

City Council / Conseil

Motion

Notice of Motion / Avis de motion

Meeting date / Date de la réunion : 30 October 2024 / 30 octobre 2024

Agenda No. / Ordre du jour n° :

Report / Rapport : Planning and Housing Committee Report 35A

Item / Article: 15.1 Omnibus 2 - Official Plan Amendment

Re: Changes to Table of Amendments and Schedule

Moved by / Motion de: Councillor J. Leiper

Seconded by / Appuyée par: Councillor G. Gower

WHEREAS staff have received multiple submissions relating to the proposed amendments in report ACS2024-PDB-PS-0087 - Omnibus 2 - Official Plan Amendment following its publication on eSCRIBE; and

WHEREAS staff have considered the submissions; and

WHEREAS staff agree with the submissions relating to amendment 9, concerning pedestrian and cycling facilities by transect and road type, amendment 13, concerning the protection of wetlands, amendment 55, concerning the mobility network for the LeBreton Flats District; and

WHEREAS staff partially agree with the submissions relating to amendment 6, concerning development within a Future Neighbourhood overlay, and amendments 45 and 62, concerning Protected Transportation Corridors; and

WHEREAS staff do not agree with the submissions relating to amendment 17, concerning stepback requirements in the Suburban Transect, and amendment 27, concerning heights in Special Districts; and

WHEREAS staff have found an administrative error in amendment 57a, concerning the relocation of unbuilt country lot subdivisions.

THEREFORE BE IT RESOLVED that City Council receive and approve Document 4A – Staff-Recommended Changes to Document 1 – Appendix A and B and Document 4B – Staff-Recommended Changes to Document 1 – Schedule Q.

Document 4A: Staff-Recommended Changes to Document 1 – Appendix A and B

Amendment Number	Proposed Change to the 'Amendment Details' Column (Blue indicates changes from Document 1 – Appendix A and B)	Rationale
Amendments to address fully supported submissions		
9	Delete the first proposed policy 12: 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.	This modification deletes a duplicate policy that was retained through a version control error.
13	5) <u>Outside the urban area and designated villages</u> , 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.	This modification re-structures a policy in response to concerns of its applicability being unclear. This would not change the policy's intent.
55	Modify Schedule P of the West Downtown Core Secondary Plan as indicated on Schedule S <u>R</u> in Appendix C of this Official Plan Amendment:	This modification corrects an erroneous reference to a schedule.
Amendments to address partially supported submissions		
6	3) A secondary plan <u>ning process, prepared</u> in accordance with Section <u>5.6.2 and Section</u> 12, shall generally be required for the development of new neighbourhoods as shown within <u>in</u> a Future Neighbourhood Overlay.	This modification recognizes that in some instances, other secondary planning processes may be permitted for development within a Future

		Neighbourhood Overlay, subject to the policies of subsection 5.6.2.1.
45	<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 and Infrastructure 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>	This modification replaces the term “Protected Transportation Corridor” with “Transportation and Infrastructure Corridor” to align with the terminology in the Provincial Planning Statement (2024).
62	<p>Per Schedule Q in Appendix C of this Official Plan Amendment, label and designate the <u>Transportation and Infrastructure Corridors</u> 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 <u>and Infrastructure</u> Corridors and facilities shown on Schedules C2, C9, and C10 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</p>	<p>This modification replaces all instances of the term “Protected Transportation Corridor” with “Transportation and Infrastructure Corridor” to align with the terminology in the Provincial Planning Statement (2024).</p> <p>Further, this modification removes unnecessary text and clarifies the instances when the FCM-RAC Guidelines should</p>

avoid, mitigate, or minimize negative impacts on and from the Transportation and Infrastructure Corridors ~~transportation corridors~~ and facilities.

a) The FCM-RAC Guidelines for New Development or its successor shall apply where Transportation and Infrastructure Corridors ~~rail corridors~~ or segments thereof fall within any of the following categories:

- i) Corridors used for freight.
- ii) Corridors used for both freight and urban transit.
- iii) Corridors where there is a reasonable prospect of rail freight operations resuming.

~~iv) Corridors where the future use is unknown.~~

b) For Transportation and Infrastructure Corridors ~~rail corridors~~ or segments thereof that fall within the following categories, ~~no setback is required but~~ development will be subject to any setbacks as determined through an O-Train Network Proximity Study. The report may be peer reviewed by an expert third party, at the applicant's expense:

- i) Corridors ~~Transit rail corridors~~ that do not carry freight.
- ii) Corridors where there is no reasonable prospect of rail freight operations resuming.

Section 4.1.7

3) Protected Transportation Corridors identified in this Plan, including in Schedules C2, C9, C10, 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.

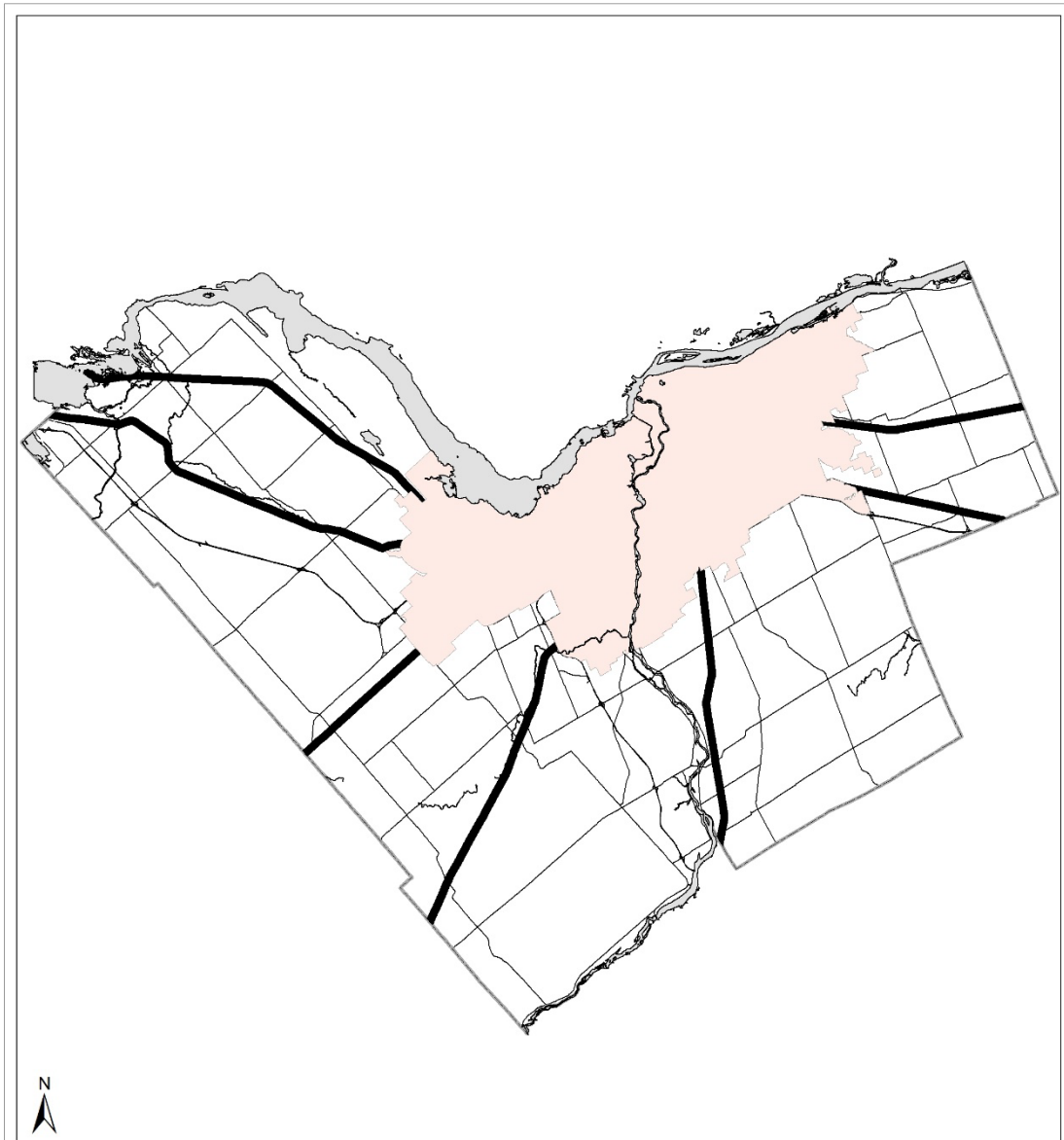
6) The City will acquire surplus railway rights-of-way and other associated railway corridor properties and select utility corridors, as they become available, for uses such as future transportation, utility or electrical generation facilities and transmission systems or interim

apply to Corridors rather than the O-Train Network Proximity Study.

	recreational opportunities in all seasons subject to affordability . Schedules C2 – Transit Network Ultimate, C9 – Rural Road Network, and C10 – Road Network – Select Villages identifies these as Protected Transportation and Infrastructure Corridors.	
Amendments to address unsupported submissions		
17	No changes.	Staff received a submission requesting that the policy for high-rise building podiums in the suburban transect be maintained as existing. Staff maintain that the proposed language best achieves the urban design objectives. Most of the Mainstreet Corridors this policy would apply to have wide rights-of-way, and typically, it would be desirable for the podium to be shorter or up to the corresponding height. The “should” allows for the rare instance when it’s appropriate for the stepback to be taller.
27	No changes.	Staff received a submission requesting that the subject policy be further modified to allow for height increases of two metres or less in the high-rise category in Special Districts. Staff does not support further changing the policy since the Official Plan deals with

		height in storeys rather than metres, and the Official Plan height framework is meant to provide some flexibility where number of storeys remains the same.
Amendment to correct an administrative error found by staff		
57a	h) The proposed development is integrated with the abutting village, <u>or an existing country lot subdivision</u> , through a fully-connected street grid and pathway network so that development is contiguous throughout the village, <u>or an existing country lot subdivision</u> , by providing connections and walkable opportunities to village core areas and other amenities, <u>and adjacent neighbourhoods</u> ;	This modification bolds and underlines text that was included in the original amendment but formatted incorrectly.

Document 4B – Staff-Recommended Changes to Document 1 – Schedule Q



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



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

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Revision:

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Scale: N.I.S. / Echelle: N.A.E.

**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

**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

-  TRANSPORTATION AND INFRASTRUCTURE CORRIDORS TO BE ADDED TO SCHEDULES C9 AND C10 /
CORRIDORS DE TRANSPORT ET D'INFRASTRUCTURE SERONT AJOUTÉS AUX ANNEXES C9 ET C10
-  URBAN AREA BOUNDARY /
LIMITE DE LA ZONE URBAINE