

**Joint Planning Committee and
Agriculture and Rural Affairs
Committee
Report 5
October 13, 2021**

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**Réunion conjointe du Comité de
l'urbanisme et du Comité de
l'agriculture et des affaires rurales
Rapport 5
Le 13 octobre 2021**

**Extract of Minutes 5
Joint Planning Committee and
Agriculture and Rural Affairs
Committee
October 14, 15 and 18, 2021**

**Extrait du procès-verbal 5
Réunion conjointe du Comité de
l'urbanisme et du Comité de l'agriculture
et des affaires rurales
Le 14, 15 et 18 octobre 2021**

1. NEW OFFICIAL PLAN

ACS2021-PIE-EDP-0036

CITY WIDE

REPORT RECOMMENDATIONS

**That Planning Committee and Agriculture and Rural Affairs Committee
recommend Council:**

- 1. Receive the new Official Plan engagement report attached as Document 1;**
- 2. Receive the following documents prepared in support of the new Official Plan as Documents 2 through 7;**
 - a. Document 2: Resolution of Council Motions relating to growth and the Official Plan;**
 - b. Document 3: Resolution of Ministry of Municipal Affairs and Housing Comments;**
 - c. Document 4A: Financial report – ‘development pays for development’;**
 - i. Document 4B: 2021 Hemson Report – Summary Update of Comparative Municipal Fiscal Impact Analysis**
 - ii. Document 4C: May 26, 2021 Memo – New Official Plan Growth Management Strategy – Financial Analysis Rationale**
 - d. Document 5: Growth Management Strategy – Implementation**

Modelling;

- e. Document 6: Memorandum detailing a framework for consideration of in-process applications;**
 - f. Document 7: Draft Adoption By-law for Official Plan.**
- 3. Approve Document 12: Staff recommended changes to the draft new Official Plan;**
 - 4. Adopt the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies) as presented in Documents 8 and 9 (being Volume 1 and, Volumes 2A urban secondary plans, 2B rural secondary plans and 2C Area Specific Policies, respectively);**
 - 5. Adopt the following annexes as supporting information to the new Official Plan, as presented in Document 10:**
 - Annex 1 Metropolitan Downtown Core**
 - Annex 2 Development Zone of Influence**
 - Annex 3 Heritage Conservation Districts**
 - Annex 4 Local Plan Framework**
 - Annex 5 Urban and Rural Areas Subject to Area-Specific Policies**
 - Annex 6 Urban Areas Subject to a Secondary Plan**
 - Annex 7 Rural Areas Subject to a Secondary Plan**
 - Annex 8A Watersheds and Subwatersheds**
 - Annex 8B Subwatershed Studies and Environmental Plans**
 - Annex 9 Private Service Enclaves in the Urban Area**
 - Annex 10 Tewin Community Design Planning Process and Studies**
 - Annex 11 Official Plan amendments (currently blank)**

**Annex 12 Principles for the Tewin Financial Memorandum of
Understanding**

- 6. Receive Document 11: Work Plan Items Arising from the New Official Plan;**
- 7. Approve that the Annexes to the existing Official Plan that do not legally form part of the existing Official Plan be repealed on the date that the Minister approves the new Official Plan;**
- 8. Provide direction for staff to prepare an implementing workplan and associated timelines and resources for new or updated secondary plans, high performance development standards, guidelines and by-laws, to be included in Departmental work plans, for consideration by Planning Committee within 6 months of Ministerial approval of the new Official Plan;**
- 9. Approve the Principles for the Tewin Financial Memorandum of Understanding, attached as Annex 12 to the new Official Plan, detailing the financial components of the Tewin expansion lands, and delegate authority to the General Manager of the Planning, Infrastructure and Economic Development Department to finalize and execute a Memorandum of Understanding based on these principles, to the satisfaction of the City Solicitor and Chief Financial Officer;**
- 10. Direct staff, if necessary, to request the Minister of Municipal Affairs and Housing, in respect of results of any Ontario Lands Tribunal hearing respecting the Official Plan, following Council approval of the plan, to request modification of the adopted Official Plan, so that the applicable policy is consistent with the ruling of the Tribunal; and**
- 11. Direct staff to request the Minister of Municipal Affairs and Housing, in respect of any Official Plan Amendments to the current plan that are adopted by Council and have cleared appeals prior to Ministerial approval, to modify the Official Plan to incorporation such amendments.**

Opening comments were made by the Chairs, Councillor Scott Moffatt, and Councillor Eli El-Chantiry followed by a PowerPoint presentation by staff. The presentation is held

on file by the Clerk's office.

Staff were present to provide a presentation and/or respond to questions, including but not limited to the following:

- Planning, Infrastructure and Economic Development Department:
 - Steve Willis, General Manager
 - Don Herweyer, Director, Economic Development and Long Range Planning
 - Charmaine Forgie, Manager, Business and Technical Support Services
 - Alain Miguelez, Manager, Policy Planning
 - Andrea Flowers, Section Manager, Climate Change and Resiliency
 - Vivi Chi, Associate General Manager
 - Royce Fu, Planner III
- Innovative Client Services Department:
 - Tim Marc, Senior Legal Counsel-Planning, Development & Real Estate
- Ottawa Public Health
 - Inge Roosendaal, Healthy Communities Senior Planner
- Community and Social Services Department
 - Saide Sayah, Director, Housing

The committee heard from the following 84 delegations:

1. Chief Wendy Jocko, Lynn Cloutier, Chief Richard Zohr, Bob Craftchick
Pikwanagan, Algonquin First Nations
2. Cyndi Rottenberg-Walker - Urban Strategies Inc – Tewin
3. Sally Thompson – City for All Women Initiative (CAWI)
4. Lucia Morales - CAWI

5. *Elizabeth McAllister - Manor Park Community Association
6. Mary Huang
7. Laura Shantz
8. Paul Goodkey
9. Brian Beaven - Centretown Community Association
10. Robb Barnes - Ecology Ottawa
11. *Lynne Bankier - Champlain Park Community Association
12. *Jane Berlin
13. Kathy Vandergrift - Queensway Terrace North Community Association
14. *Daniel Buckles
15. Ian McConnachie - Crystal Beach Lakeview Community Association
16. Russ Gibson - Rockcliffe Park Residents Association
17. *Elizabeth Costello - Carleton Heights & Area Residents Association
18. Paul Johanis - Greenspace Alliance of Canada's Capital
19. Dr. Eugenie Waters
20. Tony Michel
21. Greg McDougall
22. *Laura Urrechaga - Old Ottawa South Community Association
23. Robert Brinker & Alex Cullen - Federation of Citizens' Associations of Ottawa
24. Gail McEachern - New Edinburgh Community Alliance
25. Mike Moffatt - Smart Prosperity Institute
26. Roddy Bolivar - Carp Road Corridor BIA

27. Della Wilkinson - Glebe Community Association
28. *Suzanne Tewnton - Healthy Transportation Initiative
29. Cheryl Parrott - Hintonburg Community Association
30. *Kelly McInnis
31. Chris Greenshields - Vanier Community Association
32. Liam O'Brien - Professor, Architectural Conservation
33. *Judy Korecky - Faircrest Heights Community Association

The Committee recessed for the day at 8 PM and resumed hearing from delegations at 9 AM on Friday October 15, 2021.

34. *Garry Lindberg
35. Rosaline Hill - Rosaline Hill Architects
36. *Paul Hicks - Avenue 31 Capital
37. Bart Bilmer – Burritt's Rapids Community Association
38. *Heather Pearl - Champlain Park Community Association
39. Doug Thompson - Greely Community Association
40. Robert Brocklebank
41. *Ron Rose - Old Ottawa East Community Association
42. Jack Waghorn - Alta Vista Engaged
43. Laura Cohen
44. Mihailo Mihailovic
45. Karin Lynch
46. Marie Riopelle

47. *Jill Prot
48. Nancy Wilson - City View Community Association
49. Stefan Baginski - Greater Avalon Community Association
50. Charles Ficner
51. Dean Tester - Making Housing Affordable
52. Michel Haddad
53. Heather Mitchell - Westboro Community Association
54. David McNicoll
55. Brian Tansey
56. Juliet Knapton
57. Miguel Tremblay - FoTenn
58. Phyllis Odenbach Sutton
59. *John Dance
60. Carolyn MacKenzie
61. Jason Burggraaf and Neil Malhotra - Greater Ottawa Home Builders
62. *Marjolaine Provost - Overbrook Community Association
63. *Roland Dorsay
64. *Salma Al-Shehabi
65. *Angela Keller-Herzog - Community Associations for Environmental Sustainability (CAFES)
66. *Joan Freeman
67. Shirley Dolan - West Carleton March

- 68. Brian Innes - Environmental Stewardship Advisory Committee
- 69. *Brian Casagrande - FoTenn
- 70. Neal DeRuyter - MHBC Planning
- 71. Moe Garahan - Just Food
- 72. Phil Mount - LEAR Member & farmer
- 73. Grant Dingwall
- 74. Ray Noyes - ACORN
- 75. Alex McDonald - ACORN
- 76. *Doug Yonson
- 77. Bhagwant Sandu
- 78. Tony Miller - Ottawa Small Landlord
- 79. Josh Kardish - Regional Group
- 80. Davette Nyota - ACORN
- 81. Adele Farough - ACORN
- 82. Lynn Roseberry
- 83. Tim Mount - Carleton Landowners Association
- 84. Tim Lash

The delegations concluded at 6:20 PM on Friday October 15, 2021.

[* *All individuals marked with an asterisk also provided written comments or supplementary materials; all such comments are held on file with the City Clerk.]*

The following correspondence was provided to the committee coordinator, between September 22 (the date the report was published to the City's website with the agenda for this meeting) and the time the matter was considered on October 14, 15 and 18,

2021, a copy of which is held on file:

1. Kelley Lewis
2. James Young
3. Alan Gilmorea
4. S. Heather Barrett
5. Mike Moffatt
6. Della Wilkinson
7. Sue Neill
8. Barbara Brown
9. Nick Ricciuto
10. Larry Chown
11. New Edinburgh Community Association
12. Lida Malinowski
13. Lisa Routhier
14. David Flemming, Heritage Ottawa
15. Richard Slowikowski
16. Judy Korecky
17. Susan Brousseau
18. Vivek Krishnamurthy
19. Cavanagh (3)
20. Champlain Park Community Association
21. Angela Keller-Herzog, CAFES
22. Al Crosby (2)
23. Manor Park Community Association
24. Ottawa Wind Concerns
25. Queensway Terrace North Community Association - Kathy Vadergrift

26. Robert Brocklebank

27. Heather Breault

28. Dianne and John Droogh

29. Old Ottawa South Community Association

30. David McNicoll

31. Manotick Village and Community Association – Grace Thrasher

32. Community Collective:

- Cardinal Glen Community Association
- Lindenlea Community Association
- Manor Park Community Association
- New Edinburgh Community Alliance
- Overbrook Community Association
- Rockcliffe Park Residents Association
- Vanier Community Association

33. Ruby Mekker

34. Carol Brascoupe

35. Michael Lynch

36. Al Crosby

37. Ken Holmes

38. Chris Jalkotzy

39. Barbara Porrett

40. Overbrook Community Association

41. Champlain Park Community Association (Heather Pearl)

42. Greely Community Association (Chris Leblanc)

43. Choice Properties Limited Partnership

44. Chris and Jennifer Bradley
45. Old Ottawa East Community Association
46. Phyllis Odenbach Sutton
47. Kanata Entertainment Holdings Inc
48. Cindy Rottenberg-Walker
49. Roland Dorsay
50. Ontario Stone, Sand & Gravel Association (OSSGA)
51. Sustainable Living Ottawa East
52. Avenue31Development
53. Urban Strategies Inc
54. Claridge (3)
55. Thom Van Eeghen
56. Henry Brenning
57. Forum SLP, Manor Village Limited Partnership
58. Federation of Citizens' Associations of Ottawa
59. R T Richards
60. Anna Cuylits
61. Centretown Community Association
62. Environmental Stewardship Advisory Committee
63. Kelly McInnis
64. Lynne Bankier
65. Jack Waghorn - Alta Vista Engaged
66. Minto
67. John Dance
68. Laura Urrechaga
69. Ignatios Kitzemian, Athens Rugs

70. Healthy Transportation Coalition (Suzanne Tewnion)

71. Greg MacDougall

72. Al Crosby (2)

73. Old Ottawa South Community Association

74. Greater Ottawa Home Builders' Association

75. Shirley Dolan

76. Michel Haddad

77. Lindenlea Community Association

78. Valerie Wright

79. Jill Prot

80. Alta Vista Community Association

81. Jane Berlin

82. Bart Miller

83. Daniel Buckles

84. Brian Casagrande FOTENN

85. Carleton Heights and Area Residents Association

86. Lindsay Whillans

87. Ross Finnie

88. Barrhaven Town Centre

89. Joan Freeman

90. Marcel Denomme

91. Nancy Wilson

92. Salma Al-Shehabi

93. Petition submitted by Selina Bishop with 241 names in opposition to the designation of Fisher Ave as a Minor Corridor.

Motion N° PLC-ARAC 2021-5-1. [m1.1]

Moved by Councillor Gower

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS there have been an omission found in the New Official Plan Report since it was published on September 22, 2021;

THEREFORE BE IT RESOLVED that the Joint Planning Committee and Agriculture and Rural Affairs Committee approve the following modifications:

- 1) Addition of a new recommendation 12 to read:
 - a. Adopt Document 7: Draft Adoption By-law for Official Plan.****

BE IT FURTHER RESOLVED THAT the Planning Committee and the Agriculture and Rural Affairs Committee approve the "Consultation" section of this report and supporting document 1 ("As We Heard It" Report) be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of October 27, 2021," subject to submissions received between the publication of this report and the time of Council's decision.

CARRIED

Motion N° PLC-ARAC 2021-5-2 [m64.1]

Moved by Councillor Dudas

WHEREAS the City of Ottawa supports community gardening as a healthy activity in Ottawa, including on City-owned properties and with funding support through Just Food; and

WHEREAS thousands of adults and children have participated in community gardening activities across the City; and

WHEREAS public benefits of community gardens accrue to:

- a) residents who are directly involved in activities connected to healthy eating and active living
- b) residents who are food insecure and/or socially isolated, and
- c) the broader population benefiting from biodiversity, climate mitigation, pollinator habitat, aesthetics, and onsite learning that community gardens offer; and

WHEREAS the provision for equitable access to community gardens is enhanced when greenspace lands, including municipal properties, are made available to install new gardens;

THEREFORE BE IT RESOLVED THAT the Joint Committee recommend Council approve the following:

- 1) That the specific public benefits of community gardens be described in section 2.2.4 Healthy and Inclusive Communities in the new Official Plan and direction for consideration of land allocation for community gardens be identified in the update to Urban Forest and Greenspace Master Plan; and
- 2) That section 2.2.4(3), as contained on page 30 of New Official Plan, be amended by adding the words “, healthy eating, and active living, helps reduce food insecurity and social isolation while providing broader environmental, aesthetic, and educational benefits;” immediately following the words “and villages to promote equitable access to healthy food” in the 5th bullet point.

CARRIED

Motion N° PLC-ARAC 2021-5-3 [m84.1]

Moved by Councillor Menard

WHEREAS Policy 3.1.5(f) in the draft Official Plan seeks to protect the proposed Natural Heritage System from future urban expansion.

WHEREAS the staff report proposes to revise draft Policy 3.1.5(f) to change the word “exclude” to the word “avoid”;

WHEREAS some delegations have expressed concern that the change in wording would weaken protections for the Natural Heritage System;

WHEREAS City staff advise that the proposed word change was intended to provide for the possibility of minor, site-specific adjustments to the boundaries between the Natural Heritage System and urban expansion areas to reflect the results of more detailed field investigations if required.

BE IT RESOLVED that the Joint Committee recommend to Council that Policy 3.1.5(f) be revised to read as follows:

f) That lands designated as part of a natural heritage system are excluded while maintaining the possibility of minor, site-specific adjustments along the boundaries to reflect the results of more detailed field investigations if required.

CARRIED

Motion N° PLC-ARAC 2021-5-4 [m77.1]

Moved by Councillor Menard

WHEREAS the City of Ottawa declared a Climate Emergency on April 24, 2019;

WHEREAS the City of Ottawa approved a Climate Change Master Plan in January, 2020 with a view to reducing greenhouse gas (GHG) emissions to net zero by 2050;

WHEREAS expansion of the settlement area (urban and village) and intensification of the currently built up area are land use decisions with the greatest potential impact on GHG emissions;

WHEREAS the current draft of the Official Plan does not provide guidance to the process for aligning intensification targets with reported annual progress on GHG emissions or for reporting on the evolving demand for expansion lands in relation to trends in GHG emissions.

THEREFORE BE IT RESOLVED that Joint Committee recommend Council approve that a new subsection 7) be added to 3.1 (Designate Sufficient Land for Growth) as follows:

7) To reduce greenhouse gas emissions through land-use, transportation and energy planning consistent with Council-approved greenhouse gas reduction targets, projected demand for urban expansion will be reported on as part of the Climate Change Master Plan's annual status updates considering the following objectives:

- a) Alignment with local energy utilities to help control the cost of distribution, facilitate on-site generation and support local distributed energy;*
- b) Energy efficient built forms and proximity to a mix of land uses;*
- c) Maximize the energy and emission reduction performance of new development or*

modifications to existing development; and

- d) *Access to sustainable modes of travel as well as infrastructure to support the electrification of private and public vehicles.*

FURTHER BE IT RESOLVED that Section 3.2.7 be amended (by adding clause e) as follows:

3.2 7) To reduce greenhouse gas emissions through land-use, transportation and energy planning consistent with Council-approved greenhouse gas reduction targets, intensification will be reported on as part of the Climate Change Master Plan's annual status updates considering the following objectives:

- a) Alignment with local energy utilities to help control the cost of distribution, facilitate on-site generation and support local distributed energy;
- b) Energy efficient built forms and proximity to a mix of land uses;
- c) Maximize the energy and emission reduction performance of new development or modifications to existing development; and
- d) Access to sustainable modes of travel as well as infrastructure to support the electrification of private and public vehicles.
- e) Alignment of intensification targets with progress towards targets for the reduction of greenhouse gas emissions.

CARRIED

Motion N° PLC-ARAC 2021-5-5 [m14.1]

Moved by Councillor Brockington

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS the New Official Plan Section 6.2 introduces policies for the Corridor designation, that includes Mainstreet and Minor Corridors; and

WHEREAS the Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods; and

WHEREAS residents raised concerns over the density and height of Minor Corridors, which ranged up to 6-storeys in certain Transects, and the potential impact on their neighbourhoods; and

WHEREAS Staff had intended for the possibility of 5- and 6-storey buildings to be only be considered under specific conditions and subject to a rezoning, rather than as-of-right, but understand the concerns expressed by many neighbourhoods about having this policy applied broadly, and

WHEREAS Staff believe that corridor-specific studies could in the future revisit the notion if there is enough demand;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct Staff to modify the New Official Plan to remove the policies that allow for consideration of 5- or 6-storey buildings on Minor Corridors without an Official Plan Amendment process.

BE IT FURTHER RESOLVED that, to implement the above, the following text be modified in the New Official Plan:

Section	Existing Text	Updated Text
Table 7 – Minimum and Maximum Height Overview Based on Official Plan Policy	5.1.4(4) Minor Corridors Low-rise and Mid-rise: minimum 2 storeys and maximum 9 storeys	5.3.3(4) Minor Corridors Low-rise: minimum 2 storeys and maximum 4 storeys
Table 7 – Minimum and Maximum Height Overview Based on Official Plan Policy	5.2.3(3) Minor Corridors Low-rise and Mid-rise: minimum 2 storeys and maximum 6 storeys	5.3.3(4) Minor Corridors Low-rise: minimum 2 storeys and maximum 4 storeys

5.1.4(4)	<p>4) On Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use. Minimum 2 storeys and maximum building heights are generally in upper Mid-rise range between 7 and 9 storeys, except where a secondary plan or area-specific policy permit greater or lower heights and are subject to appropriate height transitions and setbacks. The height of such buildings:</p> <p>a) Shall, with respect to the wall heights directly adjacent to a street, be proportionate to the width of the abutting right of way and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 8) and 9);</p> <p>b) May be limited further on lots too small to accommodate an appropriate height transition; and</p> <p>c) May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.</p>	No change needed
5.2.1(4)	<p>4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:</p> <p>a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a</p>	No change needed

	<p>walking distance from home, in order to support the growth of 15-minute neighbourhoods;</p> <p>b) Small, locally oriented services may be appropriately located within Neighbourhoods;</p> <p>c) Existing and new cultural assets are supported, including those that support music and nightlife;</p> <p>d) Larger employment uses are directed to Hubs and Corridors; and</p> <p>e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).</p>	
<p>5.2.3 (3)</p>	<p>3) Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and setbacks:</p> <p>a) Generally, not less than 2 storeys and in the maximum height range between 4 to 6 storeys, except where a secondary plan or area specific policy specifies different heights;</p> <p>b) Where the Zoning By-law permits a Low-rise building, an amendment to this Plan shall not be required to</p>	<p>Modify Policy 5.2.3 (3) (a) to replace the words “Generally, not less than 2 storeys and in the maximum height range of between 4 to 6 storeys” with the words “Generally, not less than 2 storeys and up to 4 storeys”</p>

	<p>consider a building of 5 or 6 stories;</p> <p>c) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise built form in Subsection 4.6.6, Policies 8 and 9); and</p> <p>d) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.</p>	
5.3.3(4)	<p>4) Along Minor Corridors, permitted building heights, subject to appropriate height transitions and setbacks shall not be less than 2 storeys and up to 4 storeys except where a secondary plan or area-specific policy specifies different heights.</p>	
5.4.1(2)	<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>i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a</p>	<ul style="list-style-type: none"> • Amend Policy (a) so that it reads “Low-rise within Neighbourhoods and along Minor Corridors” • Delete entire policy (b) • Renumber all subsequent policies accordingly

	<p>rezoning without an amendment to this Plan;</p> <p>ii) Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and</p> <p>iii) High-rise buildings may be permitted through a secondary plan</p>	
5.4.3 (3)	<p>c) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and setbacks, permitted building heights are of up to 4 storeys; however,</p> <p>i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;</p> <p>ii) Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and</p> <p>iii) Mid-rise or high-rise buildings may be permitted through a Secondary Plan.</p>	Delete all words in policy (c) after “permitted building heights are of up to 4 storeys” as highlighted
11.6 (4)	<p>4) An increase in height to permit a building in a taller height category, than as permitted by the underlying transect or designation policies of this</p>	Remove Policy (a) and the words “In all other cases” at the star of policy (b), and group the remainder of the

	<p>Plan requires:</p> <p>a) In the case of a Minor Corridor, only for increases from Low-rise to Mid-rise which are 5 or 6 storeys, and only if a secondary plan or area-specific policy does not provide otherwise, a Zoning By-law amendment; and</p> <p>b) In all other cases, an amendment to this Plan through an area-specific policy, or an amendment to a secondary plan where applicable, in addition to the Zoning By-law amendment.</p>	<p>text which is now labelled as Policy (b) as part of the same sentence, so that it reads:</p> <p>4) An increase in height to permit a building in a taller height category, than as permitted by the underlying transect or designation policies of this Plan requires an amendment to this Plan through an area-specific policy, or an amendment to a secondary plan where applicable, in addition to the Zoning By-law amendment.</p>
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CARRIED

Motion N° PLC-ARAC 2021-5-6 [m63.1]

Moved by Councillor Leiper

WHEREAS for Minor Corridors located within the Inner Urban Transect, the Draft Official Plan proposes in section 5.2.3(3)(b) that:

“Where the Zoning By-law permits a Low-rise building, an amendment to this Plan shall not be required to consider a building of 5 or 6 storeys”; and,

WHEREAS the appropriate heights for specific minor corridors will be established in the comprehensive zoning by-law review to come; and,

WHEREAS six storeys is not an appropriate default maximum height in all circumstances and the Official Plan should not establish that in all circumstances;

THEREFORE BE IT RESOLVED that section 5.2.3(3)(b) be deleted from the Official Plan.

CARRIED

Motion N° PLC-ARAC 2021-5-7 [m62.2]

Moved by Councillor Leiper

WHEREAS the draft Official Plan in section 5.6.1.1 (3)(a) proposes for the Emerging Overlay that

“The City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan.”; and

WHEREAS the purpose of the comprehensive zoning by-law review that will undertaken after the passage is to establish zoning that accomplishes the intent of this Plan; and

Whereas this work has been undertaken in part through recent zoning studies in some areas that have established limits on low-rise intensification in keeping with the anticipated direction of this plan; and

WHEREAS this clause would compromise those limits by establishing as *de facto* consistent with the Plan buildings of greater density and height where those also achieve other subjective criteria;

THEREFORE BE IT RESOLVED that Section 5.6.1.1(3)(a) be deleted and replaced with following:

“Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan’s policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan.”

CARRIED

Motion N° PLC-ARAC 2021-5-8 [m91.1]

Moved by Councillor Menard

WHEREAS the Official Plan should be clearer about the conditions under which mixed used should take place and ensure that permissions for mixed uses in Neighbourhoods must be scaled accordingly;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council approve amendments to:

- a) 6.3.3(8)(a) to remove the words “or eliminated” and replace with the words "or exempted under *limited and appropriate circumstances and requirements*"; and
- b) 11.1(2)(a) to read as follows:
 - i. “Development proposals for Low-rise residential or mixed-use buildings that fulfill the intensification objectives of the Growth Management Framework may be exempt, **under limited and appropriate circumstances and requirements**, from Site Plan Control or shall have reduced submission requirements and a simplified site plan process subject to meeting defined criteria in order to streamline the process for, and lower the costs of intensification;”

CARRIED

Motion N° PLC-ARAC 2021-5-9 [m51.2]

Moved by Councillor Darouze

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city’s growth and redevelopment over the next 25 years; and

WHEREAS medical clinics, including veterinary uses, are important economic activities to the rural area; and

WHEREAS these uses improve the health and wellbeing of those in the rural areas.

THEREFORE BE IT RESOLVED that Joint Committee Recommend Council approve the following with respect to Section 9.2.2 (2)(b)(i) of the New Official by adding the words: “private medical or medical-related clinics, veterinary

services,” immediately following the words “such as restaurant, gas station”.

CARRIED

Motion N° PLC-ARAC 2021-5-10 [m47.1]

Moved by Councillor Brockington

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city’s growth and redevelopment over the next 25 years; and

WHEREAS the protection of the forests are an important component of protecting the city from the effects of climate change, form an important component of natural habitat and the management of stormwater; and

WHEREAS the new Official Plan proposes to replace the Urban Natural Feature designation on Schedule C12 for a portion of Carlington Woods with a Park Designation;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council retain the Urban Natural Feature designation for all of the Carlington Woods.

CARRIED

DIRECTION TO STAFF [d5.1]

Councillor Brockington

A Zoning By-law Amendment with respect to 1110 Fisher Avenue is currently under appeal at the Ontario Land Tribunal.

If the Tribunal repeals, or directs Council to repeal, the Zoning By-law Amendment in whole or repeals or directs Council to repeal the parts of the Zoning By-law relating to building height or the addition of mid-rise apartment as a permitted use, staff are directed to ask the Minister of Municipal Affairs and Housing to modify the newly adopted Official Plan to match the new Official Plan designation for lands north of the site.

Alternatively, if the Tribunal amends, or directs Council to amend, the Zoning By-law amendment to reduce the size of the building permitted to be constructed at 1110 Fisher, staff should recommend a designation that matches the tribunal decision.

CARRIED

Motion N° PLC-ARAC 2021-5-11 [m13.1]

Moved by Councillor Cloutier

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS the residents of Alta Vista Ward have voiced concerns and sought for greater clarity on establishing limits in the allowable building heights at some areas of the Ward with road allowances of 30m or more; and

WHEREAS staff have reviewed the concerns and have agreed that these matters can be addressed in the new Official Plan;

THEREFORE BE IT RESOLVED that the Alta Vista/Faircrest Heights/Riverview Park Secondary Plan be amended by adding to Section 2 the following new policy 4 after policy 3, and renumbering the subsequent policies in that section accordingly:

"4) Notwithstanding the right-of-way protection or existing width along Smyth Road, high-rise buildings are not permitted on any parcel of land on the north side of Smyth Road within the boundary of this Secondary Plan."

THEREFORE BE IT RESOLVED that Volume 2C be amended by adding a new Area Specific Policy to read as follows:

"xx.) Notwithstanding the provisions of Policy 5.3.3(3)(a) of the Official Plan, high-rise buildings are not permitted on any parcel of land on both sides of Smyth Road outside the boundary of the Alta Vista/Faircrest Heights/Riverview Park Secondary Plan."

CARRIED

Motion N° PLC-ARAC 2021-5-12 [m3.2]

Moved by Councillor J. Leiper on behalf of Councillor M. Fleury

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS the City's new Official Plan has defined the ByWard Market as a special district since it is an area with a unique identity and a cluster of cultural assets which require a tailored approach to planning; and

WHEREAS the supportive policies for growth management, housing, transportation, urban design and parks and greenspace throughout the Official Plan provide elements to facilitate achieving a 60 per cent intensification target; and

WHEREAS Policies are included to guide the preparation of local plans, such as Secondary Plans, to help guide development applications; and

WHEREAS the intent of these plans is to help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents and, as per the New Official Plan's section 2.2.1 Policy 3:

- **Require the production of denser, small-scale, Low-rise infill housing of generally three or more units per existing lot that will increase the supply of growth allocated for the built-up area;**
- **Require a greater proportion of housing with three or more bedrooms that will provide more housing choices for the projected population;**
- **Protect the urban tree canopy and provide equitable access to greenspace that will provide shade and opportunities to promote mental and physical health and well-being;**
- **Ensure that the development and redevelopment of transit, road and active transportation infrastructure supports the City's intensification targets;**
- **Provide guidance on the appropriate integration of new and different types of housing with the desirable character of the surrounding neighbourhood so that development opportunities are more welcoming to the existing neighbourhood; and**

- **Encourage a variety of housing typologies, including some that do not exist today, to meet the needs of diverse households and provide a supply of affordable housing; and**

WHEREAS the new Official Plan, to reinforce the economic, cultural and social importance of the ByWard Market Special District, commits staff to undertake a Secondary Plan study for the ByWard Market (6.6.2.3 Policy 1); and

WHEREAS Heritage Planning Staff have committed to undertaking a joint review of the ByWard Market and Lowertown West Heritage Conservation Districts which will align with the new Official Plan Policies above and inform the Secondary Plan for the ByWard Market; and

WHEREAS City Council unanimously approved the ByWard Market Public Realm Plan on January 27, 2021, which is a document to guide the evolution of the Market's public spaces and provides a framework to coordinate investment opportunities;

THEREFORE BE IT RESOLVED that Joint Committee recommend to Council that, further to the ByWard Market being defined as a Special District, Staff add to their workplan, after ministerial approval of the New Official Plan, the incorporation of this defined district in a comprehensive Secondary Plan for the ByWard Market that includes all the priorities of section 2.2.1 Policy 3, as well as:

- a) alignment with the joint review of the ByWard Market and Lowertown West Heritage Conservation Districts, which will review the consideration of heritage impacts of future development adjacent to the ByWard Market HCD, with the intent to better reflect and respect the market feel and elements; and**
- b) incorporating the Byward Market Public Realm Plan into the Secondary Plan; and**

BE IT FURTHER RESOLVED THAT Joint Committee recommend Council direct staff to work with federal and provincial partners on developing a three-government-level funding plan to ensure that significant components of the Byward Market Public Realm Plan are implemented ahead of the ByWard Market's 200 Anniversary date in 2027.

CARRIED

Motion N° PLC-ARAC 2021-5-13 [m5.2]

Moved by Councillor J. Leiper

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS Sandy Hill is an important historic and diverse neighbourhood, including the University of Ottawa, in Ottawa where some important historical buildings in our City are located; and

WHEREAS Staff were directed on September 10, 2020 to review of the Cultural Heritage Character Area and the boundaries of the existing HCDs coming out of the R4 Zoning, as follows:

“That staff be directed to examine the boundaries of the Sandy Hill Cultural Heritage Character Area and the seven Heritage Conservation Districts to determine whether the boundaries are appropriately protecting the heritage character of the area. The study should include consideration of built heritage from all periods of development in Sandy Hill.”; and

WHEREAS Sandy Hill includes the 4th largest University campus in Canada within its area and the integration of the University of Ottawa Campus Master Plan and the land use planning objectives should be captured in one policy planning document; and

WHEREAS a comprehensive neighbourhood plan which includes the University would bring more cohesion to some of the risk as it relates to heritage protection, campus development and clear integration objectives between the two plans;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct Staff to, in addition to examining the boundary of the Sandy Hill Cultural Heritage Character Area engage and consult the University of Ottawa on the possibility of incorporating the relevant policies, directions and objectives of the University of Ottawa Campus Master Plan in the Central and East Downtown Core Secondary Plan.

CARRIED

Motion N° PLC-ARAC 2021-5-14 [m7.2]

Moved by Councillor Leiper (for Councillor Fleury)

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS Vanier began as a small village east of the Rideau River, settled by working-class French Canadians, which developed over time to become the former City of Vanier, and eventually a community of neighbourhoods within the City of Ottawa with unique history and character, while remaining one of the largest French-speaking areas in Ottawa; and

WHEREAS this area has a unique combination of 1900s character, 1970s suburban growth and a strong Main Street; and

WHEREAS the City's new Official Plan lays out specific objectives related to growth, sustainability, community and urban design and economic development, including a 15-minute neighbourhood objective and an intensification goal of 45 per cent for 2022-2026, increasing to 50 per cent by 2031; and

WHEREAS Vanier already exhibits many of the desired aspects of the City's 15-minute neighbourhood objectives; and

WHEREAS Vanier is one of the latest areas in the City that is seeing intensification similar to other urban areas experienced leading up to the development of the current Official Plan; and

WHEREAS Vanier has matured to both a high rental and home ownership environment, and remains one of the few affordable areas left in the Inner Urban Transect with large lot sizes;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct staff, as a future work plan item post ministerial Official Plan approval, to expand the boundaries of the Montreal Road Secondary Plan to include all of Vanier for a new Vanier Secondary plan which will:

- a) Carry forward the directions of the existing Montreal Road Secondary Plan, as is; and

- b) Define Vanier's character; and
- c) Define built form transitions, building heights, urban design and architectural expression, and appropriate areas for development including main streets not currently covered by the existing Secondary Plan, arterials and areas for Transit Oriented Development, etc.; and
- d) Protect, define, and find greenspace in Vanier for community space, parks and plazas as the area continues to grow and change to ensure livability; and
- e) Review Vanier's current flood plain and geographic area.

CARRIED

Motion N° PLC-ARAC 2021-5-15 [m39.1]

Moved by Councillor J. Leiper (on behalf of Councillor C. McKenney)

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS significant intensification is expected in the neighbourhoods covered by the Central and East Downtown Core Secondary Plan (CEDCSP); and

WHEREAS architecture and thoughtful urban design are all vital considerations to complement and integrate new development within the existing communities;

WHEREAS the Urban Design Review Panel (UDRP) is an independent advisory panel of volunteer professionals who provide an objective peer review of development projects throughout the City's Design Priority Areas, and is intended to enhance the City's capabilities in achieving architectural and urban design excellence.

THEREFORE BE IT RESOLVED that Joint Committee recommend Council modify the CEDCSP so that all Official Plan Amendments, Zoning By-law Amendments, and Site Plan Control applications associated with mid-rise, high-rise, and high-rise 41+ buildings within the boundaries of the Secondary Plan be required to be reviewed by the UDRP until the completion of an updated UDRP Terms of Reference which may provide more specific guidance on the role of the Panel in

this area; and that the below text be added to the CEDCSP:

“3.5 Urban Design

27) Official Plan Amendments, Zoning By-law Amendments, and Site Plan Control applications associated with mid-rise, high-rise, and high-rise 41+ buildings within the boundaries of the Secondary Plan will be reviewed by the UDRP until the completion of an updated UDRP Terms of Reference which may provide more specific guidance on the role of the Panel in this area.”

CARRIED

Motion N° PLC-ARAC 2021-5-16 [m42.3]

Moved by Councillor Moffatt

WHEREAS the draft new OP contains pioneering policies that will allow consideration for the relocation of unbuilt country lot subdivisions to sites that abut Villages, as a way to support and consolidate villages as and where appropriate; and

WHEREAS the aim of the policy is also to reduce occurrences of dispersed development across the Rural Countryside; and

WHEREAS there are locations that are not abutting to villages but contain sites that are surrounded by existing country lot subdivisions, on which the relocation of unbuilt lots at dispersed locations would be a better alternative as a way to achieve better clustering of rural development;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct staff to develop new policies to be introduced through a future amendment to the new Official Plan that would allow for consideration of relocations of unbuilt country lot subdivision from remote, isolated locations to lands that do not abut Villages but would achieve a better clustering of development; and that these new policies be presented to Committee and Council for consideration by Q3 2023; and

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

CARRIED

Motion N° PLC-ARAC 2021-5-17 [m15.1]

Moved by Councillor Hubley

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS a significant investment has been made in Ottawa's rapid transit system; and

WHEREAS intensification along our rapid transit network is a key public policy of our new official plan; and

WHEREAS the extension of O-Train Line 2 is currently scheduled to be completed in 2022; and

WHEREAS revenue goals are more easily attainable with new residential development adjacent to and dependant upon the Trillium Line south extension; and

WHEREAS Council has a role to play in actively encouraging new developments to support development at our transit stations and along the transit corridor;

THEREFORE BE RESOLVED that Joint Committee recommend Council, with the goal of maximizing ridership and trends for ridership of the new Trillium Line South extension, direct Staff to consider prioritization of a Secondary Plan for the new expansion lands at Bowesville to support this investment in transit and report back on timing as part of a future Departmental Workplan report.

CARRIED

Motion N° PLC-ARAC 2021-5-18 [m53.1]

Moved by Councillor J. Leiper on behalf of Councillor M. Fleury

WHEREAS the Official Plan does not provide clear direction for certain areas within its policy planning or secondary plans; and

WHEREAS the Waller triangle – a section of Waller Street bordered by Besserer Street to the North, the University Campus (Cumberland Street) to the east and Nicolas Street and the Rideau Canal Special District to the West does not have specific planning policy, or direction to ensure its reconfiguration and redevelopment in a way that better integrates these lands into the surrounding urban fabric; and

WHEREAS given the proximity to the University and to important areas such as the new Special Districts defined in the Official Plan for the ByWard Market, the Rideau Canal, and Parliament and Confederation Boulevard, as well as the proximity to Sandy Hill, there is a need for this area to be defined appropriately; and

WHEREAS additionally, being bordered by three separate Special Districts and being part of the gateway road network to welcome residents into the capital City and into the University of Ottawa Campus and a key area of the Downtown Core with important local and national destinations including the Shaw Centre, the Rideau Centre, Arts Court, the Ottawa Art Gallery and six hotels;

THEREFORE BE IT RESOLVED that following the adoption of the City's Official Plan, Council direct staff to prepare terms of reference, including timelines and resources needed, to complete a thorough study exploring the opportunity to include the Waller triangle either in a Special District (whether it be ByWard Market, Parliament and Confederation Boulevard or Rideau Canal) or as a new section in the Central and Eats Downtown Core Secondary Plan; and

BE IT FURTHER RESOLVED that as part of the Terms of Reference of this study, that staff also identify other City policies and programs that enhance the public realm that can apply to this area.

CARRIED

DIRECTION TO STAFF [d1.1]

Councillor Leiper, on behalf of Councillor McKenney

That Joint Committee direct staff to study, post-Official Plan, small closures of parts of streets and lanes as part of the development of a Public Realm Master Plan with the aim of creating more public realm space to make up for a potential lack of amenities in areas planned for higher rates of intensification, including but not limited to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors (examples: Arthur Street and Flora

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Street (at Bank Street)).

CARRIED

DIRECTION TO STAFF [d9.1]

Councillor J. Leiper on behalf of Councillor M. Fleury

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.

CARRIED

DIRECTION TO STAFF1. [d10.1]

Councillor Menard

That Joint Committee direct Staff to complete the Low rise Design Guidelines within this Term of Council.

CARRIED

Motion N° PLC-ARAC 2021-5-19 [m12.1]

Moved by Councillor Darouze

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS in 2017, City Council directed staff to develop a new Official Plan with the intention of both completing communities and planning for new communities to accommodate growth in an environmentally and financially sustainable

manner; and

WHEREAS significant investment has been made in Ottawa's rapid transit system, with residential intensification and employment creation along the rapid transit network as a key public policy of the new Official Plan; and

WHEREAS the extension of O-Train Line 2 is currently scheduled to be completed in 2022; and

WHEREAS the Earl Armstrong Extension corridor, serving south Ottawa, is identified as a Transit Priority Corridor in the 2013 Transportation Master Plan; and

WHEREAS the Ottawa International Airport 2038 Master Plan (YOW 2038 Master Plan), approved by the Ottawa Macdonald-Cartier International Airport Authority, identifies lands in the rural area south of the Airport Economic District for future Aviation/Non-Aviation or commercial use; and

WHEREAS City Council has identified the expansion plans for the Rideau Carleton Raceway and Casino as an economic priority; and

WHEREAS Council has a role to play in actively encouraging new developments to support economic development and diversification along the transit corridor;

THEREFORE, BE IT RESOLVED that Joint Committee recommend Council direct Staff to prepare Terms of Reference, identify staff resources and potential funding mechanisms, for Council's consideration to prepare a strategic economic development study about the future potential of the rural lands in proximity to Bowesville O-Train Station, the Earl Armstrong Extension, and the Rideau Carleton Raceway and Casino to identify the job creation potential, and the policies and infrastructure required to realize the economic potential (e.g., potential types of business and potential jobs that could be created), and that the General Manager of Planning Infrastructure and Economic Development advise Planning Committee of the proposed Terms of Reference and anticipated study timing after the Minister of Municipal Affairs has granted approval of the Official Plan.

CARRIED

DIRECTION TO STAFF [d13.1]

Councillor Dudas

That the Joint Committee direct Staff to investigate the cost, feasibility and staff resources to develop an accessible, easy to use, publicly available tracking tool on Ottawa.ca that provides transparency regarding the City's performance in achieving the goals set out in the OP, as part of the Official Plan Monitoring report that will follow the approval of the Official Plan.

CARRIED

Motion N° PLC-ARAC 2021-5-20 [m16.1]

Moved by Councillor Meehan

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS the e-commerce industry has grown rapidly throughout the city and the current Zoning By-law does not explicitly speak to land uses that support the industry; and

WHEREAS Staff have categorized a distribution facility related to e-commerce as light industrial, office and warehouse uses in Report ACS2021-PIE-PS-0091; and

WHEREAS concerns have been raised regarding truck traffic, noise and the general intensity of e-commerce distribution facilities as compared to other defined land uses in the Zoning By-law; and

WHEREAS it is apparent that clearer land use definitions are required in order distinguish the e-commerce/transshipment industry from less intensive, related uses, and that regulations are required to ensure that such uses are appropriately located;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct Staff to review the e-commerce/transshipment industry in the upcoming rewrite of the Zoning By-law, including a review of related land uses as well as the scale and impact of those uses, to provide greater clarity in this area.

CARRIED

DIRECTION TO STAFF [d16.1]

Councillor Leiper on behalf of Councillor C. McKenney

Further to proposed additional policy 4.5.2 (2) which requires a Heritage Impact Assessment for development or heritage applications on or adjacent to a protected heritage property where there is the potential for adverse impact on the heritage resource, that Joint Committee direct that staff, through the upcoming updates to the “A Guide to Preparing Cultural Heritage Impact Statements”, provide clarity on:

- **How the potential for adverse impact on a heritage resource is determined.**
- **The types of impacts that may be considered adverse.**

CARRIED

DIRECTION TO STAFF [d17.1]

Councillor Brockington

That the Joint Committee direct Staff to examine options for the preservation of forested areas for the lands located between 400 Hunt Club Road and 660 Hunt Club Road in the secondary plan for the Ottawa International Airport Economic District.

CARRIED

Motion N° PLC-ARAC 2021-5-21 [m17.1]

Moved by Councillor Brockington

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS Policies 4.8.2(2) and 4.8.3(3) in the New Official Plan propose targets for urban forest canopy cover and access to urban greenspace; and

WHEREAS a detailed plan is required to describe how these targets will be achieved;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council direct Staff to include in the revision of the Greenspace and Urban Forest Master Plan, details on how the targets for the urban tree canopy and urban greenspace in Policy 4.8.2(2) and Policy 4.8.3(2) will be achieved, including:

- a) Sub-targets for the urban tree canopy;**
- b) The identification of residential areas that do not meet the urban tree canopy and greenspace targets;**
- c) Strategies and actions to achieve the targets;**
- d) A monitoring and reporting plan.**

CARRIED

DIRECTION TO STAFF [d18.1]

Councillor Cloutier

That Staff working on the upcoming new Zoning Bylaw Review project discuss a range of possible options and approaches that would allow for the established parcel fabric to be reflected in the massing and design of new buildings in any redevelopment and have this as part of the public consultation under the new Zoning Bylaw program; and that these conversations specifically include discussions regarding the Evolving Overlay as outlined in the new Official Plan.

CARRIED

DIRECTION TO STAFF [d20.1]

Councillor El-Chantiry

That Joint Committee direct staff to include consideration in the future to monitor and report on any lands removed from the Agricultural Resource Area designation, as part of the Official Plan Monitoring report that will follow the approval of the Official Plan.

CARRIED

Motion N° PLC-ARAC 2021-5-22 [m22.1]

Moved by Councillor Kitts

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS the City undertook the Building Better and Smarter Suburbs (BBSS) initiative in order to achieve better community design, better land efficiency and better integration between the components of a neighbourhood including schools so that new communities function as 15-minute neighbourhoods from their inception; and

WHEREAS the Provincial Policy Statement directs municipalities to achieve healthy, liveable and safe communities by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; and

WHEREAS school sites have been observed to become larger over the years as a result of a number of causes including the need to anticipate space for portable classrooms, but also as a result of choices with respect to the design and placement of buildings on parcels, and other elements of site design; and

WHEREAS Policy 4.10.2 of the Official Plan states that school design shall make efficient use of land by giving first preference to multi-storey school buildings where possible and minimizing setbacks; and

WHEREAS there have been several successful examples of shared facilities between the City and School Boards that have been mutually beneficial and have enhanced community access and walkability;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council request the Mayor to write to the Minister of Education and the Minister of Municipal Affairs and Housing to request a review of maximum school site sizes in large urban municipalities to be consistent with the Provincial Policy Statement, reduce property acquisition costs for the Province and encourage land-efficient practices such as multi-storey schools and shared facility

agreements between school boards and municipalities to reduce land requirements for new schools.

CARRIED

Motion N° PLC-ARAC 2021-5-23 [m25.1]

Moved by Councillor Gower

WHEREAS the City of Ottawa has experienced a persistent funding gap between spending and revenues required to ensure the forecasted construction of arterial road infrastructure in areas of high growth compared to the planning horizon contemplated in the Affordable Transportation Master Plan; and

WHEREAS that funding gap is partially attributable to the inherent structure of when development charges are collected and market fluctuations in the amount of annual development activity; and

WHEREAS other high-growth municipalities in Ontario have experienced similar growth-related funding challenges;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct Planning Infrastructure and Economic Development and Finance Services Departments to prepare an information report to Planning Committee and Council to review existing capital financing options concerning growth-related infrastructure implemented by various Ontario municipalities to address this growth management issue, and that the report be submitted before Q2 2023 to inform the next Development Charges Background Study and By-law.

CARRIED

Motion N° PLC-ARAC 2021-5-24 [m33.1]

Moved by Councillor Leiper

WHEREAS Table 6 of Section 5 of the Draft Official Plan identifies as a general characteristic of an “urban form” such elements as “shallow front yard setbacks and in some cases zero front yards, with an emphasis on built-form relationship with the public realm”; and

Whereas the new Official Plan maps the city by Transects that generally

correspond to urbanization patterns, built form context and era of development;
and

WHEREAS Section 4.8.2(3) of the Draft Official Plan identifies that growth, development and intensification shall protect or enhance the urban forest canopy and preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil, and further that trees are an important element of good urban design; and

WHEREAS Section 6.3.2(2) requires the Zoning By-law to have regard to Transect and Overlay policies when establishing development standards such as front yard setbacks for matters including appropriate interfaces with the public realm, including features that occupy both public and private land such as trees; and

WHEREAS concerns have been expressed that development may consider Table 6 as support for reduction in front yard setbacks without regard for the provision of trees on private or public lands, and that the new Zoning By-law may, when providing for “urban character” within neighbourhoods in the inner-urban transect as required by policy 6.3.2(3)(b), reduce front yard setbacks in neighbourhoods;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council that, when considering a reduction in front yard setbacks commensurate with Table 6, staff responsible for development of the new Zoning By-law be directed to take into consideration the quality of the adjacent public realm including availability of soil volume and opportunity for street trees, availability of walkable infrastructure including sidewalks, and work in coordination with other City departments with respect to modifications to the public realm to support livable neighbourhoods and maintain opportunity for tree planting on private property where the public realm cannot so accommodate; and

BE IT FURTHER RESOLVED that prior to such modifications to the right-of-way, staff have regard for quality of the public realm and promotion of a livable and walkable street network consistent with Official Plan policy when considering an application for site-specific amendment or variance to front yard setbacks.

CARRIED

Moved by Councillor J. Leiper on behalf of Councillor M. Fleury

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS Ottawa is an energy conscious city with specific goals to reduce emissions and has committed to finding more ways to be resilient to the impacts of climate change; and

WHEREAS these commitments included Council declaring a climate emergency in 2019; and

WHEREAS the Official Plan plays a critical role in achieving the Council-approved long-term target to reduce community emissions 100 per cent by 2050; and

WHEREAS this role includes specific achievable goals such as ensuring we have a liveable city where people can live, work and play in all future climate conditions; and

WHEREAS the Official Plan has specific climate-related policies, considerations and mitigation plans are contained in the City's Climate Change Master Plan; and

WHEREAS these mitigation measures include conserving energy and improving the energy and emission performance of buildings with a target of net zero emission homes by 2030; and

WHEREAS buildings are the largest energy consumer in Ottawa and account for the largest share of greenhouse gas emissions; and

WHEREAS the Official Plan requires the development of healthy and resilient communities through establishing the built and natural environment conditions that are needed to sustain long-term health; and

WHEREAS the City already has incentives for adaptive reuse through Community Improvement Plans such as the Brownfields Redevelopment Program and Heritage Community Improvement Plan which help abandoned, vacant or underutilized properties where past actions have resulted in actual or perceived environmental contamination and/or derelict or deteriorated buildings; and

WHEREAS Community Improvement Plans help alleviate the costs of developing such underutilized or abandoned properties; and

WHEREAS as needs and concerns shift, such as the current impending focus of climate change and the need to act now, this type of grant program could be explored and considered for other types of development areas such as a climate-lens;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council refer this motion to the Standing Committee on Environmental Protection, Water and Waste Management, for their consideration to direct staff to study and develop additional mitigation measures which offer incentives for new and existing buildings; and

BE IT FUTHER RESOLVED that the mitigation measures incentives study be:

- a) aligned with the Community Improvement Plan review, expected to be considered by Council in 2023, and
- b) aligned with the High Performance Development Standard to help alleviate costs which occur while achieving net zero, climate change-focused buildings.

CARRIED

Motion N° PLC-ARAC 2021-5-26 [m44.2]

Moved by Councillor Brockington

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS the lands located between Holland Avenue, Fisher Avenue and Carling Avenue feature an urban forest contiguous to the existing environmental protected area (EPA) located on the east side of Fisher Avenue – between Baseline Avenue and Carling Avenue; and

WHEREAS these lands have distinctive trees, as defined under the Tree Protection By-law (2020-340); and

WHEREAS these lands may have formed part of the 1880s shelterbelt forest designed under the founding director of the Central Experimental Farm (CEF) National Historic Site; and

WHEREAS the CEF site management plan calls for the protection of this forest by

the City of Ottawa; and

WHEREAS Urban Natural Features may occur on federal lands and are intended to be protected and managed primarily for their environmental value.

THEREFORE BE IT RESOLVED that Joint Committee Recommend Council request that the Mayor, on behalf of Council, write the Chair and the CEO of the National Capital Commission requesting them to amend their Capital Urban Lands Master Plan to not permit any development on lands located between Holland Avenue, Fisher Avenue and Carling Avenue to protect these valued forest features.

CARRIED

Motion N° PLC-ARAC 2021-5-27 [m61.1]

Moved by Councillor Menard

WHEREAS through the climate emergency declaration of April 24, 2019, Council directed Staff to complete a vulnerability assessment and develop a climate resiliency strategy to reduce the impact of a changing climate; and

WHEREAS a climate vulnerability assessment can identify climate risks from a range of climate hazards (such as heat waves, flooding, ice storms and other severe weather), while also examining risks on health and safety, infrastructure, buildings, the economy and the environment, and identify where the city is vulnerable as well as who will be affected and how; and

WHEREAS a climate vulnerability assessment can guide the development of a resilience strategy, the aim of which is to mitigate climate risks and impacts and to build the capacity of social, economic and environmental systems to adapt and thrive under evolving climate conditions; and

WHEREAS the Climate Resilience Strategy is being developed to align and integrate with programs such as hazard mitigation, health vulnerability plan and comprehensive asset management; and

WHEREAS the climate vulnerability assessment was originally intended to be done by end of 2020 but has been delayed until Q2 2022, with the Climate Resilience Strategy to be brought forward by Q2 of 2023; and

WHEREAS the City has been updating technical data and mapping of projected climate impacts as part of the vulnerability assessment and ongoing City

programs to update floodplain mapping in partnership with the Conservation Authorities, and although critical mapping for flooding has been completed it has not been released publicly; and

WHEREAS Official Plan Policy 10.1.3 introduces policies requiring the evaluation and mitigation of flood risks within a climate change flood vulnerable area (identified as the 1 in 350-year flood plain); and

WHEREAS a recent report by the Canadian Institute for Climate Choices, a multidisciplinary government think-tank, found that the impacts on infrastructure (roads, water/sewer pipes, power and communication systems, public transit) from climate are already happening and will become both serious and costly over the next thirty years if preventative measures are not prioritized and started immediately; and

WHEREAS the report also found that many developers and residents are unaware of the impacts and costs of climate on their properties because of the absence of accurate, up-to-date and publicly available data;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council direct Staff to post the flood plain mapping updates (including climate change flood vulnerable areas) on the City's website by Q1 2022 and post any further mapping updates as they are made available from the Conservation Authorities.

CARRIED

Motion N° PLC-ARAC 2021-5-28 [m81.1]

Moved by Co-Chair S. Moffatt (for Councillor R. King)

WHEREAS modelling and modern analytical tools can be leveraged to simulate and project intensification;

WHEREAS modeling can provide numerical projections of anticipated new housing under various regulatory and policy regimes, including projections of unit sizes/ types/tenures, small business development at walking distance from homes, active vs car-centric lifestyles, resulting emissions reductions, tree canopy, net City costs or savings, and comparisons with targets;

WHEREAS 3D visualizations can illustrate the implications of proposed built form, and support community engagement;

THEREFORE BE IT RESOLVED that Joint Committee recommend that staff develop a “digital twin” geospatial model to support city building initiatives, including the forthcoming new Zoning By-law, and work towards implementing greater visual and numerical modelling techniques in the assessment of proposed land development projects, subject to future workplans.

CARRIED

Motion N° PLC-ARAC 2021-5-29 [m82.1]

Moved by / Motion de: Councillor Menard (for Councillor King)

WHEREAS simple, collaborative, neighbourhood-level planning builds residents' confidence and trust in the development planning process; and

WHEREAS the residents are an important part of the conversation to identify desirable forms and features for missing middle multi-unit infill housing, to build support for neighbourhood transition, and to identify or locate new walkable shopping destinations and other key transitional features; and

WHEREAS resident informed Local Plans can determine ideal locations for future shopping walking destinations (“Local Commercial Destinations”), ideal locations for new parkettes, park upgrades and benches, ideal programs/uses for park upgrades/acquisitions, preferred tree planting, and potential improvements to neighbourhood walkability, bikeability and overall completeness; and

WHEREAS Local Plans can be used to guide zoning that locates residential and local commercial uses in neighbourhoods, provide input for infrastructure upgrade planning, provide input for municipal upgrades to recreation and social facilities, provide input for parks planning and for tree planting; and

WHEREAS Planning Infrastructure and Economic Development (PIED) currently undertakes extensive public engagement, beyond the *Planning Act* and corporate guidelines, working collaboratively with residents to develop Local Plans and where feasible, address specific and unique community needs;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct staff, following the adoption of the Official Plan, to review and enhance community engagement practices and procedures, and that this work be added as an item for future PIED departmental workplan.

CARRIED

Motion N° PLC-ARAC 2021-5-30 [m88.1]

Moved by Councillor Meehan

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS significant investment has been made in Ottawa's rapid transit system and focussing employers with high densities to locate in proximity to rapid transit stations is a policy direction in the new Official Plan; and

WHEREAS the extension of O-Train Line 2 is currently scheduled to be completed in 2022; and

WHEREAS a transit station will be located southwest of the current Leitrim Road alignment and Albion Road as shown on Schedule B7 to the new Official Plan; and

WHEREAS the lands around this transit station are within the Airport Operating Influence Zone as shown on Schedule C14 to the new Official Plan, which prohibits new residential uses but permits non-sensitive uses, such as office, research and development, and related; and

WHEREAS Council has a role to play in actively encouraging new developments to support economic development and diversification along the transit corridor and within communities that have limited opportunities for economic diversification such as Leitrim;

THEREFORE, BE IT RESOLVED that Joint Committee recommend Council direct Staff to prepare Terms of Reference, identify staff resources and potential funding mechanisms, for Council's consideration to prepare a strategic economic development study on the future potential of lands within the suburban southeast transect to identify the potential for job creation that will help economically diversify Leitrim, any implementation actions outside of the Official Plan by the City and current landowners, the identification of required infrastructure and funding mechanisms that includes alternatives to being financed by the City, and

that the General Manager of Planning Infrastructure and Economic Development advise Planning Committee of the proposed Terms of Reference and anticipated study timing after the Minister of Municipal Affairs has granted approval of the Official Plan.

CARRIED

Motion N° PLC-ARAC 2021-5-31 [m93.1]

Moved by Councillor El-Chantiry

WHEREAS during the public meetings for the new Official Plan for the City of Ottawa, Council members heard concerns from members of the agricultural community that provincial and municipal rules for minimum lot sizes in prime agricultural areas were too inflexible considering current opportunities for bona fide smaller scale farms to contribute to local food security;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council request the Mayor, on behalf of Council, to write the Provincial Minister of Agriculture, Food and Rural Affairs to request that she meet with a delegation of the City's Agricultural and Rural Affairs Committee to discuss steps the Province could take to study how flexibility might be introduced in Ontario, or how more customized approaches could be applied at the municipal level.

CARRIED

Motion N° PLC-ARAC 2021-5-32 [m8.2]

Moved by Co-Chair Gower on behalf of Councillor King

WHEREAS the City of Ottawa has an Equity and Inclusion Lens that was developed in 2010 collaboratively with the City for All Women Initiative (CAWI); and

WHEREAS the Equity and Inclusion Lens emphasizes the importance of recognizing inequalities in social and built environments and working to address these issues based on gender, race, income and ability through an intersectional lens; and

WHEREAS the Equity and Inclusion Lens is intended to influence all City policy and program development, and specifically, to incorporate diverse lived experiences and to remove systemic barriers for equity-deserving groups in order to achieve equality of outcomes and inclusion; and

WHEREAS the Neighbourhood Equity Index indicates that numerous census tracts face significant disadvantages when it comes to social determinants of health; and

WHEREAS Indigenous communities seek prosperity that is characterized by economic and social wellbeing, inclusion and self determination which were eroded through historical and ongoing colonization; and

WHEREAS the Ottawa Neighbourhood Study indicates that Ottawa has eighteen neighbourhoods where the rate of low-income residents exceeds one in five (20%) residents; and

WHEREAS the Ottawa Neighbourhood Study identifies twenty-one neighbourhoods in highest need due to low incomes; high unemployment; low education levels; and a lack of adequate, suitable and affordable housing; and

WHEREAS the City's first Women and Gender Equity Strategy, developed under the leadership of Councillor Kavanagh as Council Liaison for Women and Gender Equity, was approved by Council on April 14, 2021, and commits the City to integrate a gender lens in all City policy and program development, and specifically, to follow an intersectional approach to capture the overlapping social identities of women and gender diverse persons; and

WHEREAS diversity, equity and inclusion are critical issues in every neighbourhood in the city and need to be addressed in a holistic manner instead of through ad-hoc approaches; to eradicate disproportionately and disparity of marginalization among equity deserving groups; and

WHEREAS in November 2019 a proposal by Rideau-Rockcliffe Councillor Rawlson King to establish an Anti-Racism Secretariat at the City of Ottawa was accepted and adopted in the City's 2020 budget; and

WHEREAS the Secretariat will target systemic racism by adopting an anti-racism and anti-discrimination lens in the way the City develops policies, makes decisions, evaluates programs and monitors outcomes; and

WHEREAS Council approved appointing Rideau-Rockcliffe Councillor Rawlson King as Council Liaison for Anti-Racism and Ethnocultural Relations Initiatives on

June 2, 2020; and

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council commit the City of Ottawa to tenets of social equity, defined as the fair, just and equitable management of all institutions serving the public directly, and the fair and equitable distribution of public services and implementation of public policy, and the commitment to promote fairness, justice, and equity in the formation of public policy; and

BE IT FURTHER RESOLVED THAT as the City continues to use the 5 Big Moves to guide further planning efforts, those efforts will be reviewed using the Equity and Inclusion Lens to advance the City's racial, cultural, economic and gender diversity. The City will review potential data sources, such as the Neighbourhood Equity Index, for the feasibility of identifying suitable indicator; and

BE IT FURTHER RESOLVED THAT Section 2.2.5 be renamed "Gender and Racial Equity" and that Section 2.2.5 of the Official Plan be replaced with the following text:

"2.2.5 Gender and Racial Equity

Gender and Racial equity are important dimensions of planning a healthy and inclusive city. Inequalities exist and land use planning should work to eliminate them by addressing gender and racial inequities.

The intersectional way a city is experienced by women, gender diverse persons, members of Black, Indigenous, racialized and religious communities can be very different. The City will develop a toolbox to assess gender and racial equity in planning at all stages, including studies, guidelines, local plans and the processing of development applications within the context of the Planning Act.

Although the roles of women and men have changed considerably over the past decades, this is not necessarily reflected in our urban fabric. Planning processes that recognize intersectionality, or the way that people's social identities can overlap and lead to compounding experiences of discrimination can help create inclusive communities. For example, women who are immigrants may face additional barriers, such as lack of affordable housing or inhospitable pedestrian environments.

Women typically earn less relative to men, frequently handle household and care tasks, and have more complicated commute patterns.

Systemic racism has a devastating impact when it serves to deny members of Black, Indigenous, racialized and religious communities the equal opportunity to succeed. Such

racism is reflected in disparities regarding wealth, income, criminal justice, employment, housing, health care, political power, and education. It is therefore the responsibility of governments to combat the effects of systemic racism.

City-led planning initiatives should, to the greatest extent possible, include engagement with Urban Indigenous community members (First Nations, Métis and Inuit residents), Indigenous frontline and community workers, and Indigenous-led organizations, along with Leaders and Elders from the Algonquin Anishinabeg Nation.

Incorporating gender and racial equity can improve the quality of life for all residents.

Policy Intent:

1) Application of a gender lens to meet the housing needs of women, Black and racialized communities and new immigrants

In Ottawa, in 2021, 80 per cent of lone parent families are led by women, and 90 per cent of one parent families, that are on the centralized waiting list for affordable housing, are female-led families. Access to high-quality, affordable housing for Indigenous people, Black and racialized communities and new immigrants must be one of the City's highest priorities. It is therefore crucial that as the City creates plans for neighbourhoods to intensify, such plans should pursue all opportunities to create the conditions that encourage a broad range of market-affordable and core affordable housing options. Housing that supports gender equity includes housing that meets the needs of families with children, including the availability of family sized units, spaces to play, shared communal spaces within buildings, space for strollers and bike parking.

2) Understand and address the specific housing needs of Indigenous peoples

The City needs to do more work to understand the specific needs of Indigenous peoples and work with Indigenous communities across the city to pursue all opportunities to address these needs.

3) Improve mobility options for women and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation

Women rely more on public transit than men. Women's routines and family work frequently include child care and care for others and their daily trip patterns are often characterized by more stops as a result. Improving transit and active transportation in neighbourhoods with strong equity concerns as identified in Ottawa's Neighbourhood Equity Index is important as residents depend on these options. Recognizing these patterns, the City should strive for a variety of housing choices, access to work opportunities and child care in areas well-served by public transit.

3) Improve access to amenities

15-minute neighbourhoods are neighbourhoods that support daily needs by providing a range of local amenities to advance more gender-equitable environments that are available on foot, by cycling, or using transit. These amenities include the provision of basic shopping, parks, libraries, recreation and other community infrastructure that are an essential support for those who frequently handle household and care tasks.

A particularly important service in supporting gender equity is child care. The built environment can support women's ability to fully participate in the workforce and in public life through the provision of adequate and accessible licensed child care centres close to where people live or work. The City should ensure that its zoning is broadly permissive of locating licensed child care.

Good planning should make a city more liveable for all, notwithstanding that the way a city is experienced can be very different across community groups. To align with the City of Ottawa's Gender Equity Strategy, and subsequent equity frameworks, planning at all stages, including zoning and transportation studies, the development of local plans and the review of development applications against the policies of the Official Plan, needs to identify and respond to the priorities, preferences and concerns of women and gender diverse persons.

A city that is planned to consider the needs of women provides many benefits to the population as a whole. This can be achieved in the following ways:

- Recognizing Indigenous, racialized, older women, immigrant women and gender diverse persons are identified as priority populations in city-led planning initiatives;
- Embedding gender analysis in City policy plans to provide a coordinated

approach to

- achieving gender equity for all, including people who are marginalized;
- Where possible, disaggregating planning data by race, gender, age, socio-economic status and other equity factors where the data is available striving to take into account all needs and experiences in planning processes;
- Actively seeking input from women and gender diverse persons, including traditionally underrepresented groups through all consultation processes for City planning initiatives;
- Encouraging the development of walkable, 15-minute neighbourhoods that meet the needs of all women and include community-oriented uses such as community centres, parks and libraries in accordance with overall City master plans;
- Encouraging the availability of appropriate housing in all neighbourhoods for families led by women, Gender diverse persons and communities that experience marginalization;
- Encouraging the development of a variety of building types within communities with units for a range of income levels as well as larger units to accommodate families for ownership and at all levels of market-affordable and core-affordable rents;
- Encouraging the design of buildings and site plans that are able to provide amenities that meet the needs of families with children, including convenience retail amenities, ground floor stroller and bicycle storage, children's play areas and areas for socialization;
- Using other City plans, working with senior levels of government and community partners to increase safe options for women and gender diverse persons fleeing violence including family-sized units in shelters, transitional and supportive housing;
- Providing parks where children can play in all neighbourhoods as recommended by the Parks and Recreation Facilities Master Plan and providing opportunities for recreation, leisure activities and cultural expression to meet the needs of an increased population;
- Direction for the Zoning By-law to permit spaces in all communities, including the City's newest greenfield areas, for licensed child care centres and that local plans include direction on the provision of child care facilities
- Reviewing equity considerations in the Transportation Master Plan, including:
 - Transit planning to consider women's travel patterns and recognizes that different groups of women may have different travel patterns with a priority on improving walkability and safety of walking routes;
 - Improving walkability with shorter blocks, introducing sidewalks where there are none (or if sidewalks are not feasible, lowering vehicular speeds), wider sidewalks, rest areas, safe crossings and adequate space for trees.

Longer blocks can create barrier effects, and to avoid them public passageways should be defined;

- Adequate lighting and increasing separated cycling facilities are built so people feel safe cycling and walking”; and

BE IT FURTHER RESOLVED THAT the Official Plan be amended by adding the bolded words to the policies cited hereafter, as follows:

- a) Amend Section 2.1, Big Policy Move 3, Paragraph 1 by adding the following sentence: **“The goal of this Plan is also to contribute toward stronger, more inclusive and vibrant neighbourhoods and Villages that reflect and integrate Ottawa’s economic, racial and gender diversity in every neighbourhood.”** after the sentence “The goal of this Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages in a way that reflects the differences from highly urbanized and dense areas in the downtown, to lower-density suburban areas farther out.”
- b) Amend Section 2.2.1, Policy Intent, Paragraph 1, replace the sentence “It will also contribute to the needs of an aging population by enhancing accessibility to more vibrant areas with social interaction, health services and community facilities” with the sentence **“It will also contribute to the needs of an increasingly diverse population with a range of abilities, incomes, ages and cultural needs by enhancing accessibility to more vibrant areas with social interaction, cultural organizations, health services and community facilities”**;
- c) Amend Section 2.2.4, Policy Intent, Components by replacing the bullet “A mix of housing for a range of incomes” with the bullet **“A mix of housing options including family-sized units, for a range of incomes, including working with senior governments and community partners to include core-affordable housing which strives to meet the City’s targets under its 10-Year Housing and Homelessness Plan”**;
- d) Amend Section 2.2.4, Policy Intent, Components by adding to the bulleted list:
 - “Supporting housing and local amenities that meet the needs of diverse racial and cultural populations within the City;”

BE IT FURTHER RESOLVED that staff be directed to develop a toolbox, following the adoption of the Official Plan, to integrate gender, equity and inclusion issues to use in future planning efforts by the City of Ottawa

CARRIED

Motion N° PLC-ARAC 2021-5-33 [m24.2]

Moved by Councillor Moffatt

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS staff were directed by the following Council motion:

“THEREFORE BE IT RESOLVED that, in respect of the substitute lands in Riverside South representing 106.29 net hectares, staff be directed to work with the proponent to undertake an examination of the LEAR score, including ground truthing, and other relevant agricultural impacts of lands between the existing Riverside South Community and the Pass 1 lands proposed to be added;

BE IT FURTHER RESOLVED That Council be provided with the above results before a final decision is made with respect to adding the substitute lands in Riverside South within the urban boundary.”; and

WHEREAS Riverside South Development Corp. (RSDC) have submitted a technical study prepared by Colville Consulting Inc. that re-evaluates the lands and determines that they should be accorded a revised LEAR score of 120.7; and

WHEREAS, notwithstanding the new information, staff is not able to corroborate the conclusions of the recently submitted technical study;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council:

1. Direct Staff to retain an independent consultant for analysis of the agricultural capability study for the 106.29 hectares with an aim to validate the recent report and to confirm a new LEAR rating for all or part of the lands; and
2. Direct Staff to put on hold commence any community planning work for the 106.29 hectares before the results of the independent analysis are reported to Council; and
3. Direct Staff, should that independent analysis not confirm a lower LEAR score before December 31, 2023, to bring alternative locations to reallocate all or part of the 106.29 hectares to Council for consideration during the 5-year review, as soon as is practicable and no later than during the 5-year review.

The motion was LOST on a division of 1 yea, and 12 nays, as follows:

Yea (1) : Councillor S. Moffatt (PC Chair)

Nays (12): Councillors L. Dudas, T. Tierney, J. Leiper, R. Brockington, S. Menard, J. Cloutier, G. Darouze, C. A. Meehan, A. Hubley, C. Kitts (ARAC Vice-Chair), E. El-Chantiry (ARAC Chair), G. Gower (PC Co-Chair)

Motion N° PLC-ARAC 2021-5-34 [m69.1]

Moved by Councillor Menard (for Councillor King)

WHEREAS inter-provincial truck traffic is a significant noise and air pollution and safety concern, along King Edward and the bottleneck (Rideau, Waller/Nicholas) of getting around the Rideau Centre to get to and from The Queensway (Highway 417), for Lowertown and Sandy Hill;

WHEREAS the need for a sixth inter-provincial crossing has not been well-documented, and a study suggests that only 30% of current downtown truck traffic would use a new bridge (e.g., Kettle Island Bridge) in preference to the current truck route;

WHEREAS the construction of a Kettle Island Bridge is not the solution to the unwanted truck traffic in this area, but would result in merely a spreading of the unwanted truck traffic from one neighbourhood to include others within the Inner Urban Transect, an area targeted for intensification and therefore increased traffic concerns without factoring in inter-provincial truck traffic;

WHEREAS it is well-documented that living in proximity to heavy truck traffic brings adverse chronic health effects;

WHEREAS a Kettle Island Bridge would necessitate the widening and other improvements to Sir George Etienne Cartier Parkway and Aviation Parkway to adequately accommodate heavy truck traffic;

WHEREAS the Montfort Hospital has voiced the concern that increased truck traffic would interfere with delicate life-saving equipment at the Hospital and ambulance access for the Hospital;

WHEREAS the Rockcliffe Flying Club has indicated that it would be forced to cease operations if the Kettle Island Bridge connection is completed.

THEREFORE, BE IT RESOLVED THAT the Draft Official Plan is amended as follows:

- **To the end of section 4.1.6(1)(a), add “and the Inner Urban Transect”**

Motion N° PLC-ARAC 2021-5-35

Moved by Councillor Brockington

BE IT RESOLVED that the current motion [m69.1] be referred to staff for inclusion in the Transportation Master Plan consultation and process.

CARRIED

Motion N° PLC-ARAC 2021-5-36 [m4.4]

Moved by Councillor Leiper (for Councillor Fleury)

WHEREAS the Official Plan is recognizing Special Districts, including the Byward Market which includes portions of Lowertown and is bordered by King Edward Avenue, as defining the image of the city through their cultural heritage value, architecture, public realm, their roles as tourism attractions and as major economic generators; and

WHEREAS interprovincial heavy truck traffic on King Edward Avenue continues to degrade the liveability of the community through which it crosses, including the negative visual impact on the downtown of the Nation's Capital; and

WHEREAS interprovincial crossings are under federal jurisdiction and the connections to provincial highway systems are the responsibilities of the respective provinces; and

WHEREAS the NCC's has reinitiated a review of a sixth crossing, with the development of the long-term interprovincial crossing plan; and

WHEREAS this strategy focuses on improvement to interprovincial travel from now until the year 2050; and

WHEREAS the NCC is re-initiating its interprovincial crossing study for a new bridge and other related studies pertaining to strategic transportation planning between the two provinces; and

WHEREAS upon the completion of the study for a new crossing, the City will initiate a comprehensive truck route network study with recommendations to be implemented once the bridge is constructed;

WHEREAS upon the completion of the construction of the new crossing, the City will review the feasibility of reducing the number of lanes for King Edward Avenue from six to four as per the Council-approved 2002 environmental assessment for the King Edward Avenue renewal project; and

WHEREAS the NCC's long-term interprovincial crossing plan's current data confirms by 2031 the existing interprovincial vehicle bridges will have exceeded their designed capacity;

THEREFORE BE IT RESOLVED that the Joint Committee recommend Council reiterate to the NCC the urgency of completing the planning, design and construction of the sixth bridge to mitigate the heavy truck traffic through the city's downtown; and

BE IT FURTHER RESOLVED that the new Official Plan Section 4.1.6 (1) be amended to add (g) as follows:

“4.1.6(1) (g) The City, while recognizing that the success of this process rests upon collaboration with other parties, commits to working with the other Government partners to have a solution in place by no later than 2032, which allows King Edward Avenue to be removed from the interprovincial truck route network, when an alternate route for interprovincial crossing is implemented”.

Motion N° PLC-ARAC 2021-5-37

Moved by Councillor Brockington

BE IT RESOLVED that the current motion [m4.4] be referred to staff for inclusion in the Transportation Master Plan consultation and process.

CARRIED

Motion N° PLC-ARAC 2021-5-38 [m90.3]

Moved by Councillor Gower

WHEREAS Ottawa's Official Plan must include everything within the Provincial Policy Statement (PPS) definition of affordable housing; and

WHEREAS the PPS defines low and moderate income households provides a distinction for household income calculation between ownership housing and rental housing as follows:

“a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or

b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.”;
and

WHEREAS there is a significant difference between the median household incomes between owner households and renter households;

WHEREAS for greater clarity the PPS can be added to Section 4.2;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council amend the fourth paragraph to the following:

“Affordable housing is defined by the Provincial Policy Statement as the least expensive of:

- a) housing for which a low and moderate-income household pays no more than 30 per cent of the household's gross annual income for home ownership or rental housing, or
- b) a unit for which the rent is at or below the average market rent of a unit in the regional market area. Low to moderate income households are

those with incomes in the lowest 60 per cent of the income distribution for the regional market area. *In the case of ownership housing, this calculation will include households with incomes in the lowest 60 percent of the income distribution; and in the case of rental housing, this calculation will include households with incomes in the lowest 60 percent of the income distribution for renter households.*"

CARRIED

Motion N° PLC-ARAC 2021-5-39 [m86.1]

Moved by Councillor Menard

WHEREAS the City of Ottawa's Official Plan is intended to provide a vision for the future growth of the city and a policy framework to guide the city's physical development;

WHEREAS the City of Ottawa declared a Housing and Homelessness Crisis and Emergency on January 29, 2020;

WHEREAS there are housing affordability targets in section 4.2.2 paragraph 4 of the new Official Plan:

"4) In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that 10 per cent to 15 per cent of all new residential units be affordable. Of all affordable units, 65 per cent are to be targeted to households whose needs fall within the definition of deep affordability, and the remaining 35 per cent are to be targeted to households whose needs fall within the definition of market-affordability."
and

WHEREAS the current Official Plan has 25% affordability target, which the City fell short to achieve, and Council recognizes the need for a similarly ambitious target that the New Official Plan can achieve;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council amend 4.2.2 paragraph 4 of the New Official Plan to reflect a 20% affordability target, as follows:

"the City shall set a target that 20 per cent of all new residential units be affordable. Of all affordable units, 70 per cent are to be targeted to households whose needs fall within the definition of core affordability, and the remaining 30 per cent are to be targeted to households whose needs fall within the definition of market-affordability."

CARRIED

DIRECTION TO STAFF [d23.2]

Councillor Menard

That Joint Committee recommend Council direct Housing Services Staff, in consultation with Planning, Real Estate and Economic Development, to examine the minimum number and affordability of units on a property when bringing for Council's consideration a Rental Replacement By-law for the City in 2022.

CARRIED

Motion N° PLC-ARAC 2021-5-40 [m28.1]

Moved by Councillor Menard on behalf of Councillor King

WHEREAS the Draft Official Plan encourages intensification throughout the City; and

WHEREAS Heritage Conservation District Plans ("HCD Plans") are area specific plans intended to refine official plan policies to foster the preservation and protection of cultural heritage values in areas in which these area specific plans pertain; and

WHEREAS paragraph 5 of section 5.6.1.1 of the Draft Official Plan clearly states that "Where a property within an overlay is identified as a heritage resource or is within a Heritage Conservation District, the relevant heritage policies continue to apply."; and

WHEREAS section 4.5.2 of the Draft Official Plan currently contains language that implies that HCD Plan details do not take precedence over the more general policies of the Official Plan, and that the Official Plan goal of intensification takes precedence over area specific policies and guidelines found in HCD Plans;

THEREFORE, BE IT RESOLVED THAT the Draft Official Plan is amended as follows:

- **Section 4.5.2 is revised by adding the following: "The pursuit of intensification targets shall be subject to the requirements of the Ontario Heritage Act. Policies and guidelines laid out in district conservation**

- plans and municipal heritage overlays shall take priority regarding development proposals in designated heritage districts.”
- **Policy 13) of section 3.2 is revised to read as follows: “Where development occurs on properties designated under the Ontario Heritage Act, only context-sensitive infill that conserves cultural heritage attributes, considers Statements of Cultural Heritage Value, and is consistent with applicable Heritage Conservation District policies and guidelines shall be considered.”**

The motion was LOST on a division of 0 yeas, and 13 nays, as follows:

Yeas (0) : (None)

Nays (13): Councillors L. Dudas, T. Tierney, J. Leiper, R. Brockington, S. Menard, J. Cloutier, G. Darouze, C. A. Meehan, A. Hubley, C. Kitts (ARAC Vice-Chair), E. El-Chantiry (ARAC Chair), G. Gower (PC Co-Chair), Councillor S. Moffatt (PC Chair)

Motion N° PLC-ARAC 2021-5-41 [m60.1]

Moved by Councillor El-Chantiry

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city’s growth and redevelopment over the next 25 years; and

WHEREAS Ontario including Ottawa based companies are world leader in water tech innovation; and

WHEREAS Policy 4.7.2.4.d permits public water and sewer in Ottawa’s rural areas to support economic development; and

WHEREAS the economic benefit of the scale, scope and servicing needs of such an opportunity will only be identified as they arise; and

WHEREAS such an opportunity may be identified in strategic plans and economic development plans well in advance of any one development project; and

WHEREAS innovation is essential to sustainable growth; and

WHEREAS Policy 4.7.2.4.d permits public water and sewer in Ottawa’s rural areas

to support economic development.

THEREFORE BE IT RESOLVED that Joint Committee Recommend Council approve the following:

- 1) Add a new sub-section ix to 4.7.2(4)(d) “The opportunity is specifically identified and can be assessed as being unique through an economic development based study approved by Council which demonstrates a high potential for net benefit to the City of Ottawa”; and**
- 2) Revise Section 4.7.2(4)(d)(vi) with the following “A servicing study that evaluates a range of alternatives including innovative alternatives and provides a solution which is acceptable to the City of Ottawa for all phases of servicing and is approved by Council”.**

CARRIED

Motion N° PLC-ARAC 2021-5-42 [m52.1]

Moved by Councillor El-Chantiry

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city’s growth and redevelopment over the next 25 years; and

WHEREAS severances outside of the historical settlement have been permissible under the existing Official Plan; and

WHEREAS infill severances place no additional pressure on city infrastructure, while providing additional housing choice in the rural area.

THEREFORE BE IT RESOLVED that Joint Committee Recommend Council approve the following:

- 1) Adding to Section 9.2.3 of the New Official Plan immediately following subsection f) with the following wording:
 - g) Where a lot that is outside of a historical settlement area, limited residential infill is permitted and the following conditions apply:**
 - i) The proposed lot(s) have frontage on an open and maintained public road; and****

- ii) The proposed lot(s) are opposite a lot containing a dwelling where its front yard is on the same road, ; and
 - iii) The proposed lot(s) are vacant lot(s) between two existing dwellings with front yards on the same side of the road, and are situated not more than 250 metres apart; and
 - iv) The proposed and retained lot(s), should be of a similar size to the existing surrounding lots, and shall not be less than 0.8 hectares ; and
 - v) The proposed lot(s) shall be adequately serviced without adversely impacting existing private services on adjacent lots; and
 - vi) No more than two lots will be created from any lot in existence on 13 May 2003, and no further severances will be permitted from a severed lot
- 2) Renumber Section 9.2.3 accordingly.

CARRIED

Motion N° PLC-ARAC 2021-5-43 [m67.1]

Moved by Co-Chair Moffatt on behalf of Councillor Chiarelli

WHEREAS the Strategic Direction 2, found in section 2 of the Draft Official Plan, states 'Supporting active transportation and transit is also crucial to creating a healthier and more equitable and inclusive city, where anyone can get to work, to school and to daily activities without needing a car.'; and

WHEREAS Section 13 DEFINITIONS do not provide any definition for Collector Streets; and

WHEREAS Schedule C16 notes that 'Major collectors and collectors are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling.'; and

WHEREAS In Section 4 - City-Wide Policies, the draft OP notes the importance of sidewalks on collector roads (s. A.4.1.2 11) "During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach,

as follows:

a) Arterials, Major Collectors and Collectors in the Urban area and Villages shall include

i) Sidewalks on both sides; and

WHEREAS in s. 11.7 1) Technical revisions to the Official Plan or the Zoning By-law are permitted without adopting an amendment and without the need for notification as per Subsection 11.4, provided they do not change the intent of the Official Plan or the Zoning By-law. Technical revisions include: ... e) The reclassification of roads to different road classifications on Schedules C4, C5, C9 C10 and C16.

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council approve the designation of 'collector road' to be defined within the framework outlined in Section 4 of City-Wide policies, and that Section 13 of the new Official Plan be amended alphabetically by introducing the following new definition:

"Collector Street

Collector streets (which include major collectors and collectors) are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling."

CARRIED

Motion N° PLC-ARAC 2021-5-44 [m35.1]

Moved by Councillor Leiper

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS Sherbourne Avenue is proposed in the draft Official Plan Schedule B1 to be defined as a Minor Corridor; and,

WHEREAS Minor Corridors are intended to accommodate a higher density of development and street transit service; and,

WHEREAS the built form of homes is not distinguishable between those abutting Sherbourne and adjacent streets; and,

WHEREAS there is currently no commercial activity on Sherbourne and there will be significant opportunities for commercial amenities at the Carling and Byron ends; and,

WHEREAS Sherbourne is not anticipated to be a key transit route and Sherbourne station is intended to serve a walking and cycling catchment for local residents; and,

WHEREAS there is considerable uncertainty with respect to how the zoning for minor corridors will be modified during the comprehensive zoning by-law review;

THEREFORE BE IT RESOLVED that Sherbourne Avenue be removed from Schedule B2 as a Minor Corridor; and

BE IT FURTHER RESOLVED that Area-Specific Policy 43.1 be deleted from Volume 2C of the Official Plan.

CARRIED

Motion N° PLC-ARAC 2021-5-45 [m43.1]

Moved by / Motion de: Councillor Brockington

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS the lands located between Holland Avenue, Fisher Avenue and Carling Avenue feature an urban forest contiguous to the existing environmental protected area (EPA) located on the east side of Fisher Avenue – between Baseline Avenue and Carling Avenue; and

WHEREAS these lands have distinctive trees, as defined under the Tree Protection By-law (2020-340); and

WHEREAS these lands may have formed part of the 1880s shelterbelt forest designed under the founding director of the Central Experimental Farm (CEF)

National Historic Site; and

WHEREAS the CEF site management plan calls for the protection of this forest by the City of Ottawa; and

THEREFORE BE IT RESOLVED that Joint Committee Recommend Council direct the Transportation Master Plan to maintain Fisher Avenue (Baseline Road to Carling Avenue) at the current 34m right-of-way except where protected intersections are required for the safety of pedestrians and cyclists.

CARRIED

Motion N° PLC-ARAC 2021-5-46 [m65.1]

Moved by Councillor Darouze

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS Section 22(2.1) of the *Planning Act* states that no person or public body shall request an amendment to a new official plan before the second anniversary of the first day any part of the plan comes into effect;

WHEREAS Section 22(2.2) of the *Planning Act* states if the council has declared by resolution that a request described in subsection (2.1) is permitted, which resolution may be made in respect of a specific request, a class of requests or in respect of such requests generally, the relevant subsection does not apply;

WHEREAS the wise use and management of resources of mineral aggregate resources is one of a number of matters identified as a matter of provincial interest in the 2020 Provincial Policy Statement;

WHEREAS the preparation and review of applications for new or expanded mineral aggregate operations typically a multi-year process involving substantial technical analysis and planning;

WHEREAS the proposed transition provisions outlined in Document 6 may potentially result in a "black out" period where new Official Plan Amendment applications for mineral aggregate operations could not be considered until early

2024;

WHEREAS license applications under the *Aggregate Resources Act* include mandated timelines which could pose challenges and difficulties relative to the proposed transition provisions outlined in Document 6;

THEREFORE BE IT RESOLVED that Joint Committee Recommend Council approve the following:

That any complete application for an amendment to the Official Plan to establish a new or expanded mineral aggregate operation which has commenced under the current Official Plan be permitted to continue under the Official Plan policies that existed at the time of the complete application was received.

And that in accordance with Section 22(2.2) of the *Planning Act*, committee and council agree to receive for consideration Official Plan amendments in support of a licence application under the *Aggregate Resources Act* (before the second anniversary of the first day that this Official Plan came into effect.

CARRIED

Motion N° PLC-ARAC 2021-5-47 [m68.2]

Moved by Councillor Menard on behalf of Councillor King

WHEREAS the different Official Plan designations for different types of vehicle thoroughfares carry with them a variety of implications for the permitted maximum heights and densities of buildings (such as to provide for high-rise and mid-rise buildings) along them and, with the Evolving Neighbourhood Overlay, at a considerable depth in from them

WHEREAS there is a dire need to provide the level of public transit service and active transportation infrastructure along Beechwood Avenue/Hemlock Road and St-Laurent that the Plan contemplates being associated with higher order thoroughfare designations such as Corridor-Mainstreet and Minor Corridor

WHEREAS Beechwood has inherent constraints (e.g., single lane traffic in each direction shared with OC Transpo with a narrow and twisting right-of-way that precludes implementing a “transit-priority” corridor) and deficiencies (e.g., not a “complete street” as it has cycle tracks on only limited segments despite it being considered a part of the Crosstown Bikeway Network and having 500 to 800

cyclists per day using Beechwood) and safety concerns (for cyclists and pedestrians, including Manor Park Public School students) and limited intensification potential (with 19th Century heritage buildings, and Beechwood Cemetery on the south side), making it difficult for Beechwood Avenue to achieve the Plan's standards and expectations of a Traditional Mainstreet, let alone a higher designation;

WHEREAS as St-Laurent Boulevard north from Hemlock is entirely residential except for 7 small businesses in converted dwellings, which is not the diverse concentration of employment, commercial, community and transportation services that the Plan intends for Mainstreet designations

THEREFORE, BE IT RESOLVED THAT Joint Committee recommend Council direct Planning Staff to include, as part of a future Departmental Workplan, a new Secondary Plan planning process with a view to establishing policies and directions for the areas that link Manor Park and the Downtown Core, considering the 15,000 new residential units comprising Wateridge Village, with a focus on the area involving the following thoroughfares and the communities associated with them:

- **St. Laurent Boulevard. North (from Hemlock to Blasdell)**
- **Hemlock Road/Beechwood Avenue**

CARRIED

Motion N° PLC-ARAC 2021-5-48 [m6.2]

Moved by Councillor Leiper on behalf of Councillor Fleury

WHEREAS the City's Official Plan is seeking to achieve an enhanced urban pattern of built form, site design and mixed uses, giving priority to walking, cycling and transit to and from the downtown core, while also adopting an aggressive intensification target of 51% over the lifetime of the new Official Plan; and

WHEREAS the Vanier Parkway is an important arterial that has limited access to reinforce a Parkway-like setting but it is not as animated with people as it can be even though the corridor has transit service, sidewalks on both sides of the road, cycling facilities being implemented incrementally as opportunities arise, and is landscaped; and

WHEREAS buildings with a façade towards the road will bring more activity to the

corridor particularly if these developments have direct pedestrian entrances from its sidewalk; and

WHEREAS the National Capital Commission (NCC) has relinquished ownership to the City to own and maintain the Vanier Parkway with covenants;

THEREFORE BE IT RESOLVED that the Joint Committee recommend Council direct the TMP Update to review the function of the Vanier Parkway on the transportation network as a whole, and consider if a redesignation to the Urban Mainstreet is appropriate, given its location and context within the Inner Urban Transect; and

BE IT FURTHER RESOLVED that should the review result in a TMP recommendation for redesignation of the Vanier Parkway to an Urban Mainstreet, and should this recommendation be approved by Council, that an Official Plan Amendment be initiated accordingly.

CARRIED

DIRECTION TO STAFF [d8.1]

Councillor J. Leiper on behalf of Councillor M. Fleury

That Joint Committee direct Staff to prepare a feasibility report to develop a Low-Rise Apartment Specific Site Plan process for the Vanier area, to address some of the developmental concerns in Vanier, and that this feasibility report be brought for Planning Committee's consideration in Q2 2022.

CARRIED

Motion N° PLC-ARAC 2021-5-49 [m55.2]

Moved by Councillor Leiper (for Councillor Fleury)

WHEREAS when public lands become surplus, they offer development or community opportunities within this city; and

WHEREAS the City has not specified its objectives for the development of these Federal, Provincial, Crown Corporation and City public lands, as the objectives are determined on a case-by-case basis when lands become available; and

WHEREAS these lands should be considered through a community development objective, considering type of use and redevelopment; and

WHEREAS the City recognizes a need for affordable rental housing apartments within a community; and

WHEREAS the vacancy rate has been under three per cent over the last decade; and

WHEREAS the City has a unique opportunity for the development of publicly owned land to consider their contribution to a 15-minute neighbourhood objective; and

WHEREAS there are examples, such as the community-driven success of Rideau High School's transition into a community hub which demonstrate not only the need but also highlight that the City should and could play a role in future public vacant lands; and

WHEREAS the City has approved the Parks and Recreation Facility Master Plan, which will be annex to Official Plan, that directs staff to develop a Land First Policy, a Targeted Parkland Acquisition Strategy and a Parkland and Recreational Facility Funding Policy that addresses surplus municipal properties;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct Staff to develop, as a future departmental workplan item after adoption of the new Official Plan, and in coordination with the Parks and Recreational Facilities Master Plan, a Public Lands Strategy, which will establish a municipal objectives framework for public land owners are clear on the City of Ottawa's public land redevelopment/development objectives when lands are no longer needed for the public purpose they were originally used for; and

BE IT FURTHER RESOLVED that this framework be a guiding principle for the City's objectives on planning for redevelopment, targeted community benefits and potential acquisitions of all surplus public lands within Ottawa, including:

- i. all federal properties opportunity in the Capital;**
- ii. unused transportation corridors held by the Province;**
- iii. surplus lands from school boards and the City lands including those near LRT; and**

BE IT FURTHER RESOLVED that this framework be guided by the objectives of the Official Plan including goals of a 15-minute neighbourhoods; and

BE IT FURTHER RESOLVED that these objectives include the consideration of

community spaces and uses, range of housing types including rental and affordable options, green buildings standards; and

BE IT FURTHER RESOLVED that the City further ask for first right of refusal on schools that have been closed and are on circulation for reuse or sale to increase recreation, sport, leisure and art, and other community uses such as social enterprise spaces where financial resources are available.

CARRIED

Motion N° PLC-ARAC 2021-5-50 [m85.3]

Moved by Councillor Menard on behalf of Councillor Kavanagh

WHEREAS the community would like assurances that Moodie Station is not going to face development pressures since it is in the Greenbelt;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council amend 5.5.1 to add policy 5) to read as follows;

“5) Given its location in the Greenbelt Transect, Moodie Station is not a candidate for Transit Oriented Development or intensification.”

CARRIED

Motion N° PLC-ARAC 2021-5-51 [d22.1]

Councillor Menard (for Councillor King)

That Staff be directed, modify the New Official Plan by including added concepts of protection, preservation, and restauration of existing water resources, as follows:

a. Amend Section 3.2 on P 46 to read:

4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and

overlay policies as applicable. **When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.**

b. Amend Section 3.2 on P 51 to read:

17) To implement the density targets and requirements, the City shall consider the application of a number of alternative measures to provide water, wastewater and stormwater capacity, including risk management and/or infrastructure system upgrades in conjunction with its Asset Management Strategy and other City programs where opportunities for intensification are limited because of the cumulative impact of intensification projects on infrastructure system capacity. **In implementing density targets, the City shall ensure that surface water and groundwater resources are protected.**

c. Amend Section 4.9.1 on page 115 to add the following policy:

5) Where no watershed or subwatershed plans exist, the City shall otherwise ensure that the quality and quantity of surface water and groundwater features are protected or improved in accordance with site-specific studies and the City's groundwater management programs.

CARRIED

Motion N° PLC-ARAC 2021-5-52 [m94.1]

Moved by Councillor Moffatt

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS, on schedule B of the Manotick Secondary Plan the properties at 5497, 5495 and 5491 Manotick Main Street are identified as part of the Main Street Character Area of the Village Core in the Manotick Secondary Plan;

WHEREAS Section 2.3 Main Street of the Manotick Secondary Plan precludes residential only uses and front yard parking in the Main Street Character Area; WHEREAS the orderly development of the properties at 5497, 5495 and 5491 Manotick Main Street is undesireably restricted by the policies in section 2.3 of the Manotick Secondary Plan;

THEREFORE BE IT RESOLVED that Joint Committee Recommend Council approve adding a new policy to Section 9 of the Manotick Secondary Plan in Volume 2B of the New Official Plan, immediately following subsection 1) with the following wording:

“2) On the lands known municipally as 5497, 5495 and 5491 Manotick Main Road, residential only uses and front yard parking may be permitted.”

CARRIED

Motion N° PLC-ARAC 2021-5-53 [m95.1]

Moved by Councillor Brockington

THEREFORE BE IT RESOLVED THAT staff are directed to defer blanket changes affecting total lot coverage in the New Zoning By-law in areas with ditch drainage (e.g., Courtland Park) until after the completion of a consultation with Public Works Department to identify areas with known drainage problems, and until a further engineering review of those areas is completed to identify mitigation strategies or until the new Drainage By-law is completed; and

BE IT FURTHER RESOLVED that the Committee of Adjustment be notified that any proposal in these areas that would involve a significant increase in the lot coverage must be accompanied by an engineering study demonstrating that pre and post development drainage flows are the same or less until such time as a new Drainage By-law is in place, and that positive drainage is maintained or enhanced in the fronting ditch system.

CARRIED

DIRECTION TO STAFF [d12.2]

Councillor Menard (for Councillor King)

THEREFORE BE IT RESOLVED that Joint Committee recommend Council direct

Staff, as part of the development of the new Official Plan Monitoring report, to consider developing a measurement framework based upon the Big 5 Move goals and major key objectives enumerated in the Official Plan and that and that the Monitoring Report consider and make recommendations on regular reporting to Council on progress.

CARRIED

DIRECTION TO STAFF1. [d4.3]

Councillor Menard

That Joint Committee direct Staff to review the need for, and consequences of, the Alta Vista Transportation Corridor's proposed northern section as part of the Transportation Master Plan Update taking into consideration growth and future travel demand to 2046, future modal share, travel patterns and trends, declining greenspace in Old Ottawa East, the importance of access to greenspace for residents with lower incomes living in apartments, current demographic use of the greenspace and with a climate change mitigation lens.

That should any lands be deemed not needed for transportation purposes, staff are directed to bring forward a City-initiated Official Plan Amendment with recommended new designations, including adding to Springhurst Park if contiguous lands are available.

CARRIED

Motion N° PLC-ARAC 2021-5-54 [m96.1]

Moved by Councillor Brockington

WHEREAS the Baseline Corridor area is expected to experience significant intensification and currently does not have a Secondary Plan to guide this growth;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council direct staff to prioritize the Baseline Corridor Secondary Plan as a future workplan item after ministerial approval of the New Official Plan.

CARRIED

Motion N° PLC-ARAC 2021-5-55 [m50.1]

Moved by Councillor Leiper

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

Whereas the draft Official Plan in section 11.5(6)(d) proposes that:

“Variances to reduce the required area of soft landscaping:

- i) May be tied to requirements for more intensive plantings such as tree 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 are contrary to the intent of this plan”;** and,

Whereas soft landscaping requirements are necessary to accomplish the space necessary to plant trees, mitigate heat island effects and provide shade, as well as mitigate stormwater run-off effects;

THEREFORE BE IT RESOLVED that Joint Committee Recommend Council delete section 11.5(6)(d) in its entirety and substitute with wording, to the effect of, **“Variances to reduce the required area of soft landscaping are contrary to the intent of this plan.”**

The motion was LOST on a vote of 4 yeas, and 8 nays, as follows:

Yeas (4) : Councillors J. Leiper, R. Brockington, S. Menard, C. A. Meehan,

Nays (8): Councillors L. Dudas, T. Tierney, J. Cloutier, G. Darouze, A. Hubley, C. Kitts (ARAC Vice-Chair), E. El-Chantiry (ARAC Chair), G. Gower (PC Co-Chair), S. Moffatt (PC Chair)

Motion N° PLC-ARAC 2021-5-56 [m89.2]

Moved by Councillor Brockington

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS the protection of the forests are an important component of protecting the city from the effects of climate change, form an important component of natural habitat and the management of stormwater; and

THEREFORE BE IT RESOLVED that Joint Committee recommend Council approve the following:

- 1) Direct that the McCarthy Woods remain zoned as EP so as to be protected from future development;**
- 2) That Policy 7.1(7) be amended to add a new sub-policy (c) to add the following text:**
 - a. "The Central Experimental Farm, west of the new Civic Hospital site, remains for scientific, educational and cultural purposes only and is not intended for non-Central Experimental Farm development.**

CARRIED

Motion N° PLC-ARAC 2021-5-57 [m78.1]

Moved by Councillor Menard

**WHEREAS prior urban expansions have added lands to the urban area of
Ottawa;**

WHEREAS the Vacant Urban Residential Land Survey provides a statement of the amount of urban residential that remains vacant annually;

WHEREAS the Growth Management strategy for this Official Plan has determined that this vacant land represents sufficient space to accommodate 66,300 dwelling units of various types;

WHEREAS apartment units represent only 10% of this number;

WHEREAS these lands are located in the Suburban transect;

WHEREAS Policy 5.4.4.1 calls for greenfield development in the Suburban

Transect to contribute to the evolution towards 15- minute neighbourhoods to the extent possible;

WHEREAS Policy 5.4.4.2 calls for net residential densities within secondary plan areas of a minimum of 36 units per net hectare and permit density increases through intensification and accessory dwelling units;

WHEREAS the density target for intensification in the suburban transect is 40 to 60 units per net hectare;

WHEREAS it is more efficient and economical to build to the desired built form initially than to subsequently retrofit to the desired built form after the fact;

THEREFORE BE IT RESOLVED Joint Committee recommend Council that within vacant greenfield lands inside the pre-2021 urban boundary that have not achieved draft approval, adopted secondary plans and CDPs be amended with a minimum density of 40 units per net hectare overall within each subject secondary plan or CDP.

Motion N° PLC-ARAC 2021-5-58

Moved by Co-Chair Moffatt

That the Motion [m78.1] be referred to Council without recommendation.

CARRIED

Motion N° PLC-ARAC 2021-5-59 [m37.1]

Moved by Councillor Menard

WHEREAS Ottawa seeks to create 15-minute neighbourhoods and is committed to doing so in the current draft Official Plan;

WHEREAS there are 10 indicators of Healthy Streets that would all very much complement and help to achieve 15-minute neighbourhoods;

WHEREAS the Healthy Streets indicators are: Everyone feels welcome; Easy to

cross; Shade & shelter; Places to stop & rest; Not too noisy; People choose to walk & cycle; People feel safe; Things to see & do; People feel relaxed; and Clean air.

WHEREAS, with greater population density achieved through intensification in already built-up areas, the Official Plan and the City needs to pay great attention to liveability, and quality of life, and this includes the need for more greenspaces, street trees and other greenery which will help to achieve greater liveability and a higher quality of life;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council update item 8, in section 4.1.1 *Provide mobility options to safely and equitably navigate the City*, of the draft revised Official Plan, as follows:

8) The City shall seek to create networks of complete and healthy streets as opportunities arise through the construction or reconstruction of transportation facilities, such as roadways, bridges and transit stations as part of other capital projects and through the approval of development.

BE IT FURTHER RESOLVED that staff assess how the 10 Indicators of the Healthy Streets Approach can be incorporated into the update of the Transportation Master Plan.

CARRIED

Motion N° PLC-ARAC 2021-5-60 [m66.2]

Moved by Councillor Brockington on behalf of Councillor Chiarelli

WHEREAS the draft Official Plan states that 'Achieving Big Policy Move 2 relies heavily on leveraging the City's generational-level investments in transit, particularly the construction of Stage 2 Light Rail Transit (LRT) and ongoing efforts to plan and seek funding for the Baseline Bus Rapid Transit Corridor and Stage 3 LRT to expand the O-Train network to Barrhaven, Kanata and Stittsville.' (Section 2.1); and 'considerations for new or expanded Protected Major Transit Station Areas (PMTSA) shall: ...d) Demonstrate that rapid transit infrastructure and service is available at the time of designation'; and

WHEREAS this draft plan directs that an area-specific policy shall be supported by a planning rationale which includes all of the following: ... 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; and

WHEREAS Baseline Road is identified as a major corridor in the Outer Urban Transect Schedule B3 and identified as a Bus Rapid Transit Corridor in Schedule B maps, and is designated as a (PMTSA) in Schedule 16.; and

WHEREAS Baseline Road is not an existing Bus Rapid Transit Corridor nor has funding been obtained to integrate Baseline Road into the Bus Rapid Transit network; and

WHEREAS maintaining the current designation of Baseline Road as a Bus Rapid Transit Corridor would not comply with the framework contained within the draft official plan and therefore not comply with the Provincial Official Plan Policy.

BE IT RESOLVED THAT that the Joint Committee recommend Council direct staff undertaking the TMP Update to review the role of Baseline Road within the Bus Rapid Transit network and to consider if a redesignation to a residential roadway is appropriate, given its non-compliance with recommendations outlined within the draft official plan; and

BE IT FURTHER RESOLVED THAT Baseline Road is to be cited as the “proposed, future Baseline Bus Rapid Transit Corridor” and that the PMTSA designation shall apply only to an existing or funded rapid transit stations.

The motion was LOST on a division of 1 yea, and 12 nays, as follows:

Yea (1) : Councillor G. Darouze

Nays (12): Councillors L. Dudas, T. Tierney, J. Leiper, R. Brockington, S. Menard, J. Cloutier, C. A. Meehan, A. Hubley, C. Kitts (ARAC Vice-Chair), E. El-Chantiry (ARAC Chair), G. Gower (PC Co-Chair), S. Moffatt (PC Chair)

Motion N° PLC-ARAC 2021-5-61 [m87.1]

Moved by Councillor Tierney

WHEREAS the City of Ottawa is a growing, regional hub for goods movement and logistics facilities; and

WHEREAS the ideal location for these facilities is adjacent to Highway 400 series

highway interchanges; and

WHEREAS the draft Official Plan recognizes the strategic importance of 400 Series highway interchanges to house goods movement and logistics facilities; and

WHEREAS Staff have recommended the re-designation of 15.35 ha of land immediately adjacent to Highway 417 / Boundary Road interchange at 6150 Thunder Rd and 5368 Boundary Road, in the new Official Plan as “Rural Industrial and Logistics”, as shown on Schedule B9 – Rural Transect; and

WHEREAS an application for an Official Plan Amendment was submitted to redesignate 2.4 ha of lands north of the recommended Rural Industrial and Logistics designation in the new Official Plan to accommodate a proposed warehouse; and

WHEREAS there are existing residential uses on Thunder Road adjacent to the proposed warehouse and the recommended Rural Industrial and Logistics designation in the new Official Plan; and

WHEREAS groundwater in this area is not potable and the proposed use and structure requires a connection to the Carlsbad Trickle Feed System; and

WHEREAS the Carlsbad Trickle Feed System has limited capacity, no further local improvements are possible to increase the system capacity, and almost all of the limited available capacity has been allocated to Amazon and the future Taggart Miller Capital Region Resource Centre; and

WHEREAS there is not enough remaining system capacity to provide water to vacant lands within the existing rural business park, potential severances for existing residential lots fronting onto Boundary Road, and the recommended new Rural Industrial and Logistics additions through the new Official Plan; and

WHEREAS the Official Plan Amendment is investigating issues relating to compatibility with the existing residential uses on Thunder Road and the capacity of the Carlsbad Trickle Feed System and have not been resolved to date; and

WHEREAS the remaining system capacity is allocated on a first-come, first-served basis whereby new rural industrial uses may remove the ability to develop for some of the existing residential and vacant industrial parcels within the business park;

THEREFORE BE IT RESOLVED THAT the Joint Planning Committee and Agriculture and Rural Affairs Committee recommend that Council direct staff to

designate the lands as shown on Schedule A attached, which includes the lands subject to the current Official Plan Amendment as “Rural Industrial and Logistics” on Schedule B9 – Rural Transect in new Official Plan.

Motion N° PLC-ARAC 2021-5-62

Moved by Councillor Leiper

That the Motion [m87.1] be referred to Council without recommendation.

CARRIED

Motion N° PLC-ARAC 2021-5-63 [d25.1]

Moved by Councillor Leiper (for Councillor McKenney)

That staff work with Ottawa Community Housing and other local affordable housing sector partners to develop a projection of the land supply needed to deeply affordable housing and below market housing to meet the City’s core-housing requirements, and identify potential opportunities to secure additional lands in major infill projects and in greenfield areas.

CARRIED

Motion N° PLC-ARAC 2021-5-64 [d14.1]

Moved by Councillor Dudas

That the Joint Committee direct Staff to return to Council with an analysis of how the maintenance of transit, road, and active transportation infrastructure can help achieve the 15-minute neighbourhoods to support the policy intent of section 2.2.1 Intensification and Diversifying Options, as part of the future steps in the Asset Management Plans.

CARRIED

DIRECTION TO STAFF [d24.1]

Councillor Gower

That staff be directed to seek, through the negotiation of the Transit Service

Agreement, an enhanced transit service for the Tewin community, beyond the City's minimum standards, from day-one of occupancy in the community.

CARRIED

Motion N° PLC-ARAC 2021-5-65 [m92.1]

Moved by Councillor Menard

WHEREAS the City of Ottawa's Official Plan section 4.4.1.2)(b)i is as below:

“2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:

b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:

i) Be a minimum of 400 square metres;”; **and**

WHEREAS parkettes are desirable elements in livable communities;

THEREFORE BE IT RESOLVED that Joint Committee recommend Council approve an amendment to section 4.4.1.2)(b)i of the Official Plan to read:

“i) Be a minimum of 400 square metres, or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan.”

CARRIED

Motion N° PLC-ARAC 2021-5-66 [m98.1]

Moved by Councillor Moffatt

WHEREAS the section of the Official Plan on Renewable Energy Generation does not mention the need to protect prime agricultural land, which is a priority in the 2020 Provincial Policy Statement;

WHEREAS the term “renewable energy generation” could mean large-scale wind turbines which are necessary to provide electrical power to the provincial grid in order to respond to the climate emergency and support Council's approved greenhouse gas emission reduction targets;

WHEREAS there are many concerns about the impact on the environment and the health of nearby residents from large-scale wind turbines;

WHEREAS the goal is to encourage the development of wind energy generation that does not conflict with nearby land uses or have the potential to create adverse effects, in addition to protecting prime agricultural lands;

THEREFORE BE IT RESOLVED THAT Joint Committee recommend Council add sub-section 6) to Section 4.11 of the draft Official Plan, and renumber subsequent the policies accordingly as follows:

“6) Large-scale provincially regulated wind turbines are not permitted on lands designated Agricultural Resource Area. This policy does not apply to small-scale wind generation associated with a permitted principal use.”

CARRIED

Motion N° PLC-ARAC 2021-5-67 [m2.1]

Moved by Councillor Gower

WHEREAS the report for the New Official Plan (ACS2021-PIE-EDP-0036) presents the details of the new Official Plan Volume 1 and Volume 2 (Secondary Plans and Area-Specific Policies), as well as supporting documents and annexes, with the objective to guide planning for the city's growth and redevelopment over the next 25 years; and

WHEREAS there have been several administrative errors found in the New Official Plan Document 8 and 9 since it was published on September 22, 2021;

THEREFORE BE IT RESOLVED that the Joint Planning Committee and Agriculture and Rural Affairs Committee replace Document 12 with a Document 12 (revised October 14, 2021), which includes corrections and additions be made.

CARRIED

The Joint Committee then CARRIED the report recommendations as amended, with the

following dissents:

- Councillors Menard, Brockington, and Meehan dissented on Schedule C-17 (Urban Expansion Areas) within Recommendation 4
- Councillor Leiper dissented on Recommendation 4.
- Councillor Menard dissented on Recommendation 9