been created between the benefiting owners. It remains unexecuted, but many of the transactions have been completed. One of the landowners is moving forward with the construction of a subdivision and requested a 30cm reserve be placed where their lands abut other owners. Legal has indicated that the 30cm reserve is no longer used as a means of ensuring payback and that the cost sharing agreement should be formalized in policy instead.</p> <p>Staff considered creating a new Area-Specific Policy or elevating the CDP to a secondary plan during the new Official Plan creation, but it was later ruled out as unnecessary in error.</p>	<p>Add new Area-Specific Policy:</p> <p><u>Landowners within the boundary of the Leitrim Community Design Plan, approved by Council, shall enter into private agreement(s) to share the costs of the major infrastructure projects or parkland requirements and associated studies and plans required for the development of the Leitrim community.</u></p> <p><u>Such agreement(s) are initiated by the landowners and provide for the fair sharing of costs among the benefiting parties, to complement or replace the provisions of a Development Charges By-law. 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.</u></p> <p><u>The City will require the execution of the agreement(s) by each landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval of site plan control. The City shall include, as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in the Leitrim Community Design Plan, requiring written confirmation from administrator, that the owner has paid its share of any costs pursuant to the agreement(s).</u></p>

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51 (Appendix C, Schedule J)	Schedules B5, B9, and C17	Correction	The proposed modification corrects a mapping contradiction between schedules. The Future Neighbourhood Overlay was not intended to apply to the lands, and the correct designation for the subject lands is Neighbourhood.	<p>Designate the properties as indicated on Schedule J in Appendix C of this Official Plan Amendment as Neighbourhood on Official Plan Schedule B5.</p> <p>Remove the Rural Countryside designation from Official Plan Schedule B9.</p>
52 (Appendix C, Schedule K)	Schedules B4, B5, B9, C2, C3, C4, C7A, C7B, C9, C10, C11A, C11B, C11C, C12,	Correction	Three rail corridors were discontinued and converted into Rural Cycling Routes prior to the adoption of the Official Plan. These are correctly shown on Schedule C8. The proposed modification removes these segments as being shown as active rail corridors on other applicable schedules.	Remove discontinued rail corridor segments from all applicable Official Plan schedules, as shown on Schedule K in Appendix C of this Official Plan Amendment.
53 (Appendix C, Schedule L)	Schedule A, B4, B5, B6, B7, B8, B9, C1, C2, C3, C4, C7-B, C8, C9, C11-A, C11-B, C11-C, C12, C15 Annex 2, 6, 7 (Village of Greely), 9	Update	<p>Schedules note that the expansion lands from C17 form part of those Schedules and that a future adjustment would be made to add these lands. These amendment implements that adjustment.</p> <p>The proposed modification adds the Council-adopted expansions areas to the applicable Official Plan schedules and annexes.</p>	<p>On Schedule A of the Official Plan, update the urban boundary and transect boundaries to align with those currently shown on Schedule C17.</p> <p>On all applicable B- and C-Series Schedules, add the Council-adopted expansion areas, the related urban boundary, and transect boundary adjustments currently shown on Schedule C17.</p> <p>Remove the Expansions Lands notation from Schedule A, B4, B5, B6, B7, B8, B9, C1, C2, C3, C4, C8, C9, C12:</p> <p style="text-align: center;"><i>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</i></p>

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54 (Appendix C, Schedule C)	Schedule C17, NEW Annex	Update	During the Official Plan review, each of the proposed expansion areas were labelled. The proposed modification would label each of the expansion areas for ease of reference.	Delete Official Plan Schedule C17, and, as shown on Schedule C in Appendix C of this Official Plan Amendment, add a new annex showing and labelling the Council-adopted expansion lands.

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55	Volume 2A, West Downtown Core Secondary Plan	Update	<p>Schedule P of the West Downtown Core Secondary Plan shows the Mobility Network for Pimisi Station and the LeBreton Flats District. This is an area of collaboration with the NCC, and it was subject to additional design development following the adoption of the Plan.</p> <p>The proposed modifications include changes to the schedule legend that would allow for discretion to determine exact locations. The modifications also include changes to the schedule to reflect design features that have been implemented or that better reflect the planned mobility network. Finally, a policy is proposed to be added that would allow for the consideration of changes to the schedule without an amendment to the secondary plan, where the changes conform to the overall intent of the applicable chapter.</p>	<p>On the legend of Schedule P of the West Downtown Core Secondary Plan, make the following changes:</p> <p style="padding-left: 40px;">Multi-use Pathway <u>(conceptual alignment)</u></p> <p style="padding-left: 40px;">Future <u>Pedestrian Crossing (upon further study)</u> Signalized Intersection</p> <p>Modify Schedule P of the West Downtown Core Secondary Plan as indicated on Schedule S in Appendix C of this Official Plan Amendment:</p> <ol style="list-style-type: none"> 1. Remove the indicated green Multi-use Pathway lines and replace with public or private roadway (conceptual alignment) lines. 2. Delete the bridge symbol at the Multi-use Pathway immediately west of Wellington Street / Vimy Place. 3. Relocate the Future Signalized Intersection currently shown at Booth Street and Fleet Street. 4. Convert the three indicated Multi-use Pathway segments to Mid-block Connection segments. <p>Add new policy to Chapter 4, Section 10.2:</p> <p style="padding-left: 40px;">The features indicated on Schedule P may be altered during the review of a development application without an amendment to this secondary plan, provided they conform to the general intent of Chapter 4, Section 4 of this secondary plan.</p>

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56	Volume 2C, New Area-Specific Policy	Update	<p>The Joint Committee directed Staff to carry forward policies limiting the number of shelters in Ward 12 to four in the new Zoning By-law, as per report ACS2008-PTE-PLA-0011 (as directed at: 14-Oct-21 PC meeting). This new policy is at the direction of Council.</p> <p>Motion d9.1 from the Joint Meeting of Planning Committee and Agriculture and Rural Affairs Committee, Thursday, October 14, 2021:</p> <p><i>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.</i></p> <p>The motion to carry forward a shelter cap in the new Zoning by-law requires an OPA.</p>	<p>Add new Area-Specific Policy: The number of emergency shelters permitted in Ward 12 is limited to four.</p>

Appendix B – Rural 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)
57 (Rural 1)	Volume 1, Section 3.4, Policy 8)	Council Direction	<p>The proposed modifications are intended to implement Council motion PLC-ARAC 2021-5-16 (m42.3).</p> <p>The proposed changes to 8) and a) would clarify that applications deemed complete prior to December 31, 2009, can also be considered under the policy if they later received draft approval.</p> <p>The proposed changes have been modified in order to implement Motion No. ARAC2024-17-02.</p> <p>Further proposed changes to this policy are contained in amendment 58a below. These would allow for the consideration of relocation of lands that do not abut Villages but would support better built form and clustering of residential development. These changes are per the direction of Council.</p>	<p>8) To support villages as the focus areas of rural growth, a country lot subdivision <u>that has received draft approval, final approval or registration</u> may be transferred to a different location within the Rural Countryside area through new applications for plan of subdivision and Zoning By-law amendment, provided all of the following conditions are met:</p> <p>a) <u>The application was</u> Draft approval, final approval or registration has been received <u>and deemed complete</u> prior to December 31, 2009 in the former location and no development of any kind or local street construction has occurred;</p> <p><u>a) The application in the former location is eligible for consideration for a country lot estate subdivision as per Section 9.2.3, policy 4 in Volume 1 and Area-specific policy 30.1 in Volume 2C, and no development of any kind or local street construction has occurred;</u></p> <p>b) The new location abuts a village <u>boundary or is clustered adjacent to existing country lot subdivisions that existed as of November 4, 2022,</u> and new applications for plan of subdivision and Zoning By-law amendment are submitted <u>to finalize the relocation and decommission as per sub-clause e), as applicable;</u> [...]</p> <p>i) Provided the conditions of Policies c) and d) are met, the newly located transferred subdivision may qualify for a greater number of lots than the <u>original</u> deregistered subdivision, provided the total area of the transferred subdivision does not exceed that of the previous approved total of the <u>original</u> deregistered subdivision. If the lot transfer produces a smaller amount of lots in the new location than the amount that has received draft approval, final approval or registration in the original location, the remaining lots may not be transferred and shall be rescinded concurrent with draft approval of subdivision in the new location.</p>
57a (Rural 1)	Volume 1, Section 3.4, Policy 8)	Council Direction	<p>The proposed modifications are intended to implement Council motion PLC-ARAC 2021-5-16 (m42.3).</p> <p>The proposed changes have been modified in order to implement Motion No. ARAC2024-17-02.</p>	<p>8) To support villages as the focus areas of rural growth, a country lot subdivision <u>that has received draft approval, final approval or registration</u> may be transferred to a different location within the Rural Countryside area through new applications for plan of subdivision and Zoning By-law amendment, provided all of the following conditions are met:</p> <p>a) <u>The application was</u> Draft approval, final approval or registration has been received <u>and deemed complete</u> prior to December 31, 2009 in the former location and no development of any kind or local street construction has occurred;</p>

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			<p>The proposed changes to 8), a), and the end of b) would clarify that applications deemed complete prior to December 31, 2009, can also be considered under the policy, if they later received draft approval.</p> <p>Proposed changes to h) and the beginning of b) would allow for the consideration of relocation of lands that do not abut Villages but would support better built form and clustering of residential development. These changes are per the direction of Council.</p>	<p><u>a) The application in the former location is eligible for consideration for a country lot estate subdivision as per Section 9.2.3, policy 4 in Volume 1 and Area-specific policy 30.1 in Volume 2C, and no development of any kind or local street construction has occurred;</u></p> <p>b) The new location abuts a village <u>boundary or is clustered adjacent to existing country lot subdivisions that existed as of November 4, 2022,</u> and new applications for plan of subdivision and Zoning By-law amendment are submitted <u>to finalize the relocation and decommission as per sub-clause e), as applicable;</u></p> <p>[...]</p> <p>i) Provided the conditions of Policies c) and d) are met, the newly located transferred subdivision may qualify for a greater number of lots than the <u>original</u> deregistered subdivision, provided the total area of the transferred subdivision does not exceed that of the previous approved total of the <u>original</u> deregistered subdivision. If the lot transfer produces a smaller amount of lots in the new location than the amount that has received draft approval, final approval or registration in the original location, the remaining lots may not be transferred and shall be rescinded concurrent with draft approval of subdivision in the new location.</p> <p>h) The proposed development is integrated with the abutting village or an existing country lot subdivision through a fully-connected street grid and pathway network so that development is contiguous throughout the village or an existing country lot subdivision by providing connections and walkable opportunities to village core areas and other amenities, <u>and adjacent neighbourhoods;</u></p>
58 (Rural 2) (Appendix C, Schedule M)	Volume 1, Schedule B9	Correction	Due to a mapping error, the designation boundaries for multiple properties near Torbolton Ridge Road follow the road line rather than the treed area and active field divide. This has resulted in portions of properties being incorreced shown as Agricultural Resource Area. The proposed modification would correct the designation.	<p>Per Schedule M in Appendix C of this Official Plan Amendment, adjust Official Plan Schedule B9 by changing the designation for the following properties from Agricultural Resource Area to Rural Countryside:</p> <p>Part of</p> <p>3596, 3570, 3564, 3558, 3546, 3502, 3486, 3450, 3485, 3402, 3390, 3376, 3364, 3350 Torbolton Ridge Road</p> <p>1509, 1530, 1494, 1512 Vances Side Road</p> <p>3160, 3191, 3148, 3132, 3120, 3098, 3088, 3076, 3068, 3050, 3034, 3026, 2970, 2950, 2864, 2850, 2790, Ridgetop Road</p> <p>3391, 2885, 2839 Woodkilton Rd</p> <p>PINs 045630061, 045630060, 045630055, 045690039, 045690033, 045690438, 045690441, 045690412, 045690413</p>
59 (Rural 3) (Appendix C,	Volume 1, Schedule B9	Correction	Part of 1420 Earl Armstrong was brought into the urban area by Council in 2021, while the remaining portion	The subject lands are shown on N in Appendix C of this Official Plan Amendment. Per Schedule N of this report, redesignate part of 1420 Earl Armstrong from Rural Countryside to Agricultural Resource Area on Official Plan Schedule B9.

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Schedule N)			<p>was intended to remain rural. As a result of an error, the Agricultural Resource Area designation was removed from the entire property. The Agricultural Resource Area is the correct designation within the rural portion.</p>	
60 (Rural 4) (Appendix C, Schedule O)	Volume 1, Schedule B9	Update	<p>The land at 7660 Mansfield Road is currently designated as Agricultural Resource Area based on the Land Evaluation and Area Review (LEAR) system. This designation was solidified through Official Plan Amendment (OPA) 180, which was adopted by City Council on January 25, 2017.</p> <p>In response to the City's updated LEAR system and OPA 180, several motions were passed by City Council. A significant motion called for a soil survey of lands proposed to be designated as Agricultural Resource Area, specifically in the Fallowfield-Bleeks area, to confirm or update the soil mapping.</p> <p>The results of the soil survey reaffirmed the agricultural capability of much of the</p>	<p>Per Schedule O in Appendix C of this Official Plan Amendment, redesignate 7660 Mansfield Road from Agricultural Resource Area to Rural Countryside on Schedule B9.</p>

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			<p>land designated under OPA 180. However, one parcel at 2394 Dwyer Hill Road was identified for reconsideration due to its lower soil capability and isolation from the main body of agricultural land.</p> <p>In July 2020, staff were directed to review the boundaries of the Agricultural Resource Area designation within the Fallowfield-Bleeks Study Area”, specifically considering the potential removal of 2394 Dwyer Hill Road from the Agricultural Resource Area designation.</p> <p>The report before committee in 2020 attracted some public delegates including the landowner of 7660 Mansfield Road. The position of the landowner was that the lands were added by mistake in OPA 180 because the lands scored relatively poorly and the underlying designation was Rural Natural Features. Following up, staff worked with the landowner to determine information requirements for further consideration.</p>	

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			<p>In 2023, a third-party study was submitted by the landowner recommending the removal of the Agricultural Resource Area designation from 7660 Mansfield Road. Staff agree with the recommendation. The proposed change would more closely align the land's designation with its actual capabilities and support more appropriate land use in accordance with the Official Plan.</p> <p>Staff further recommend that the current recommendation be the last reconsideration of LEAR arising from the motions in OPA 180. Other lands in the Fallowfield-Bleeks Study Area have had their soil analyzed or they are contiguous to other agricultural lands which scored adequately for designation.</p>	
61 (Rural 5) (Appendix C, Schedule P)	Volume 1, Schedule B9 and Volume 1, Section 13 Table 9	Update	Historical Settlements are referenced in policies 8.4 and 9.2.3 without being defined or identified by the Plan. This amendment is intended to define Historical Settlements and delineate their boundaries on a schedule.	<p>Add the following definition to Section 13:</p> <p><u>Historical Settlement:</u> <u>A small rural cluster of residential homes established prior to 1900 on private services and anchored by existing or former central community uses such as a church, cemetery, cheese factory, school and/or post office. These historical settlements were identified by former townships and often have markers such as heritage signs identifying a community name. The known historical settlements and their approximate location are identified on Schedule B9.</u></p> <p>Per Schedule P in Appendix C of this Official Plan Amendment, amend Official Plan Schedule B9 to include 12 identified Historical Settlements on the map and to the "Other" category within the legend.</p>

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62 (Rural 6) (Appendix C, Schedule Q)	Volume 1, Schedules C9 and C10; Section 4.1.2, Policy 21; Section 4.1.7, Policies 3 and 6	Clarification	The intent of the proposed modification is to identify the Protected Transportation Corridors on Schedule C2 extending to the municipal boundary on Schedules C9 and C10 to be consistent with the “note” in the upper right corner on Schedule C2.	<p>Per Schedule Q in Appendix C of this Official Plan Amendment, label and designate the protected transportation and rail corridors within the rural area on Official Plan Schedules C9 and C10.</p> <p>Section 4.1.2 21) The City shall require new development on land adjacent to all Protected Transportation Corridors and facilities shown on Schedules C2, <u>C9, and C10</u> to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective is to ensure that new development has proximity to rail corridors to make good use of urban land but in a way that is compatible with the long-term purposes of the corridors and facilities and to avoid, mitigate, or minimize negative impacts on and from the transportation corridors and facilities.</p> <p>Section 4.1.7 3) Protected Transportation Corridors identified in this Plan, including in Schedules C2, <u>C9, C10</u>, the TMP, associated Plans and utility corridors shall be protected for future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.</p> <p>6) The City will acquire surplus railway rights-of-way and other associated railway corridor properties and select utility corridors, as they become available, for uses such as future transportation, utility or electrical generation facilities and transmission systems or interim recreational opportunities in all seasons subject to affordability. Schedules C2 – Transit Network Ultimate, <u>C9 – Rural Road Network, and C10 – Road Network – Select Villages</u> identifies these as Protected Transportation Corridors.</p>
63 (Rural 7)	Volume 2C, Area-Specific Policies	Update	<p>This amendment applies to country lot and village subdivisions that received draft approval under the previous Official Plan.</p> <p>The approvals are in place; however, they will soon lapse. This amendment would allow staff to extend the approvals and maintain the minimum lot sizes in the approved draft plan.</p> <p>Staff do not have concerns with the smaller lot sizes that were previously granted.</p>	<p>Add New Area-Specific Policy:</p> <p>Manotick Bravar Maple Creek Estates Subdivision – 5537 First Line Road (PIN 03902-0891 LT), North Gower Maple Forest Estates Subdivision – 2190 Maple Forest Drive (PIN 03912-0331 LT, 03912-0682 LT, 03912-0897 LT), Metcalfe PB Holdings Subdivision – 2548 8th Line Road (PIN 04314-0522 LT), Seabrook Subdivision – 6067 First Line Road (PIN 0390-90158), Cavanagh Huntley Chase Subdivision – 2727 Carp Road</p> <p>Notwithstanding policies 4.7.2 and 9.2.3, the minimum lot sizes permitted may be in accordance with the lot sizes demonstrated on the approved draft plan which received approval prior to the adoption of this Plan.</p>
64 (Rural 8)	Volume 2c, Area-	Clarification	This amendment clarifies that PINS listed in Area	The lands with the PINs 04446-1995, 04446-0636, 04446-1670, 04438-0313, 04438-0314 and 04327-0391, <u>may not have received a complete application as per Policy 4 in Section 9.2.3 of Volume 1 of the Official Plan, and</u> are

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	Specific Policy 30.1		Specific Policy 30.1 received development rights as per an appeal that was resolved under OPA 76, even though there were no applications for the subject properties deemed complete by December 31, 2009.	permitted to develop as rural residential subdivisions. Any proposed plan of subdivision is subject to the policies of this plan which include but not limited to private servicing requirements and minimum lot sizes of 0.8 hectares.