

PROPOSED OFFICIAL PLAN AMENDMENT

**East Urban Community Phase 3 Area
Official Plan Amendments and
Secondary Plan**

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

THE STATEMENT OF COMPONENTS

This document contains three sections.

Part A, the Preamble, introduces the purpose, location and basis for the Official Plan amendment. Part A does not however, constitute part of amendment.

Part B constitutes the details of the amendment to the Official Plan. It describes what will change in the Plan and the rationale for these changes.

Part C, the appendices, includes the secondary plan and amendments to schedules in the Official Plan.

PART A – THE PREAMBLE

1. Purpose
2. Location
3. Basis

PART B – THE AMENDMENT

1. Introduction
2. Details of the Amendment

PART C – Appendices

1. Schedules
2. East Urban Community Phase 3 Area Secondary Plan

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment to the Official Plan is to implement the land use components of the East Urban Community Phase 3 Area: Community Design Plan (CDP); Master Servicing Study (MSS); Areas Parks Plan (APP); Master Transportation Study (MTS) and Class EA for Infrastructure by:

- a. Amending Official Plan Schedules B, C, E, and L1 to reflect the land use designations as described in the CDP and the resulting changes to the natural heritage system and transportation networks;
- b. Adding the East Urban Community Phase 3 Area Secondary Plan to Volume 2A of the Official Plan;
- c. Removing policy 3.6.3 17) of the Official Plan;
- d. Amending policy 5.3 5) of the Official Plan to include the East Urban Community Phase 3 Area, the limits of which are shown on Figure 1, and previously shown as area 'B', the 'East Urban Community MUC' on Annex 5 of the Official Plan, as an area subject to Cost Sharing Agreements

And;

To fulfill Policy 2.5.6 8) of the Official Plan which requires a secondary plan in order to implement certain provisions as detailed in the CDP and supporting studies.

And;

To fulfill Policy 2.5.6 11) of the Official Plan which requires a secondary plan be implemented prior to development of the mixed-use centre south of Innes Road and west of Mer Bleue Road.

And;

To delete Policy 3.6.5 12) of the Official Plan, which requires that employment uses within 400 metres of the planned rapid transit station at Mer Bleue Road in the South Orleans Urban Employment Area shall have a minimum density of 200 jobs per hectare, as permitted through a secondary planning process.

2. Location and Background

The Official Plan Amendments affect the lands shown in the Figure 1 below.

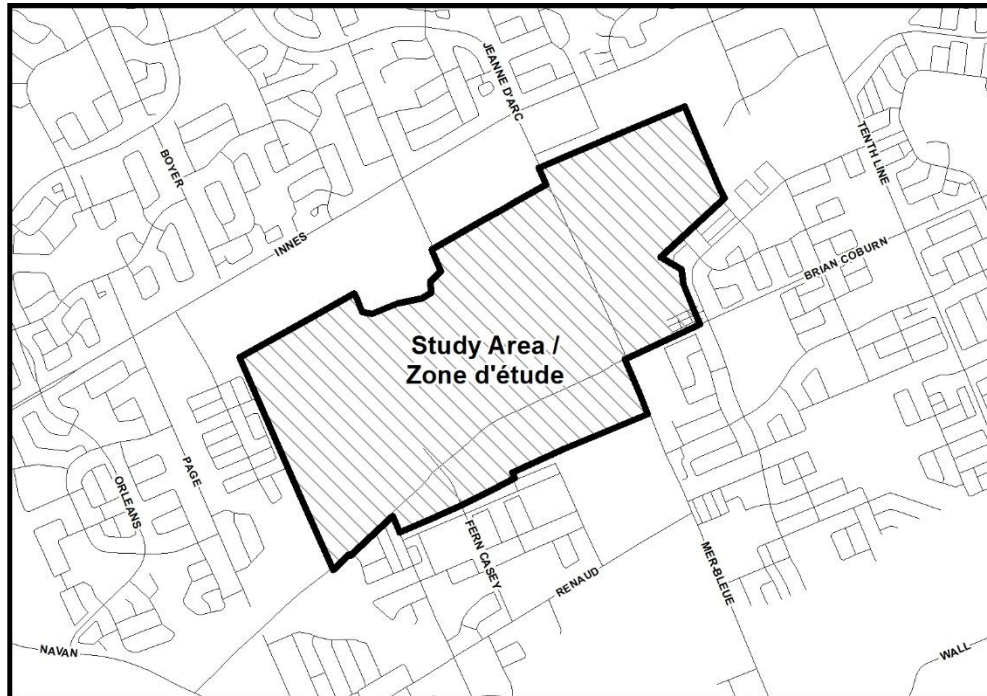


Figure 1 East Urban Community Phase 3 - Study Area

A Community Design Plan has been prepared to satisfy policies of the Official Plan. The supporting studies required to evaluate the lands for the desired use, including the Master Transportation Study and Master Servicing Study have been prepared to fulfil the requirements of the *Environmental Assessment* Phase 1 and 2 processes. The *Environmental Assessment* comprehensively examines the infrastructure, environmental, transportation, and open space needs to support the proposed community development. Several public forums and open houses related to the *Environmental Assessment* process were held concurrently with the community meetings for the Community Design Plan.

With the completion and adoption of the Community Design Plan and supporting studies, Official Plan Amendments are required to implement the recommended land use, urban design, infrastructure, environmental and parks and open space provisions.

The Official Plan Amendments contain the land use policy framework necessary to permit the implementation of the final recommendations and preferred land use plan resulting from the *Planning Act* and *Environmental Assessment Act* processes.

3. Basis

The Community Design Plan was prepared to develop guidelines and policies to:

- Translate the principles and policies of the Official Plan to the community scale and provide more detailed policy direction to guide development decisions for the Plan area;
- Implement an appropriate density, mix and location of residential dwellings;
- Identify the streets, cycle routes and pathway locations that establish a cohesive mobility network focused on walking, cycling, and public transit in addition to automobiles;
- Set out the phasing of development;
- Implement the directions of Building Better and Smarter Suburbs;
- Identify locations for parks to support the proposed development and nearby community;
- Identify the natural heritage system that will be protected from development;
- Identify additional studies necessary for a complete application under the Planning Act.

The Master Servicing Study was prepared to:

- Identify location, timing and cost of infrastructure to support the development;
- Provide guidance for the long-term protection of aquatic resources and downstream health;
- Identify additional studies necessary for a complete application under the Planning Act.

The Master Transportation Study was prepared to:

- Identify the impacts of additional development on the mobility network;
- Identify necessary improvements, mitigation and monitoring of the road network in relation to the City's Master Transportation Plan.

The Mud Creek Cumulative Impact Study was prepared to:

- Assess the combined impacts of existing and planned development in the Mud Creek watershed on the creek between Pagé Road and Renaud Road
- Identify appropriate stormwater management criteria for new development in the study area; and
- Identify any required mitigation works and improvements to the creek to control and prevent further erosion.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedules constitutes Amendment No. XX to the Official Plan Volumes 1 and 2A for the City of Ottawa.

2. Details of the Amendment

- i) Schedules B, C, E, and L1 in the City of Ottawa Official Plan, Volume 1 are hereby amended as described by the following explanatory text and shown in “Part C – Appendix”.
- ii) The Official Plan of the City of Ottawa Volume 2A – Secondary Plans is hereby amended by adding:
 - a. to the Table of Contents of the Secondary Plans the following title: **“East Urban Community Phase 3 Area”**
 - b. as a new section next after the last approved Secondary Plan in Volume 2A of the City’s Official Plan, the “East Urban Community Phase 3 Area Secondary Plan” attached in Part C of this document.

The following changes are hereby made to the City of Ottawa Official Plan, Volume 1, as illustrated in Part C - Appendix

- a. Schedule B
 - i) remove the Mixed Use Centre and replace with General Urban Area as shown on Schedule 1 of this amendment.
 - ii) remove the General Urban Area and replace with Urban Natural Feature as shown on Schedule 1 of this amendment
 - iii) Remove asterisk and reference to policy 3.6.3 14)
 - iv) Replace white space (no designation) on 3730 and 3828 with the general urban designation (yellow) as shown on Schedule 1 of this amendment.
- b. Schedule C – remove the multiuse pathway from the north and south identified in the CDP and add the multiuse pathways as shown on Schedule 2 of this amendment.
- c. Schedule E – amendment to the collector street network as shown on Schedule 3 of this amendment.

PART C – APPENDICES

SCHEDULES 1 TO 3 OF AMENDMENT XX OFFICIAL PLAN FOR THE CITY OF OTTAWA

SCHEDULE 1 – Amendments to Schedule B – Urban Policy Plan



Prepared by: Planning, Infrastructure and Economic
Development Department,
Geospatial Analytics, Technology and Solutions



Préparé par: Développement économique,
Analyse géospatiale, technologie et solutions

D01-01-19-0002 20-0940-A

\\s\staff\shah\07152121\001\ELC\Phase 3\Map 1

10 / 26 / 2020

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**SCHEDULE 1 to
AMENDMENT NO.
to the OFFICIAL PLAN
for the CITY OF OTTAWA**
Amending Schedule B
Urban Policy Plan

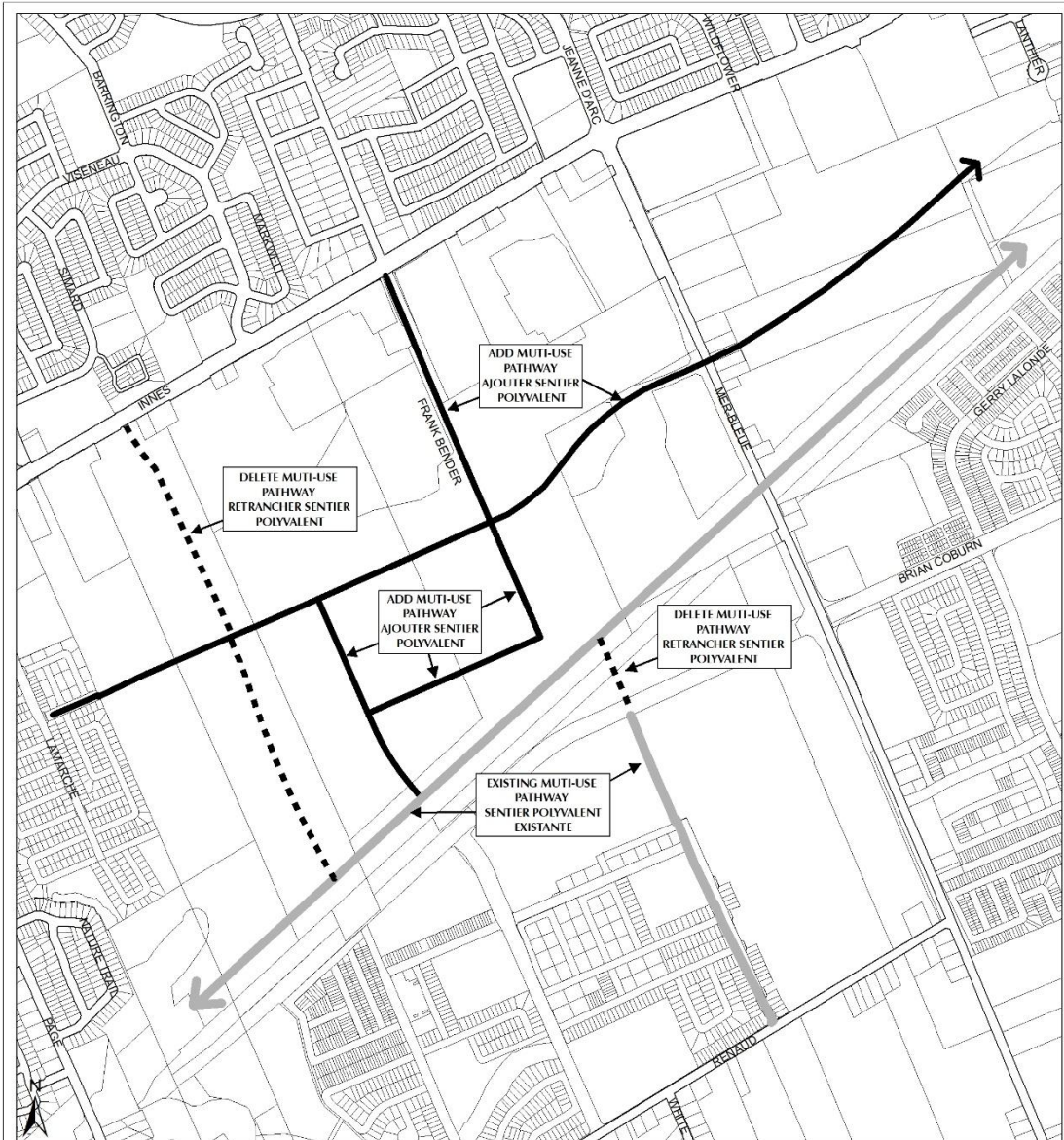
 LANDS TO BE DESIGNATED "GENERAL URBAN AREA" /
TERRAINS À DESIGNER « SECTEUR URBAIN GÉNÉRAL »

 LANDS TO BE REDESIGNATED FROM "MIXED USE CENTRE" TO "GENERAL URBAN AREA" /
LA DÉSIGNATION DES TERRAINS PASSERA DE « ZONE DE CENTRES D'UTILISATIONS POLYVALENTES »
À « SECTEUR URBAIN GÉNÉRAL »

 LANDS TO BE REDESIGNATED FROM "GENERAL URBAN AREA" TO "URBAN NATURAL FEATURE" /
LA DÉSIGNATION DES TERRAINS PASSERA DE « SECTEUR URBAIN GÉNÉRAL » À « CARACTÉRISTIQUES
NATURELLES ZONE URBAINE »

**ANNEXE 1 de
L' AMENDEMENT NO.
au PLAN OFFICIEL
de la VILLE D'OTTAWA**
Modifiant l'Annexe B
Plan des politiques en milieu urbain

SCHEDULE 2 – Amendments to Schedule C – Primary Urban Cycling Network



Prepared by: Planning, Infrastructure and Economic
Development Department,
Geospatial Analysis, Technology and Solutions



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

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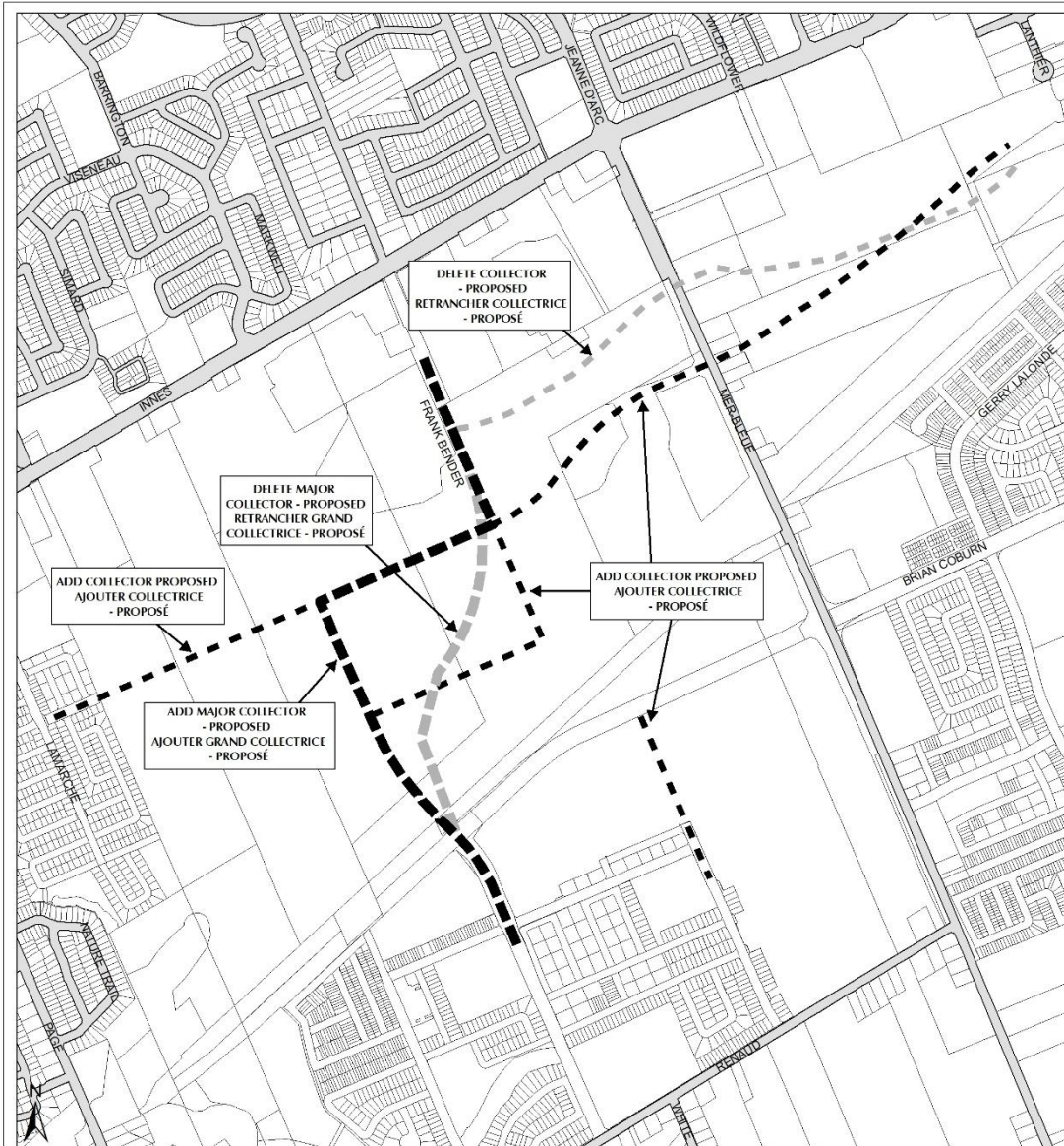
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**SCHEDULE 2 to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA
Amending Schedule C
PRIMARY URBAN CYCLING NETWORK

**ANNEXE 2 de
L' AMENDEMENT NO.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA
Modifiant l'Annexe C
Plan du réseau urbain de pistes cyclables principales

SCHEDULE 3 – Amendments to Schedule E – Urban Road Network



Prepared by: Planning, Infrastructure and Economic
Development Department,
Geospatial Analytics, Technology and Solutions



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

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**SCHEDULE 3 to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA
Amending Schedule E
Urban Road Network

**ANNEXE 3 de
L' AMENDEMENT NO.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA
Modifiant l'Annexe E
Réseau Routier - Urbain

Schedule 4 – Amendments to Schedule L1 – Natural Heritage System Overlay



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

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10 / 26 / 2020

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**SCHEDULE 4 to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA
Amending Schedule L1
Natural Heritage System Overlay (East)

**ANNEXE 4 de
L' AMENDEMENT NO.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA
Modifiant l'Annexe L1
Zone sous-jacente du Système
du patrimoine naturel (est)

-  EXISTING NATURAL HERITAGE SYSTEM OVERLAY
ZONE SOUS-JACENTE DU SYSTÈME DU PATRIMOINE NATUREL EXISTANTE
-  ADDITIONS TO THE NATURAL HERITAGE SYSTEM OVERLAY/
AJOUTS À LA DÉSIGNATION DU SYSTÈME DU PATRIMOINE NATUREL
-  DELETIONS FROM THE NATURAL HERITAGE SYSTEM OVERLAY/
TERRIS À EXCLURE DE LA DÉSIGNATION DU SYSTÈME DU PATRIMOINE NATUREL

APPENDIX A

EAST URBAN COMMUNITY PHASE 3 SECONDARY PLAN

1.0 INTRODUCTION

The purpose of this Secondary Plan (“the Plan”) is to guide future growth and development on the East Urban Community Phase 3 Area (‘EUC Phase 3 Area’) lands.

The Plan is City Council’s policy direction for municipal actions, particularly in the review of Plans of Subdivision, Zoning and Site Plan Control Applications, applications to the Committee of Adjustment, and in the undertaking of public works.

The Plan is based on the EUC Phase 3 Area Community Design Plan (CDP) and supporting documents. The Plan translates the key aspects of the CDP and supporting documents into statutory policy. The CDP includes detailed land uses descriptions and design guidelines that must be referred to in the review of development applications. The Plan is closely linked to the CDP and the two documents should be read in conjunction to assist with the interpretation and implementation of the Plan’s policies.

Schedule A - Land Use Concept Plan must be read in conjunction with the policy direction.

2.0 PLANNING AREA

The EUC Phase 3 Area Secondary Plan area is described by Schedule A and hereafter referred to as the “planning area”.

3.0 VISION

The proposed EUC Phase 3 Area is envisaged to be a new complete neighbourhood for Orléans and the rest of the city. Its mix of housing, employment, institutional and commercial services, combined with leisure and recreational opportunities will make it an attractive place to live, work, and play.

The design of this community is based on a walkable, transit-supportive street and block network with connectivity to the future Cumberland Transitway line and its stations. Higher density and mixed-use areas are located strategically to serve the community and beyond. The neighbourhoods will have parks, transit and other amenities within an easy walking distance.

Planning and Design Framework

The following principles provided the policy framework for the Plan and form the foundations of creating a livable and walkable community for the EUC Phase 3 Area:

- Establish a new, vibrant centre in Orléans which accommodates a range of uses, such as office, low, medium and highest density residential, retail, entertainment, and institutional uses, and acts as a central node of activity for the surrounding community.
- Achieve compact growth which makes efficient use of land and existing infrastructure and is phased in step with required infrastructure improvements.
- In anticipation of the future Cumberland Transitway line, establish a Transit-Oriented Development (TOD) pattern which incorporates “complete streets” that provide safe, convenient and comfortable conditions for walking, cycling and public transit for all ages and abilities.
- Ensure that connections across the hydro corridor, the Transitway and Brian Coburn Boulevard are provided for the safe and efficient passage of pedestrians, cyclists, and motorists from one side of the planning area to the other.
- Foster growth that complements the existing community of Orléans and facilitates connectivity between Transitway stations and surrounding neighbourhoods through such measures as sidewalks and cycling facilities, multi-use pathways (MUPs), safe road crossings, and a pedestrian-friendly road network.
- Protect, improve and restore the Natural Heritage System within and adjacent to the planning area and create a Greenspace Network which connects natural features, such as woodlands and stormwater ponds, and community features, such as public parks, and shopping areas.
- Encourage the establishment of a distinct identity for the currently undeveloped planning area through the creation of area-specific design guidelines which recognize and celebrate existing features and promote the creation of new public parks and civic spaces that contribute to a sense of place and foster a sense of community.
- Support the economic development potential of Orléans by creating development opportunities within this planning area for a range of employment uses that are well-served by transit.

4.0 LAND USE & KEY URBAN DESIGN DIRECTION

The following subheadings and policies provide guidance for the future development of the planning area with respect to land use, mobility, community development, urban design, and implementation. Further detail and guidance regarding their interpretation is found within the EUC Phase 3 Area CDP, which should be read in conjunction with this Secondary Plan.

LAND USE POLICIES

City Council has approved the East Urban Community Phase 3 CDP and supporting studies to guide future development in the secondary plan area. Development is therefore to occur in keeping with the CDP and its supporting studies subject to the following objectives and policies.

General Policies

1. Residential development will be limited to not more than 55 per cent detached dwelling units, at least 10 per cent apartment dwelling units, and the remainder may be comprised of multiple dwelling units, other than apartments.
2. The overall residential development shall meet the minimum average density target of 34 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right-of-way and all non-residential uses.
3. Illustration of any lands within schedules does not imply that the lands are available or open to the public.
4. The City will determine when to purchase lands for public benefit. The inclusion of privately-owned lands within any designation or schedule in this plan does not in any way obligate the City, Conservation Authority or Province to acquire, compensate or purchase these lands.
5. As illustrated on Schedule A, a community park will be a permitted use in employment lands designation on lands abutting the snow disposal facility.
6. The EUC Phase 3 Area CDP policies shall guide permitted uses and building heights within each CDP designation
7. West of the Innes Park Woods the City will permit, without need for an Official Plan Amendment, any extension of the Medium Density Residential designation area south to Vanguard Drive

Policies for Private Agreements

Agreements are to be initiated by the landowners within the defined EUC Phase 3 Area to provide for the fair sharing of costs among the benefiting parties and to coordinate the

necessary development of parks, infrastructure and open space. The following policies provide requirements for new development under these private agreements.

8. Landowners within the EUC Phase 3 Area shown on Annex 5 (Urban Areas Subject to a Community Design Plan or Policy Plan Approved by Ottawa City Council), shall enter into private agreement(s) to share costs associated with:
 - a. the preparation of the CDP, secondary plan and supporting studies;
 - b. costs of the major infrastructure projects and associated studies and plans required for the development of the EUC Phase 3 Area which are not otherwise covered by Development Charges;
 - c. the dedication and costs of development of parklands.
9. Landowners within the EUC Phase 3 Area shown on Annex 5 (Urban Areas Subject to a Community Design Plan or Policy Plan Approved by Ottawa City Council), shall enter into private agreement(s) to establish a Master Parkland Agreement to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the Community Design Plan area;
10. Each agreement under policies 8 and 9 above shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each affected landowner.
11. The City will require the execution of the Funding Agreement by each landowner and the execution of the Cost Sharing Agreement by each participating and affected landowner prior to the approval of any application by the landowner for rezoning, draft plan of subdivision or condominium, conditional approval of a severance, or approval under 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 secondary plan area a condition requiring notification from the Trustee of the EUC Phase 3 Area Landowners Group that the owners are party to the relevant agreement(s) and have paid their share of any costs pursuant to the agreement(s)."

Mix of densities, forms and uses

A mix of residential forms and unit types shall be provided, to create housing options and diversity in housing stock throughout the planning area.

12. To distribute density and housing forms more evenly throughout the area, dwelling types in the low-density designation should be mixed by blocks to avoid large blocks with only a single types of housing form.

Small-scale commercial uses

13. In addition to the commercial areas identified on Schedule A, small-scale convenience commercial or micro-retail uses that are easily accessible by foot or bicycle shall be

permitted in areas along collector streets as enabled by the Zoning By-law. The implementing zoning should apply use of the suffix “-c” (or similar notification) to the parent residential zone to permit small-scale commercial businesses in a residential zone.

Parks

14. A hierarchy of parks in the greenspace network is to be provided including Community and Neighbourhood Parks and Parkettes, with amenities as recommended in the East Urban Community Phase 3 Area Parks Plan. One of these, a Community Park of not less than 4.6 ha shall be located just west of and abutting the existing snow disposal facility.

PEDESTRIAN AND CYCLING MOBILITY

Cycling Facilities

15. Cycling facilities will be established along Collector streets as exhibited in the EUC Phase 3 CDP.

Pedestrian-Priority measures and crossing of Collector Streets

16. Infrastructure that prioritizes pedestrian movement, will be designed and installed at places over the main collectors where they meet with the through-block pedestrian corridor and where a collector divides two sides of an offset grid. This infrastructure may include bulb-outs, pedestrian cross-overs (PXOs), and combinations of these features. Pedestrian crossings will be at periodic intervals to encourage pedestrian connectivity, with preference given to their location in the vicinity of transit stops.
17. All collector streets shall have pedestrian facilities on both sides and cycling connectivity. Collector street cross sections will be refined based on city policies and standards at the time to achieve necessary connectivity for pedestrians and cyclists in the 24m ROW. Exceptions may be made without amendment to this Plan in the case of short collector street segments that do not provide essential connectivity; in such cases, there may be a sidewalk on only one side of the street.

COMMUNITY & URBAN DESIGN

Street and Block Pattern for People

The street and block pattern of a new neighbourhood sets the stage for a community's quality of life and for the efficient movement of people throughout the community. The street network design is to be designed to provide a safe and pleasant experience to all users by moderating vehicle speeds. A well-planned, fully connected street grid that filters traffic through it, rather than funneling it to the largest streets, not only improves circulation, but also serves as the most important traffic calming strategy in community design. Before specific traffic calming features (such as speed bumps or curb extensions) are planned for, the street and block patterns are already carefully planned to achieve passive traffic calming as the result of good design layout.

18. The street network will be designed to meet the following:

- i. As a priority, the street and block layout will be designed with the user experience in mind and must ensure a safe and pleasant environment for all users and not only motorists.
- ii. The street system will be fully connected and organized in an Offset Grid configuration. The intent of this grid configuration is to provide multiple route options for all modes of transportation throughout the planning area while calming through traffic, providing for efficient transit operations and discouraging cut-through car traffic. Local (minor) streets and collector (major) streets should connect directly with arterials (avenues).
- iii. As illustrated in the CDP, neighbourhood blocks will, where feasible, be 1 hectare or less in size and regular in shape to support a highly permeable neighbourhood. Smaller block sizes are also intended to promote shorter active transportation trips and a variety of route and mode options. Where larger block sizes are proposed and are deemed acceptable to the City, there shall be at least one pedestrian mid-block connection that aligns with streets on either side of the block.
 - o Plans of subdivision shall establish a street hierarchy in which the various street-types are designed (and not merely posted) for driving speeds that support: safer driver behaviour; enhanced pedestrian and cycling safety; and achieves desired comfort levels for non-motorized users.
- iv. Vehicular operating speeds on each type of street will be passively controlled through appropriate design. Minor (local) streets will be designed to dictate lower vehicular speeds (30km/h), major (collector) streets moderate speeds (40km/h to 50km/h).
- v. The street pattern and network design will facilitate access by all modes of transportation to public facilities, places of commerce, parks, schools, open space, and to the public transit network.
- vi. Reverse lotting, where rear yards abut Collector streets, shall not be permitted. There shall be no window streets along Collector streets.

- vii. The frontage of lands along public streets will feature buildings with active frontages regardless of the land uses contained therein. Surface parking areas should primarily be to the side or rear of buildings.
- viii. Where houses are adjacent or opposite parks, the front, rear or side elevations will have windows and doors facing the park to provide for greater streetscape continuity and animation.
- ix. Where soil conditions are favourable, strong street tree planting can create character among many other benefits, such as safety and comfort, and will be included along all street frontages, at the developers cost. Trees and other landscaping, such as plantings along noise fences, window streets and bio-swales, or other remnant pieces of land within a subdivision are also encouraged.

Traffic calming

19. The design and implementation of traffic calming facilities shall occur at the time of development and at the cost of the developer as a condition of the approval at the Draft Plan of Subdivision application process. This will occur in conjunction with the original street design and construction to avoid the need to return later at greater cost and inconvenience. This process will also include the identification of the appropriate traffic calming techniques for certain streets or conditions to encourage local walking and cycling, and slower, but efficient vehicular movement. The highest priority areas or streets for traffic calming are expected pedestrian travel routes. Determination of traffic calming measures shall be consistent with City guidelines for the design and implementation of such measures, and will be undertaken in consultation with affected City departments.

Parking

One objective of this Secondary Plan is to ensure that, in the design of subdivisions, the location of various dwelling types is planned to deliberately offset the site-specific parking strengths and challenges of each type of dwelling by having sufficient proximity between dwelling types to absorb overall parking needs on a neighbourhood-wide basis

20. At the time of Draft Plan of Subdivision, proponents shall submit a street parking plan that demonstrates how on-street parking has been maximized, including how lots of varying widths and dwellings of varying types have been organized so as to maximize on-street parking opportunities. The CDP outlines design options for achieve the above.

5.0 NATURAL HERITAGE SYSTEM

Rock Barren

A rock barren featuring large areas of exposed limestone bedrock is located along the northern edge of the planning area, to the immediate south and east of Innes Park Woods.

The rock barren and the adjacent 30 metres of land have been identified as Significant Wildlife Habitat for snakes due to the presence of an overwintering habitat (hibernaculum) within the fractured limestone of the rock barren. The area must be protected from unnecessary encroachment and is particularly susceptible to changes in water infiltration (in terms of both quantity and quality) and shading of the rocky outcrops. Some encroachment will be necessary to ensure that the grades maintain existing drainage patterns in the area.

The planned southern extension of Frank Bender Street across the rock barren poses a barrier to wildlife movement, which should be reduced to the extent possible through the use of crossing structures, protective barriers, and/or other measures. Further, design and construction of the extension of Frank Bender Street will require additional design criteria and mitigation to minimize the impact on the natural feature and its functions in order to protect the Significant Wildlife Habitat and the wildlife that depend on it. The extension of Frank Bender Street across the rock barren will be permitted subject to a detailed design approved by the City, in consultation with the Ministry of Natural Resources and Forestry (MNRF) and the Conservation Authority.

In order to offset the impacts of the proposed development, a compensation plan may be developed which contains measures that could improve the habitat of species in the rock barren area.

Elements of the Natural Heritage System are illustrated on Official Plan Volume 1 Schedule L. Other natural features may be present, which are not shown on this Schedule, but which meet the City's natural heritage system definition in Section 2.4.2 of the Official Plan. The policies below apply to all natural heritage features and constraint lands, regardless of whether or not they are included on Schedule L.

1. Development and site alteration will not be permitted within or adjacent to any natural feature or adjacent to the designated Innes Park Woods, unless an Environmental Impact Statement (EIS) has been prepared as part of the development application process, which indicates that there will be no negative impacts on the natural features or their ecological functions.

For the purposes of this Plan, "adjacent" is generally defined as within 30 metres of the edge of the feature.

2. As part of the development application process and in keeping with policies of the Official Plan, additional studies may be required to address constraints such as, but not necessarily limited to: unstable slopes and; geotechnical hazards.
3. Where 'Species at Risk' are found within the Study Area, which will be dealt with during the development review stage under the Endangered Species Act.

4. The Woodlot in the southwest quadrant of the EUC Phase 3 Area CDP will be preserved as part of the Natural Heritage System as non-developable lands and will be transferred to the City for nominal consideration through future plan of subdivision approvals.

6.0 IMPLEMENTATION

Private Agreements for Development Costs

1. Landowners within the EUC Phase 3 Area shown on Official Plan Annex 5 (Urban Areas Subject to a Community Design Plan or Policy Plan Approved by Ottawa City Council), shall enter into private agreement(s) to:

- proportionally share the costs by affected landowners for major infrastructure projects and associated studies and plans required for the development of the EUC Phase 3 Area which are not otherwise covered by Development Charges;
- establish a Master Parkland Agreement, including the adjacent landowner of the approved plan of subdivision located to the immediate west to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the Community Design Plan area;
- share the dedication and costs of development of parkland.

Such agreement(s) are to be initiated by the landowners within the defined EUC Phase 3 Area and provide for the fair sharing of costs among the benefiting parties, to complement the provisions of a Development Charges By-law;

2. Each agreement under policy 1 above shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each affected or benefiting landowner.
3. Consistent with Official Plan Section 5.3.5 Cost Sharing Agreements, the City will require the execution of the Funding Agreement by each landowner and the execution of the Cost Sharing Agreement by each participating and affected 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 under 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 EUC Phase 3 Area requiring notification from the Trustee of the EUC Phase 3 Area Landowners Group that the owners are party to the relevant agreement(s) and have paid their share, if applicable, of any costs pursuant to the agreement(s).”

Bus Transit Routes

To capture transit ridership in the initial phases of development transit stops and routes should be available for use beginning with the early stages of development to provide the highest degree of convenience, safety and efficiency for new residents.

4. Landowners will be required to enter into an Early Transit Service Agreement to determine the method and means by which the development, as well as adjacent areas, can be efficiently and effectively serviced by transit. The Owner shall enter into the agreement to outline the provision of interim bus service with the Transit Services Branch, prior to the registration of the subdivision or condominium.
5. Early Transit Service Agreements shall include, but are not necessarily limited to, the following: establishment of routes and stops, levels of service, and provision and maintenance of stops and turnarounds. Early Transit Service Agreements may also be required to include funding and cost-sharing arrangements, and the timing and triggers for the transfer of responsibility to the City.
6. Pre-consultation, which is required prior to an application for Draft Plan of Subdivision will include OC Transpo and the relevant School Boards in order to coordinate bus routes with the design of streets, blocks and pedestrian connections.

Additional Conditions and Requirements for Plans of Subdivision

7. Applications for draft plan of subdivision shall be processed concurrently with any required applications under the *Drainage Act*.
8. Prior to the approval of any draft plan of subdivision application, the Master Servicing Study shall be consulted directly to determine what conditions are required to be completed and approved by the affected agencies.

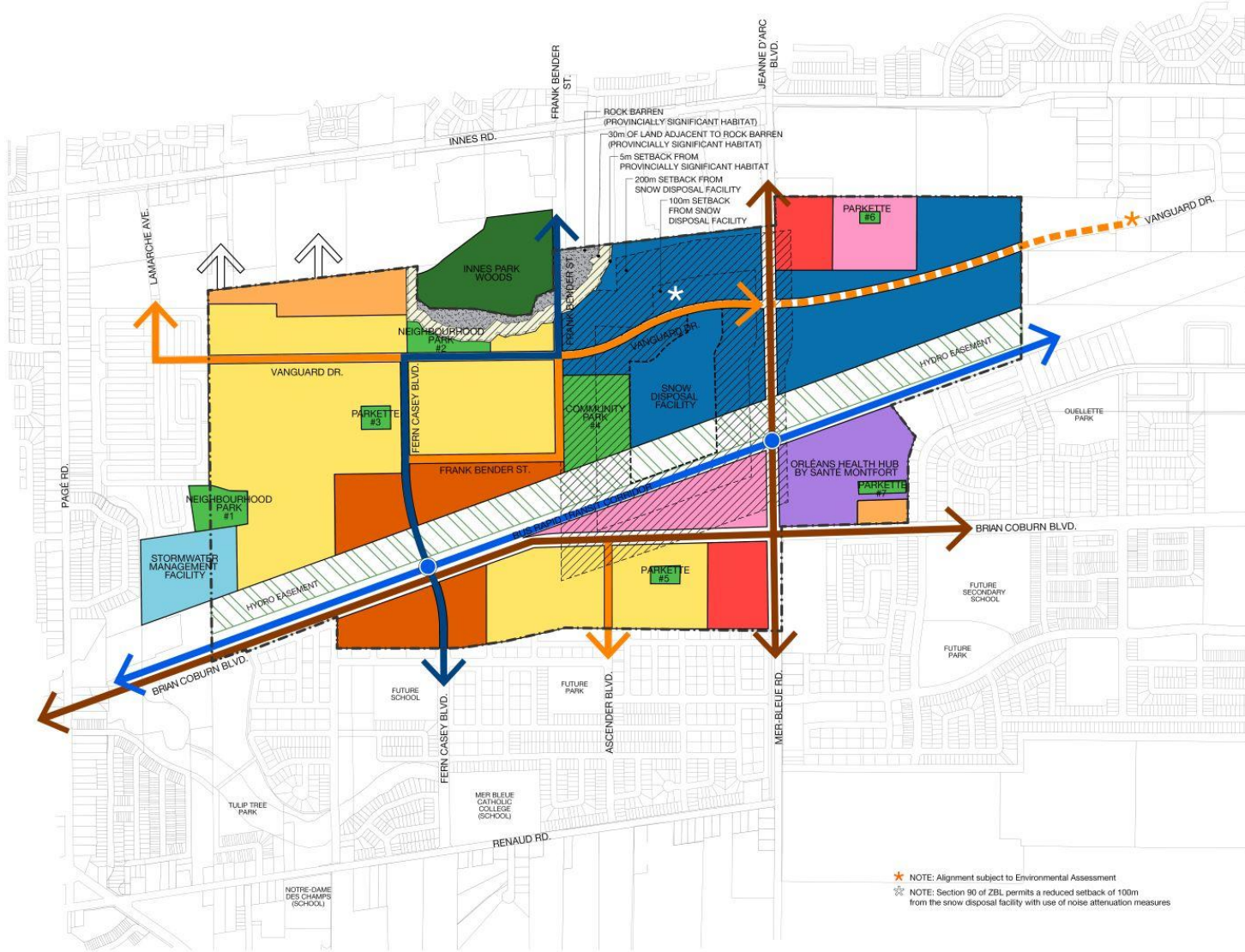
Build-Out

Upon build-out of the streets, Medium Density Residential areas, Highest Density Residential areas and Commercial areas, it is intended that this Secondary Plan and associated Community Design Plan may, at the discretion of the City, be retired and voided.

While small-scale change and development within the Plan area is possible after build-out, the directions contained in the Secondary Plan and CDP will have already been implemented, and development policies can revert to the general policies of the Official Plan.

SCHEDULE A – LAND USE PLAN

EAST URBAN COMMUNITY - PHASE 3 AREA COMMUNITY DESIGN PLAN PREFERRED LAND USE PLAN



- LEGEND**
- Low Density Residential
 - Medium Density Residential
 - Highest Density Residential
 - Commercial
 - Mixed-Use
 - Employment
 - Institutional
 - Park
 - Innes Park Woods
 - Stormwater Management Facility
 - Rock Barren
 - Land Adjacent to Rock Barren
 - Hydro Easement/Open Space
 - Snow Disposal Facility Setback
 - CDP Boundary
 - Arterial
 - Major Collector
 - Collector
 - Future Vanguard Drive Extension
 - Bus Rapid Transit (BRT) Corridor
 - BRT Station

32.	DRAFT	03.19.2020
31.	DRAFT	04.17.2019
30.	DRAFT	03.12.2019
29.	DRAFT	02.25.2019
28.	DRAFT	02.12.2019
27.	DRAFT	01.17.2019
26.	DRAFT	10.25.2018



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* NOTE: Alignment subject to Environmental Assessment
 * NOTE: Section 90 of ZBL permits a reduced setback of 100m from the snow disposal facility with use of noise attenuation measures