

**Additional Staff-Recommended Changes to the Draft New Official Plan (Document 13)**

<b>Motion Section</b>	<b>Proposed Action &amp; Existing Text</b>	<b>Proposed Text or Change</b>	<b>Rationale</b>
<p>Volume 1 - Schedules</p> <p>C6A</p> <p>C6B</p> <p>C11A</p> <p>C11B</p> <p>C11C</p> <p>C12</p>	<p>A technical glitch occurred during the upload of the Staff Report to the City's Sire portal, causing black boxes to appear and distort information on the following schedules:</p> <p>C6A</p> <p>C6B</p> <p>C11A</p> <p>C11B</p> <p>C11C</p> <p>C12</p>	<p>Replace the following committee approved schedules with the versions that were published for the September 2021 release of the Draft Official Plan:</p> <p>C6A</p> <p>C6B</p> <p>C11A</p> <p>C11B</p> <p>C11C</p> <p>C12</p>	<p>A technical glitch occurred during the upload of the Staff Report to the City's Sire portal.</p>
<p>Volume 1 B-series schedules and Schedule C12</p>	<p>Schedules posted at committee were missing some minor changes and updates.</p>	<p>The B-series schedules and Schedule C12 have been revised as follows.</p> <ol style="list-style-type: none"> <li>1) the Open Space and Greenspace designations have been revised to correct small errors to boundaries on some NCC properties which arose due to a problem with version control during editing</li> <li>2) the Urban Natural Feature designation on the north portion of Carlington Woods has been restored as per staff supported and committee approved motion at the Joint Committee</li> </ol>	<p>corrects a number of oversights in the updating of schedules</p>

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Volume 1 Schedule C12	Schedule C12 (which is replaced in its entirety above) as posted on Engage Ottawa contained an error where the former Capital Golf Course was shown as blank space. It is correctly illustrated as a Greenbelt Linkage Area.	Illustrate the former Capital Golf Course lands as Greenbelt Linkage Area	To be consistent with the National Capital Commission's Greenbelt Masterplan and to ensure there is no undesignated or blank space in the schedule
Volume 1 Schedule C4	Palladium drive was incorrectly illustrated in its previous alignment	correct the alignment of Palladium Drive consistent with its current location	errata
Volume 1 Schedules B1 and B2	Sections of Gladstone Avenue on schedules B1 and B2 are incorrectly portrayed as a Mainstreet Corridor	On schedules B1 and B2 portray Gladstone Avenue between Elgin and Parkdale as a Minor Corridor	errata - corrects a mapping error
Volume 1 Schedule C7 Design Priority Areas	correct design priority area boundary and include french translations on schedule	adjustment to DPA boundary resulting from recent OPA 253 and addition of missing translations	update from OPA 253 and errata
Volume 1 Schedule B1	The western portion of Victoria Island was incorrectly portrayed as Greenspace	That the designation on the portion of Victoria Island west of Wellington Street be corrected from Greenspace to Neighbourhood	Corrects a mapping error
Volume 1 Section 3.2 Table 3A	In the minimum proportion of large-household dwellings within intensification column an error was made that applied the minimum 5% and 10% target only to Algonquin. This target is intended to apply to all hubs.	Add the minimum 5% and 10% target to apply to all Hubs	errata – transcription error
Volume 1 Section 3.2 Table 3A	Reference is made to 'Corridors'. It should say Mainstreets	Replace the word "Corridors" with the word "Mainstreets" in the title of Table 3A	clarification that the provision applies to all corridors
Volume 1 Section 3.5	missing hard return between policies 8 and 9 in section 3.5	place policy 9) on a new line	errata


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<p>Volume 1  Section 5 Table 7</p>	<p>Staff endorsed edit to modify 5.1.5, 1)c) and 5.2.4, 1)c), approved by the Joint Committees, subsequently modify the contents of Table 7, but edits to Table 7 were not included in the report to Joint Committees.</p> <p><b>Existing:</b> Downtown Core Transect – 5.1.3(2) – Neighbourhoods: Low-rise: minimum 2 storeys and maximum 4 storeys</p> <p>Inner Urban Transect – 5.2.4(1) – Neighbourhoods: Low-rise: no minimum , zoning will permit at least three storeys but no more than 4 storeys</p>	<p>Downtown Core Transect – <del>5.1.3(2)</del> <b>5.1.5(1)(c)</b> – Neighbourhoods: Low-rise: minimum 2 storeys, <b>generally permit 3 storeys, allow built height of up to and maximum 4 storeys where appropriate</b></p> <p>Inner Urban Transect – 5.2.4(1) – Neighbourhoods: Low-rise: <del>no minimum</del>, <b>minimum 2 storeys, zoning will permit at least three generally permit 3 storeys, allow built height of up to but no more than 4 storeys where appropriate</b></p>	<p>Resulting consequence of a Staff endorsed edit to Joint Committees was not included in the report to Joint Committees.</p>
<p>Volume 1  Section 5 Table 7</p>	<p>Consistency and minor content corrections for Table 7.</p> <p><b>Existing:</b> Outer Urban Transect – 5.3.3(3) – Mainstreet Corridors: Low-rise and Mid-rise: minimum 2 storeys and maximum 40 storeys, dependent on road width and transition</p> <p>Suburban Transect – 5.4.5(1) – Neighbourhoods: Low-rise, no minimum: generally, zoning will permit at least three storeys but no more than four storeys</p>	<p>Outer Urban Transect – 5.3.3(3) – Mainstreet Corridors: Low-rise, <del>and</del> Mid-rise <b>and High-rise:</b> minimum 2 storeys and maximum 40 storeys, dependent on road width and transition</p> <p>Suburban Transect – 5.4.5(1) – Neighbourhoods: Low-rise, no minimum: generally, zoning will permit at least <del>three</del><b>3</b> storeys but no more than <del>four</del> <b>4</b> storeys</p>	<p>Errata - consistency and grammar correction</p>

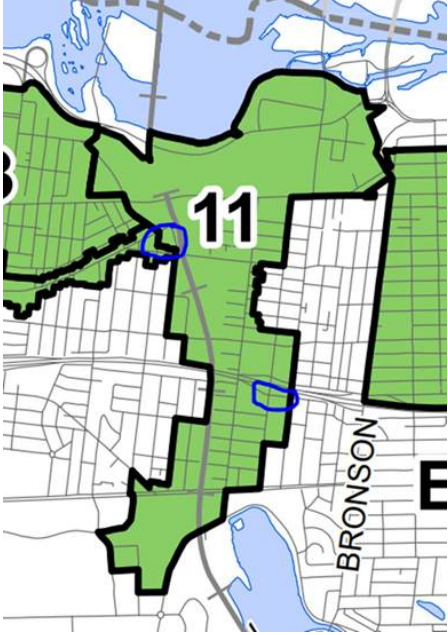
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Volume 1 Section 5.4.4 Policy 2	2) Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but secondary plans shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.	2) Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, <del>but secondary plans shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.</del> <b>but residential development within the Urban Greenfield Area as shown on Figure 6 and urban expansion areas subject to any of the Future Neighbourhood Overlays as shown on Schedule C17 - Urban Expansion Areas, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.</b>	Clarify the intended applicable areas for minimum residential densities to align with the requirements in the existing Official Plan
Volume 1 Section 10.3 preamble	10.3 Build resiliency to the impacts of extreme heat With climate change, the number of very hot days (days where the temperature is greater than 30°C) in Ottawa is projected to increase from an average of 11 days per year to as many as <b>44</b> days per year by the 2050s, and even more towards the end of the century. This will result in more frequent and prolonged heat waves.	10.3 Build resiliency to the impacts of extreme heat With climate change, the number of very hot days (days where the temperature is greater than 30°C) in Ottawa is projected to increase from an average of 11 days per year to as many as <b>43</b> days per year by the 2050s, and even more towards the end of the century. This will result in more frequent and prolonged heat waves.	Errata – matching number of days with the climate change section of the Plan (43 vs 44)

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<p>Volume 1 Annex 5</p>	<p>Expand area of existing area-specific policy (40), Kanata South Terry Fox Neighbourhood</p>  <p>Show new Area-Specific Policy 47, 7925 Parkway Road on Annex 5</p> <p>Show new Area-Specific Policy 48, Part of 3610 Innes Road on Annex 5</p>	<p>Expand Area-Specific Policy Area 40 – on Annex 5, that should include 1039 Terry Fox Drive and Block 71 on Plan 4M1383 (Ackerson Road).</p> <p>New Area 47 - Portion of 7925 Parkway Road added to Annex 5</p> <p>New Area 48 - Part of 3610 Innes added to Annex 5 (*Note: new Area-Specific Policies 47 and 48 are subject of separate staff revisions to add their policies to Volume 2C (Area-specific Policies).</p>	<p>The first change is to show the accurate extents of Area-Specific Policy 40 on Annex 5,</p> <p>Two further changes are to show two new ASPs on Annex 5 (#47 &amp; 48) separately added to Volume 2C (Area-Specific Policies)</p>

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Volume 1 - Annex 6	<p>The boundary of the West Downtown Core Secondary Plan incorrectly includes two small areas not part of the plan (as illustrated below)</p>  <p>The map shows a green-shaded area representing the West Downtown Core Secondary Plan boundary. A large number '11' is placed in the center of the green area. Two small blue circles are drawn on the boundary line, one on the western side and one on the southern side, indicating areas that are incorrectly included in the plan. The street name 'BRONSON' is visible at the bottom of the map.</p>	<p><b>Proposed:</b> Correct Boundary of West Downtown Core Secondary Plan to match the boundary of the secondary planning area in the secondary plan</p>	<p>errata – mapping consistency with secondary plan boundary</p>

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Volume 1 – Schedule B5	Include on Schedule B5 the portion of Robert Grant Avenue that is designated as “Arterial – Future (alignment defined)” on Draft OP Schedule C4, and continue the proposed Minor Corridor designation.	Extend Robert Grant Avenue to reflect the portion designated as “Arterial – Future (alignment defined)” on Schedule C4 and continue the proposed Minor Corridor designation	Corrects a mapping oversight where certain approved road extensions from the 2013 Transportation Master Plan, currently identified on Draft Schedule C4 were not identified on the B-series of Schedules.
Volume 1 - Schedule C6B	Elevations on the northeast and northwest corners of the Bank Street and Gloucester Street intersection are currently inversed.  Existing text:  Northeast corner: 157.7  Northwest corner: 160.4	Elevations for the northeast and northwest corner of the Bank Street and Gloucester Street intersection:  Northeast corner: 157.7 160.4  Northwest corner: 160.4 157.7	Ensure accuracy of elevation data.
Volume 1 - Schedule C6C	Schedule C6C was released as part of the engagement strategy for September 2021 release of the Draft Official Plan, however was accidentally omitted from the Staff Report to the Joint Committees.	Add Schedule C6C - LeBreton Flats Foreground View Control Planes as published for the September 2021 release of the Draft Official Plan.	Accidental omission from the Staff Report to Joint Committees.

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<p>Volume 2A (Urban Secondary Plans)</p> <p>Rockcliffe Park Secondary Plan</p> <p>Section 2.2, Conserving the Character of Rockcliffe Park</p>	<p>Add new policies, as 2.2, 7) and 8)</p>	<p><b>[new] 7) All billboard and advertising signs are prohibited in Rockcliffe Park, except for signs advertising a property for sale or rent.</b></p> <p><b>[new] 8) Lighting in Rockcliffe Park should be configured to be sensitive to the context of the street.</b></p>	<p>staff supported requested change to secondary plan.</p> <p>7) Reinstates prior secondary plan policy</p> <p>8) clarifies direction around lighting.</p>
<p>Volume 2A (Urban Secondary Plans)</p> <p>Rockcliffe Park Secondary Plan</p> <p>Section 4.2, Parks and Open Space</p>	<p>4.2, 7) All Open Space areas shall be kept free of buildings except for structures accessory to a recreational activity on the land. Such buildings shall be compatible with the character of the surrounding residential area both in design and materials.</p>	<p>4.2, 7) All Open Space areas shall be kept free of buildings except for structures accessory to a recreational activity <b>or community gatherings</b> on the land. Such buildings shall be compatible with the character of the surrounding residential area both in design and materials.</p>	<p>staff supported requested change to secondary plan. Reinstates prior secondary plan detail.</p>
<p>Volume 2A (Urban Secondary Plans)</p> <p>Rockcliffe Park Secondary Plan</p> <p>Section 2.2, Conserving the Character of Rockcliffe Park</p>	<p>2.2 Conserving the Character of Rockcliffe Park</p> <p>In accordance with the Rockcliffe Park Heritage Conservation District Plan, development in Rockcliffe Park will have regard to such matters as: ...</p> <ul style="list-style-type: none"> <li>• Lot size and patterns;</li> <li>...</li> <li>• Natural features; and</li> <li>• Lighting.</li> </ul>	<p>2.2 Conserving the Character of Rockcliffe Park</p> <p>In accordance with the Rockcliffe Park Heritage Conservation District Plan, development in Rockcliffe Park will have regard to such matters as: ...</p> <ul style="list-style-type: none"> <li>• Lot sizes and patterns;</li> <li>...</li> <li>• Natural features; <del>and</del></li> <li>• Lighting;</li> <li>• <b>Narrow winding roads without curbs or sidewalks; and</b></li> <li>• <b>Setbacks and side yards.</b></li> </ul>	<p>staff supported requested change to secondary plan.</p>



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<p>Volume 2A (Urban Secondary Plans)</p> <p>Rockcliffe Park Secondary Plan</p> <p>Section 2.2, Conserving the Character of Rockcliffe Park</p>	<p>2.2 Conserving the Character of Rockcliffe Park</p> <p>In accordance with the Rockcliffe Park Heritage Conservation District Plan, development in Rockcliffe Park will have regard to such matters as:</p>	<p>2.2 Conserving the Character of Rockcliffe Park</p> <p><b>Development in Rockcliffe Park shall respect the cultural heritage values and shall follow the guidelines in the Rockcliffe Park Heritage Conservation District Plan, regarding</b> <del>In accordance with the Rockcliffe Park Heritage Conservation District Plan, development in Rockcliffe Park will have regard to</del> such matters as:</p>	<p>staff supported requested change to secondary plan.</p>
<p>Volume 2A (Urban Secondary Plans)</p> <p>Rockcliffe Park Secondary Plan</p> <p>Section 2.4, Conservation of the Heritage Conservation District</p>	<p>2.4 Conservation of the Heritage Conservation District</p> <p>The entire former Village of Rockcliffe Park is a heritage conservation district. The City is committed to conserving Rockcliffe Park's heritage resources, including buildings, structures, sites, landscapes, areas and environments by, among other matters:</p> <ul style="list-style-type: none"> <li>• Having regard to the Rockcliffe Park Heritage Conservation District Plan when considering an application under the <i>Planning Act</i>; and</li> </ul>	<p>2.4 Conservation of the Heritage Conservation District</p> <p>The entire former Village of Rockcliffe Park is a heritage conservation district. The City is committed to conserving Rockcliffe Park's heritage resources, including buildings, structures, sites, landscapes, areas and environments by, among other matters:</p> <ul style="list-style-type: none"> <li>• <b>Ensuring that the</b> <del>Having regard to the</del> Rockcliffe Park Heritage Conservation District Plan <b>is respected and its guidelines followed</b> when considering an application under the <i>Planning Act</i> <b>or the Ontario Heritage Act</b>; and</li> </ul>	<p>staff supported requested change to secondary plan.</p>

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<p>Volume 2A (Urban Secondary Plans) -- Old Ottawa East Secondary Plan</p> <p>Section 2.1, Policy 2</p>	<p>2) Notwithstanding the provision for greater building heights set out in the Official Plan, no buildings will be allowed higher than six storeys and 20 metres within the area of this secondary plan, other than the height limits allowed within the policy areas referred to in Section 3.3 and 3.5 of this secondary plan.</p>	<p>2) Notwithstanding the provision for greater building heights set out in the Official Plan, no buildings will be allowed higher than six storeys and 20 metres within the area of this secondary plan, other than the height limits allowed within the policy areas referred to in Section 3.3 <del>and 3.5</del> of this secondary plan.</p>	<p>errata – cross reference</p>
<p>Volume 2A (Urban Secondary Plans) -- Old Ottawa East Secondary Plan</p> <p>Section 3.3, Policy 18 f)</p>	<p>18) Achieve a Diversity of Uses, Activities and People</p> <p>.....</p> <p>f) Provide a range of building heights between three and nine storeys in the Neighbourhood Mid-Rise designation, as shown on Schedule A – Designation Plan and Schedule B - Old Ottawa East Maximum Building Heights. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height; and . . .</p>	<p>18) Achieve a Diversity of Uses, Activities and People</p> <p>.....</p> <p>f) Provide a range of building heights between three and nine storeys <del>in the Neighbourhood Mid-Rise designation</del>, as shown on Schedule A – Designation Plan and Schedule B - Old Ottawa East Maximum Building Heights. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height; and . . .</p>	<p>corrects an oversight whereby parcels that are designated Mainstreet, and Neighbourhood Low-Rise had been omitted</p>
<p>Volume 2A (Urban Secondary Plans)</p> <p>Rockcliffe Park Secondary Plan</p> <p>Section 1.2, Context</p>	<p>1.2 The prominent homes, parks and schools have created a community distinctive from any other in the capital and one that is recognized nationally. It is the intent of this secondary plan to maintain the prominence, history and character of the Rockcliffe Park community in the City and in the nation.</p>	<p>1.2 The prominent homes, parks and schools <del>in a unifying park-like setting</del> have created a community distinctive from any other in the capital and one that is recognized nationally. It is the intent of this secondary plan to maintain the prominence, history and character of the Rockcliffe Park community in the City and in the nation.</p>	<p>staff supported requested change to secondary plan.</p>

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Volume 2A (Urban Secondary Plans)  Section 1.1, Introduction	1.1 Introduction....  In 1921 the Village of Rockcliffe Park was incorporated as an independent municipality.	1.1 Introduction...  In <del>1926</del> <del>1924</del> the Village of Rockcliffe Park was incorporated as an independent municipality.	Corrects an error in the original secondary plan that had been carried forward to the new plan

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<p>Volume 2A: Richmond Road / Westboro Secondary Plan</p> <p>Policy 4.2.2</p>	<p>Necessary updates to policy 4.2.2 to correct contradictions and provide necessary oversight of urban design elements</p> <p>Existing Text:</p> <p>4.2.2: Redevelopment is supported on Richmond Road and Scott Street, which are designated as Mainstreet Corridors in the Official Plan, in order to optimize the use of land through increased building height and density. Development proposals will be evaluated based on the objectives of this secondary plan. This secondary plan supports building heights generally in the range of four to six storeys. Greater building heights will be considered in any of the following circumstances</p> <p>a) Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies; and  b) The proposed building height is compatible in scale with, or provides a transition between existing buildings; and  c) The development provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting; and  d) The development incorporates facilities, amenities, or services that that support the goals for Mainstreet Corridors as per the Official Plan; and  e) Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate; and</p>	<p>remove the word ‘and’ after items a through e in this policy.</p> <p>Make changes to text as illustrated below</p> <p>“Redevelopment is supported on Richmond Road and Scott Street, which are designated as Mainstreet Corridors in the Official Plan, in order to optimize the use of land through increased building height and density. Development proposals will be evaluated based on the objectives of this secondary plan <b>and applicable Council-approved design guidelines</b>. This secondary plan supports building heights generally in the range of four to six storeys. Greater building heights will be considered in any of the following circumstances:</p> <p>a) Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies; <del>and</del>  b) The proposed building height is compatible in scale with, or provides a transition between existing buildings; <del>and</del>  c) The development provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting; <del>and</del></p>	<p>the word ‘and’ was incorrectly placed after each item in this policy creating a contradiction in policy provisions b through f</p> <p>adding reference to council-approved design guidelines provides consistency with the New OP [4.6.5(1)] – <i>demonstrating the intent of applicable design guidelines are met.</i></p> <p>Moving provision f) to the end of d) provides a link to main street corridor urban design elements</p>
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	f) Provide wider sidewalks where appropriate.”	<p>d) The development incorporates facilities, amenities, or services that that support the goals for Mainstreet Corridors as per the Official Plan <b>including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; and</b></p> <p>e) Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate; and</p> <p>f) Provide <del>Where</del> wider sidewalks where appropriate.”</p>	
<p>Volume 2B (Rural Secondary Plans) - Village of Greely</p> <p>Schedule B - Connectivity Plan</p>	<p>Correct Schedule B - Connectivity Plan - Error and missing information</p> <p>Existing text: Portion of “Future Public Linkage” links Lakeshore Drive to the rest of the “Future Public Linkage” through residential lots</p> <p>Correct link missing from southeast corner of Summerview Terrace and Cadieux Way and the rest of the “Future Public Linkage”</p>	<p>Remove portion of “Future Public Linkage” that connects Lakeshore Drive to the rest of the “Future Public Linkage”</p> <p>Add Linkage from southeast corner of Summerview Terrace and Cadieux Way and the rest of the “Future Public Linkage”</p>	<p>errata - Schedule B incorrectly shows a “Future Public Linkage” going through residential lots</p>

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<p>Volume 2C (Area-Specific Policies)</p> <p>Area-specific policy 28.</p>	<p><b>Volume 2C - Area-Specific Policies</b></p>			<p><b>Volume 2C - Area-Specific Policies</b></p>			<p>Simplification to be less prescriptive</p>
	<p><b>Areas on Annex 5</b></p>	<p><b>Policy #</b></p>	<p><b>Policy</b></p>	<p><b>Areas on Annex 5</b></p>	<p><b>Policy #</b></p>	<p><b>Policy</b></p>	
<p>28</p>	<p>Confederation Heights</p>	<p>The federally-owned Confederation Heights Campus is proposed for major redevelopment. This creates a unique opportunity to work with the Government of Canada to consider other uses on the site that will introduce a broader mix of uses that will complement, support and generally integrate it into its urban context.</p> <p>This Area is identified as a special study ..... through amendments to the Zoning By-law.</p>	<p>28</p>	<p>Confederation Heights</p>	<p>The federally-owned Confederation Heights Campus is proposed for major redevelopment. This creates a unique opportunity to work with the Government of Canada to <b>consider other uses on the site that will introduce a broader mix of uses that will complement, support and generally integrate it into its urban context transform this single-use federal employment node into an integrated mixed-use community, that not only supports the</b></p>		
	<p>28.1</p>			<p>28.1</p>			

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			<p><del>needs for federal office accommodation but also other land uses that will create a new neighbourhood, within its immediate surroundings and the greater urban community context, through innovative and creative design solutions, reflecting the existing and planned level of transit service benefitting these lands.</del></p> <p>This Area is identified as a special study area through amendments to the Zoning By-law. The Confederation Heights master plan will inform the secondary plan as the municipal policy framework and provide future direction of Confederation Heights to evolve into a mixed-use</p>	
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				area and federal employment facility.	