

**Official Plan (2008 Review)**  
**Summary of Proposed Policy Changes**

Official Plan Section	Details of proposed policy change	Reason for proposed change
<b>SECTION 1 - INTRODUCTION</b>		
1.1 The Role of the Official Plan	<i>See OP Document 1, Section 1.1.5</i> <i>See OP Document 1, Section 7.1.5</i>	
1.2 Structure of the Official Plan	No change	
1.3 The Ottawa 20/20 Process and the Guiding Principles	No change	
1.4 Ottawa's Growth Management Plans	No change	
1.5 Supporting Plans	No change	
1.6 How the Guiding Principles are addressed in the Official Plan	No change	
1.7 Interpretation and Implementation of the Official Plan	<i>See OP Document 1, Section 1.1.5</i>	
<b>SECTION 2 - STRATEGIC DIRECTIONS</b>		
2.1 The Challenge Ahead <ul style="list-style-type: none"> <li>• Preamble</li> </ul>	<i>See OP Document 1, Section 1.1.5</i>	
<ul style="list-style-type: none"> <li>• Managing Growth</li> </ul>	No change	
<ul style="list-style-type: none"> <li>• Providing Infrastructure</li> </ul>	No change	
<ul style="list-style-type: none"> <li>• Maintaining Environmental Integrity</li> </ul>	No change	
<ul style="list-style-type: none"> <li>• Creating Liveable Communities</li> </ul>	No change	
2.2 Managing Growth	<i>See OP Document 1, Section 5.1.5</i>	
<ul style="list-style-type: none"> <li>2.2.1 Urban Area Boundary PPS 1.1.3.9</li> </ul>	<i>See OP Document 1, Section 1.5.5</i>	
<ul style="list-style-type: none"> <li>2.2.2 Village Boundaries</li> </ul>	<i>See OP Document 1, Section 1.5.5</i>	
<ul style="list-style-type: none"> <li><b>New Subsection</b> Managing Growth in the Rural Area</li> </ul>	<i>See Part One, Section 1.5.5</i>	

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<p>2.2.3 Managing Growth Within the Urban Area</p> <p>PPS 1.1.3.5 &amp; 1.2.2 d) PPS 1.1.3.6 &amp; 1.1.3.8 PPS 1.1.2 &amp; 1.3 S.3.6.5 policy 5 <i>Planning Act</i> 26(1)</p>	<p><b>See OP Document 1, Section 1.3.5</b> <b>See OP Document 1, Section 4.2.5</b></p> <p>Policy 1 – Add reference to Section 4.11 to the first sentence so that it reads “All intensification of land uses will occur in accordance with the criteria set out in Sections 2.5.1 and 4.11...”</p>	<p>Similar cross-references in the remainder of the Plan always include both S.2.5.1 and S.4.11.</p>
<p>2.3 Providing Infrastructure</p>		
<p>2.3.1 Transportation (introduction)</p>	<p>All references to the year “2021” be replaced with “2031”.</p>	<p>Revise to show new time line of 2031.</p>
<p>2.3.1 Transportation (introduction)</p>	<p>In the sixth paragraph, second sentence, the words “today’s level of 17 per cent” be changed to “today’s level (2005) of 23 per cent”.</p>	<p>The level of today’s trips by transit needs to be revised to a more current figure.</p>
<p>2.3.1 Transportation (introduction)</p>	<p><i>In the seventh paragraph, the second sentence</i> “With a 30 per cent modal split in favour of transit, new roads and road widenings identified in the Official Plan (1997) of the former Region of Ottawa-Carleton will still be needed to accommodate projected traffic volumes in 2021” <i>be changed to</i> “With a 30 per cent modal split in favour of transit, new roads and road widenings identified in the Transportation Master Plan (2008 update) will still be needed to accommodate projected traffic volumes in 2031.”</p>	<p>This sentence needs to be updated to reflect the current situation.</p>
<p>2.3.1 Transportation (introduction)</p>	<p><i>In the tenth paragraph add the word “morning” before the words</i> “peak-hour travel”.</p>	<p>This is to clarify that the targets shown are for morning peak-hour not afternoon peak-hour.</p>
<p>2.3.1 Transportation (introduction)</p>	<p>In the tenth paragraph the walking, cycling and public transit modal share targets of 9.6%, 1.7% and 17 % be respectively replaced by X, Y and Z.</p>	<p>Show (not yet available) the new 2031 target figures for these modal shares.</p>
<p>2.3.1 Transportation (introduction)</p>	<p>Figure 2.4 – Projected Transit Modal Splits – Screenlines, <i>be revised to:</i></p> <ul style="list-style-type: none"> <li>i) change the timelines 2002 and 2021 to 2008 and 2031 respectively,</li> <li>ii) replace the 17 screenline transit modal split rates for each of these years with those shown in the accompanying Schedule YY,</li> <li>iii) the date in the first footnote asterisk be changed from</li> </ul>	<p>These changes are needed to update the screenline transit modal split information to show new base and future years and the data that goes with them. Anticipated work on the interprovincial screenline may mean that the reference to finalization of such work in the second asterisk is redundant and it can be deleted. New screenlines now exist and several might (might not) be added, along with transit modal split targets data for them.</p>

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	<p>“2002” to “2008”</p> <p>iv) the second foot note asterisked be deleted in its entirety</p> <p>v) (possibly??) add to both the table and map additional screenlines as follows: Jockvale, Ramsyville, Fallowfield West, XXX and add to the table the data for these new screenlines as identified in Schedule YY</p>	
2.3.1.4 Transportation (Transportation Demand Management)	<i>The words “TDM program” be replaced with “Area Traffic Management programs”.</i>	An incorrect reference had previously been made to TDM programs addressing the list of measures shown.
2.3.1.6-11 Transportation (Walking)	Additional changes may be needed to be added here – see “Reason for proposed change”.	If a draft Ottawa Pedestrian Plan is approved by Council before early fall 2008 there will be sufficient time to incorporate any recommended policy changes into both the Official Plan review amendment and the Transportation Master Plan update that will be both tabled in November 2008.
2.3.1.11 Transportation (Walking)	<i>In the first sentence the words “by the end of 2004” be replaced with “by the end of 20XX”.</i>	Reference to preparing a Pedestrian Plan by 2004 is out of date and should be revised.
2.3.1.12-18 Transportation (Cycling)	Additional changes may be needed to be added here – see “Reason for proposed change”.	If the now draft Ottawa Cycling Plan is approved by Council before early fall 2008 there will be sufficient time to incorporate any recommended policy changes into both the Official Plan review amendment and the Transportation Master Plan update that will be both tabled in November 2008.
2.3.1.15 Transportation (Cycling)	<i>In the sentence “Schedule C includes those routes identified in the approved cycling plans of the former regional and local governments now making up the City of Ottawa and select routes shown in the National Capital Commission’s study, Integrated Network of Recreational Pathways for the National Capital Region.” change the title of the NCC report to “Pathway Network for Canada’s Capital Region”.</i>	Depending on the approval time of the Ottawa Cycling Plan, this section will have to be rewritten again deleting reference to former municipal cycling plans
2.3.1.15 Transportation (Cycling)	<i>In the first sentence the words “by the end of 2004” be replaced with “by the end of 20XX”.</i>	Reference to preparing a Cycling Plan by 2004 is out of date and should be revised.
2.3.1.36 Transportation (Roads and ROW Protection)	<p><i>The sentences “The City will ensure that road corridors function as public spaces in Ottawa by implementing the Arterial Road Corridor Design Guidelines for the City’s urban arterial roads and Village mainstreets.” and “ The City will prepare and implement similar guidelines for all other arterial and collector roads, including but not limited to, roads in heritage districts, tourist areas and business improvement areas.”</i></p> <p><i>be deleted and that the first deleted sentence be replaced with</i></p>	An additional guideline for collector road and rural arterial corridor design guidelines is anticipated to be approved in the near future by Council. There are also guidelines for special streets forthcoming. Rather than continually updating the Official Plan with a specific list of each guideline, a more general text is proposed.

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	<p><i>the following sentence:</i>                      “The City will ensure that road corridors function as public spaces in Ottawa by implementing approved corridor or street design guidelines including those for road classification types and for heritage districts, tourist areas and business improvement areas.”</p>	
<p>2.3.1.37 Transportation (Roads and ROW Protection)</p>	<p><i>A new subsection 38 be added after 2.3.1.37 as follows and that subsequent subsections be renumbered accordingly:</i>                      “The City recognizes the unique role of Highway 174 as a major rural arterial roadway and as a consequence will generally not permit new accesses along this roadway, particularly when shared or joint access points are possible, or alternative road access may exist.”</p>	<p>This policy is added to give the City an ability to exercise a degree of control that the Province of Ontario formerly had to regulate new accesses to this semi-limited access roadway between Trim Road and the border of Clarence-Rockland.</p>
<p>2.3.1.40 Transportation (Other Right-of-Way Protection)</p>	<p><i>After the words “The City will not close and sell unopened road allowances” the following words be added “, lanes or roads”.</i></p>	<p>These words broaden the protection of future use of not only unopened road allowances, but also lanes and roads, for possible future uses as roadway, transit, utility corridor, pedestrian or cyclist link, or public access to the shore of a water body.</p>
<p>2.3.1.41 Transportation (Other Right-of-Way Protection)</p>	<p><i>Subsection 41 be renumbered subsection 39; that it be moved under the section Roads and Right-of-Way Protection; and that the old subsections 39 and 40 be renumbered 40 and 41 respectively.</i></p>	<p>This reference to bridge crossing of the Ottawa River is more appropriate to be included under the Roads section.</p>
<p>2.3.1.41 Transportation (Other Right-of-Way Protection)</p>	<p><i>A new subsection 42 be added after 2.3.1.41 as follows and that subsequent subsections be renumbered accordingly:</i>                      “The City may, when utilizing the dedication of lands for highways requirement, also include the dedication of lands for pedestrian pathways, bicycle pathways and public transit right-of-ways.”</p>	<p>This policy repeats the <i>Planning Act</i> modification that clarifies “highway” is to be interpreted broadly.</p>
<p>2.3.1.42 Transportation (Parking)</p>	<p><i>Add a new subsection d) as follows: “To limit the minimum and maximum parking requirement for development within 600 metres of rapid transit stations, not only in Mixed-Use Centres and the Central Area but wherever such facilities exist or will be constructed in the near future.”</i></p>	<p>This policy will clarify what has occurred in the new Zoning By-law with regard to limitation of parking requirements in the vicinity of rapid transit stations.</p>
<p>2.3.1.43 Transportation (Parking)</p>	<p><i>Change the completion date of “end of 2006” to “end of 20XX”.</i></p>	<p>Reference to preparing a Parking Management Strategy by the end of 2006 is out of date and should be revised.</p>
<p>2.3.2 Water and Wastewater Services</p>	<p>No change</p>	
<p>2.3.2.1</p>	<p>Modify policy 1 to say:</p>	<p>To introduce clear policies on where having both piped</p>

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	Development in Public Service Areas must be on the basis of both public water and public wastewater services, <b>except as provided for in Policies 9 and 10 below.</b>	services may not be required.
2.3.2.2	<b>See OP Document 1, Section 2.1.5</b>	
2.3.2.3	No change	
2.3.2.4	<p><b>See OP Document 1, Section 5.4.5</b></p> <p>In c. i change “An evaluation of the range of servicing options” to “a comprehensive servicing study which evaluates a range of servicing options and innovative technologies”</p> <p>In c. iii, take out “(i.e. in the environmental assessment)”.</p> <p>In d, remove “such as the Carp Airport”</p> <p>In d, i, remove “the environmental assessment” and replace with “a comprehensive servicing study which evaluates a range of servicing options and innovative technologies”.</p>	<p>The wording related a study supporting a PSA is inconsistent so some of the wording has been changed to correct this.</p> <p>The words in brackets have been deleted because they are redundant.</p> <p>Servicing for the Carp Airport has been determined and reference is no longer needed.</p>
2.3.2.5	No change	
2.3.2.6	Change ‘an environmental assessment’ to “a comprehensive servicing study which evaluates a range of servicing options and innovative technologies.”	The change is to be consistent with 2.3.2.4 above.
2.3.2.7	Remove	This property is already connected and the policy is no longer required.
2.3.2.8	No change	
2.3.2.9	No change	
2.3.2.10	<p>Add a new section after policy 9.:</p> <p><b>Partial Services</b></p> <p>The intention of this Plan is to ensure that where public services are provided, that this include both public water and public wastewater. However, some rare exceptions may occur.</p> <p>10. Partial Services shall only be considered in the following circumstances:</p> <p>a. Where they are necessary to address failed individual on-site sewage services and individual on-</p>	<p>This is to permit the City to consider small additions to existing areas on partial services and also to allow consideration of a local improvement petition in those urban areas that are still on private services.</p> <p>This is consistent with the PPS.</p>

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	<p>site water services in existing development;</p> <ul style="list-style-type: none"> <li>b. Within the urban area and in villages where development on partial services already exists and the proposal constitutes minor infill</li> <li>c. Where the area is a privately serviced area within a Public Service Area as described in policy 9, and concurrent water and wastewater servicing is not feasible.</li> </ul>	
<p>2.3.3 Drainage and Stormwater Management Services</p>	<p><i>Change policy 1 to:</i></p> <p>Development will be in accordance with the system capacity for drainage and <del>where relevant, will conform to will implement stormwater site-management plans, the Infrastructure master Plan and community design plans</del> practices necessary to protect, improve or restore the quality and quantity of water in the receiving watercourse.</p> <p>Add a new policy 2:</p> <ul style="list-style-type: none"> <li>2. In order to mitigate the impacts of intensification on receiving watercourses inside the Greenbelt, the City will: <ul style="list-style-type: none"> <li>a. Fully integrate the assessment of receiving watercourses and required mitigating works with the development of Community Design Plans and other planning studies for areas inside the Greenbelt;</li> <li>b. Develop a citywide stormwater management (SWM) retrofit plan to identify and prioritize SWM retrofit projects.</li> </ul> </li> </ul>	
<p>2.4 Maintaining Environmental Integrity</p>		
<p>2.4.1 Air Quality and Climate Change</p>	<p><b>See OP Document 1, Section 6.1.5</b></p>	
<p>2.4.2 Natural Features and Functions</p>	<p><b>See OP Document 1, Section 6.3.5</b></p>	
<p>2.4.3 Watershed and Subwatershed Plans</p>	<p><b>See OP Document 1, Section 6.3.5</b></p> <ul style="list-style-type: none"> <li>3. As a general guide, a watershed plan will contain the following components: <ul style="list-style-type: none"> <li>a. Identification and assessment of the <del>natural heritage system ecological features and resources</del> within the watershed, including surface water and groundwater</li> </ul> </li> </ul>	<p>The collection of information on groundwater resources and its evaluation should be an integral part of subwatershed plans in rural areas.</p>

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	<p><del>features headwater areas;</del></p> <p>8. The general terms of reference for a subwatershed plan will be defined in the appropriate watershed plan and will be reviewed at study initiation. Where no watershed plan exists, the detailed terms of reference will be determined based on subwatershed requirements but will generally address:</p> <ul style="list-style-type: none"> <li>b. The form and function of the natural heritage systems, including surface water and groundwater features;</li> </ul> <p>Subwatershed objectives and recommendations regarding areas for development and preservation, protection of sensitive surface water and groundwater features headwater areas, public access, and implementation;</p>	
2.4.4 Groundwater Management	<b>See OP Document 1, Section 5.3.5</b>	
2.4.5 Greenspaces	<p><i>Add a new policy to section 2.4.5, between policy 6 and 7 as follows:</i></p> <p>7. Greenspaces identified in this Plan are major assets that enhance the quality of life in the community and the environmental integrity of the city. Development on land adjacent to lands designated Major Open Space or Urban Natural Features, and land within the National Capital Greenbelt, can benefit from them and have a significant impact on the quality of these lands. The City will ensure that the design and character of development and public works adjacent to these designations and the Greenbelt enhances the visibility and accessibility of these greenspaces and contributes to their connection to the Urban Greenspace Network through such means as:</p> <ul style="list-style-type: none"> <li>a. Reviewing Community Design Plans and plans of subdivisions for opportunities to locate proposed major community facilities, parks and public infrastructure adjacent to the Greenbelt or land designated Major Open Spaces or Urban Natural Features, or to link them to these lands by multi-use pathways or other greenspace connections;</li> <li>b. When designing the layout of subdivisions provide extensive street frontage to adjacent land in the Greenbelt or land designated Major Open Space or Urban Natural Features;</li> </ul>	<p>There is no guidance or policy to inform the quality and characteristics of development adjacent to address these significant greenspaces in the City or how it should to contribute to their accessibility and visibility in the community or create opportunities to connect these greenspaces to the Greenspace Network.</p>

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	<p>c. When considering a Site Plan, require the proponent to demonstrate how the building design and orientation and the external site use and design take into consideration the views of the site from the land in the adjacent Greenbelt or land designated Major Open Space or Urban Natural Features and how they enhance the visibility and accessibility to the same lands.</p>	
2.5 Building Liveable Communities	No change	
2.5.1 Compatibility and Community Design	<p><b>See OP Document 1, Section 4.3.5</b>  <b>See OP Document 1, Section 4.4.5</b></p> <p>Change the name of the section heading 2.5.1 from “Compatibility and Community Design” to “Urban Design and Compatibility”. Change the name of the sub-heading “Community Design” to “Urban Design”. Reverse the order of the sub-headings “Compatibility” and “Urban Design”, so that “Urban Design” comes first. Change the term ‘community design’ to read “urban design” wherever it occurs in the text. Add the following sentence immediately following the second sentence of the first paragraph under the sub-heading “Urban Design”:</p> <p>“Urban design is the process of designing creative and public-friendly environments through the coordinated development of public and private spaces”.</p> <p>Design Objectives and Principles - <i>Revise the first three sentences of the second paragraph:</i></p> <p>“A new annex to the Official Plan will be prepared (Annex 3), to be Annex 3, entitled Design Framework, that will contain a number of Design Considerations, which will provide suggestions as to how the Design Objectives and Principles could be met, but they will do not form part of this Plan. The Design Considerations are not meant to be prescriptive, and will do not constitute a checklist. None of the Design Considerations will be are expressed as policy...”</p> <p>Add “8. To contribute to environmental sustainability by</p>	<p>‘Compatibility’ is considered to be a component of design and should, therefore, be the first word in the title of this section. Similarly, the order of the two sub-headings should be reversed.</p> <p>While there is general acceptance of the meaning and use of the term ‘urban design’, there is less acceptance of the term ‘community design’. It is considered that there will be less confusion if the former term is adopted for use in the Plan.</p> <p>These are grammatical changes that reflect the fact that Annex 3 has been approved and has been incorporated into the document.</p>



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	incorporating means of retaining stormwater on-site. And to Principles: Design should: “Consider all viable stormwater site-retention measures“	There are opportunities for site design to incorporate good environmental practices and specifically means of addressing infrastructure capacity issues in intensification areas.
2.5.2 Affordable Housing	Add a new policy between policies 4 and 5. In order to effectively monitor the achievement of the targets for affordable residential development, the City will compare the affordability of housing against the size of units produced annually. This will be reported annually.	This is a commitment to provide more useful data on housing affordability.
2.5.3 Schools and Community Facilities	No change	
2.5.4 A Strategy for Parks and Leisure Areas	No change	
2.5.5 Cultural Heritage Resources	No change	
2.5.6 Collaborative Community Building and Community Design Plan	<p><i>Delete policy 2 and replace it with:</i></p> <p>2. The community design plan is one of a suite of tools to address growth and change in a community. Community design plans focus primarily on land use and development issues and may produce related initiatives such as design guidelines, an implementing zoning by-law, a greening strategy or any number of other strategies that are required to address the physical development of the study area. In some cases, a community design plan may not be the appropriate tool and, another type of land-use study will be selected. These could include a concept plan for a large vacant parcel, an expansion studies for a university of a design study for a commercial crossroads. In other cases, the City may recommend a Neighbourhood Planning Initiative that focuses on a broader range of city issues within a neighbourhood that may include such matters as the delivery of various municipal programs, social issues, health and safety issues, and leisure opportunities. To the extent possible, the City will co-ordinate and deliver these plans to most effectively address the community’s issues. In all cases, they will include a collaborative approach with the community and other interests.</p> <p><i>Modify Policy 3 to say:</i></p>	The intent of this change is to identify CDP's as one of a suite of tools, this one being focused on land use and development issues, but that the City uses other tools to get at other issues, and all of these tools will be coordinated, integrated.

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	<p>3. Community Design Plans will be prepared in accordance with Figure 2.5.6. This is a framework only and specific terms of reference will be developed for each plan. However, all community design plans shall include:</p> <ul style="list-style-type: none"> <li>a) A Master Servicing Study that identifies the location, timing and cost of on-site and off-site servicing systems (roads, transit, sanitary sewer, water, stormwater, and, where appropriate, groundwater assessment) required to serve the area and which addresses the proposed timing and staging of growth. The Master Servicing Study will inform the preparation of land use strategies and, where possible, be completed prior to the determination of land use.</li> <li>b) A Financial Implementation Plan that shows how the proposed development of the area relates to the Development Charges By-law or other instruments and which addresses the emplacement of municipal services.</li> </ul>	<p>Changes to policy 3 are recommended as infrastructure servicing is not a strong and integral element of CDPs as it should be. Much of the focus in the section is on the development of land and above ground municipal services. The impact of the proposed CDP servicing should be considered on a system-wide basis.</p> <p>The impact of the proposed development on the need for on-site and off-site servicing systems becomes an important element in determining the appropriate land uses.</p>
<p><b>Figure 2.5.6: Structure of Community Design Plans</b></p>	<p>For section A <u>Plan Context</u></p> <p><i>Add a new '3' as follows and renumber existing 3 &amp; 4 as 4 &amp; 5 respectively:</i> "Situate the study area within its city-wide context. Include a description of its role within and relationship to the broader community"</p> <p><i>Change existing 4 (now 5). Agree on Consider</i> the contribution of any previous planning studies or technical studies for the area.</p> <p><i>Add a new '6' as follows:</i> "Be inclusive by reaching out to involve all segments of the community, including hard to reach groups."</p> <p>For section B, <u>Existing Conditions (Social, Economic and Environmental)</u></p> <p><i>Change 1. Environmental Natural</i> resources, functions and values;</p>	<p>These changes are recommended in the structure of the CDPs to address infrastructure issues in relation to land use planning.</p>

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	<p><i>Add a new '2' as follows and renumber existing 2 through 11 as 3 through 12 respectively: "Demographic profile";</i></p> <p><i>Change existing 8 (now 9). Transportation and infrastructure capacities, conditions and alignments;</i></p> <p><i>Change existing 9 (now 10). Floodplains, steep unstable slopes, contamination, geotechnical, and other constraints;</i></p> <p><i>For section C.. Establish Vision, Objectives and Targets in Accordance with Official Plan</i></p> <p><i>Add to 1. " stormwater on-site retention"</i></p> <p><i>Add a new '4'. "An indication of the public consultation process that was followed."</i></p> <p><i>For section D. Constraints and Opportunities,</i></p> <p><i>Add to 3, "groundwater assessment for villages or other planning areas".</i></p> <p><i>Add a new '4'. Assessment of what is needed to take into account, enhance sensitivity to the sense of 'place'.</i></p> <p><i>For section E. Key Spatial Components of Plan</i></p> <p><i>Change 2 from 'other infrastructure' to 'collector and local water mains and sewers and other infrastructure'.</i></p> <p><i>For section F. Key Policy Components of the Plan</i></p> <p><i>Change 1. Policies/strategies to achieve specific policy objectives of the Official Plan stated above such as compact mixed-use development – identification of how, where and when the CDP has addressed key policy directions in the OP;</i></p> <p><i>Add a new '2'. Policies that speak to the unique aspects of the community – enhancement, protection as appropriate, what is to be done to achieve certain things;</i></p> <p><i>Change 4 from 'sewer and water infrastructure" to 'sewer and water infrastructure and stormwater management and /or on-site retention facilities".</i></p>	

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	<p>For section <u>G. Implementation Strategy (as appropriate, and not necessarily limited to)</u></p> <p><i>Change 4.</i> Traffic management plans (including parking) and infrastructure improvement plans;</p> <p><i>Change 6.</i> City incentives, funding mechanisms and capital investments such as infrastructure capacity improvements, greenspace management plans;</p> <p><i>Add a new '7' and renumber existing '7' as '8'. "An indication of prioritization and responsibilities for implementation – action, who is responsible, and timing;"</i></p>	
<b>SECTION 3 - DESIGNATIONS AND LAND USE</b>		
3.1 Generally Permitted Uses	<p><b>See OP Document 1, Section 6.2.5</b></p> <p><i>Remove</i> "Employment Area" from the list of land use designations contained in Policies 3, 5, and 6.</p>	Rooming houses, retirement homes and care facilities are not anticipated uses in Employment Areas, as set out in S.3.6.5 of the Plan.
3.2 Natural Environment	<b>See OP Document 1, Section 6.3.5</b>	
3.2.1 Significant Wetlands South and East of the Canadian Shield	<b>See OP Document 1, Section 6.3.5</b>	
3.2.2 Natural Environment Areas	<b>See OP Document 1, Section 6.3.5</b>	
3.2.3 Urban Natural Features	<b>See OP Document 1, Section 6.3.5</b>	
3.2.4 Rural Natural Features	<b>See OP Document 1, Section 6.3.5</b>	
3.3 Open Space	No change	
3.3.1 Major Open Space	No change	
3.4 Central Experimental Farm	No change	
3.4.1 Agricultural Research	No change	
3.5 Greenbelt	<p><i>Amend policy 2 as follows:</i></p> <p>Those lands designated Natural Environment Areas,</p>	

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	<p>Significant Wetlands South and East of the Canadian Shield, and Agricultural Resource Areas are subject to the policies for those designations found elsewhere in this Plan, with the exception that lot creation will not be permitted in Agriculture Resource Areas.</p> <p><i>Delete policy 3 in its entirety</i></p>	<p>Lot creation is not permitted in Natural Environment Areas or Significant Wetlands outside the Greenbelt. Agriculture Resource Areas is the only designation where there is a difference in lot creation policies between Greenbelt and non-Greenbelt lands.</p> <p>Policy should be in section 3.5.1</p>
3.5.1 Greenbelt Rural	<p><i>Insert a new policy 2 as follows and renumber accordingly</i></p> <p>2 Notwithstanding policy 1 above, infill development, including lot creation, is permitted in Ramsayville, Blackburn Station and Burkes Settlement, provided additional strip development does not occur. Only in these settlements may lot(s) be created between two existing lots of similar size or between an existing lot and a cultural or physical feature, such as a road or watercourse that are situated on the same side of the road and are not more than 100 metres apart. Minimum lot sizes will be established in the zoning by-law and will be sufficient to permit the land use on the basis of private individual services. Lot creation that has the effect of extending development beyond the boundaries of existing development is not permitted.</p>	<p>At present Policy 2 is on the wrong section of the Greenbelt policies. It's relocated from 3.5(3) and expanded to include the provisions originally in section 3.7.3</p>
3.5.2 Greenbelt Employment and Institutional Area	No change	
3.6 Urban Designations	No change	
3.6.1 General Urban Area	No change	
3.6.2 Mixed-Use Centres	No change	
3.6.3 Mainstreets	<p><b>See OP Document 1, Section 4.2.5</b></p> <p><i>Insert the following sentence to the preamble, between the second and third sentences of the second paragraph:</i></p> <p>“Mainstreets are at different stages of development. Each of these streets displays its own distinctive character depending largely upon the period during which it developed. They typically perform a dual role of providing adjoining</p>	<p>To reinforce that land use along Mainstreets provide for both the daily needs of the local adjoining neighbourhood as well as more specialized goods and services that serve a broader area.</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
	neighbourhoods with a range of daily goods and services and, because they traverse many communities, they also provide more specialized functions that serve the needs of others living beyond the borders of any one neighbourhood. The policies acknowledge this diversity...”	
3.6.4 Developing Community	No change	
3.6.5 Employment Area and Enterprise Area	<b>See OP Document 1, Section 3.1.5</b>  2.k) <del>in</del> <b>in</b> addition to the provisions of the policies...”	Grammatical correction – capitalize first letter of first word in policy 2.k).
3.6.6 Central Area	No change	
3.6.7 Major Urban Facilities.	No change	
3.7 Rural Designations	No change	
3.7.1 Villages	<b>See OP Document 1, Section 5.1.5</b>	
3.7.2 General Rural Area	<p><b>See OP Document 1, Section 5.2.5</b></p> <p><b>See OP Document 1, Section 6.3.5</b></p> <p><i>Amend policy 3 c as follows;</i></p> <p>c. New recreational commercial and non-profit uses, such as golf courses, driving ranges, mini putt operations, campgrounds, outdoor theme parks, sportsfields or similar uses that do not constitute Major Urban Facilities as described in Section 3.6.7;</p> <p><i>Modify the old policy 6d as follows and renumber accordingly:</i></p> <p>e. The number of lots permitted in a plan of subdivision is determined by Section 4.4.2.1 of this plan. <del>maximum size of a country lot subdivision shall be 40 lots;</del></p> <p><i>Amend Policy 10 as follows:</i></p> <p>10. All new farm and non-farm development, including severances, will comply with the Minimum Distance Separation (MDS) as described in policies 19 and 20 of</p>	<p>Inserted to ensure that facilities that are of a scale as described as a Major Urban Facilities are not located in the rural area without an OPA and the appropriate supporting studies</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
	<p><del>Section 3.7.3. development of an existing lot of record that falls almost or completely within a calculated MDS separation distance. Agricultural uses must respect the requirements of policy 2 in Section 3.7.3 Agricultural Resource Area, regarding provisions for the establishment and operation of farms. [Ministerial Modification 19, November 10, 2003]</del></p> <p><b>Exceptions</b></p> <p>12. Despite the provisions in this official plan, on lands described as Part Lot 2, Concession 4, Osgoode (PIN 04319-0593) a mobile home park shall be permitted provided that Council shall not pass a zoning by-law permitting this use until Council has considered, but not limited to the following;</p> <ul style="list-style-type: none"> <li>a. the satisfactory provision of communal sewage and water systems; and</li> <li>b. a satisfactory traffic impact study. [OMB decision #253, February 9, 2005]</li> </ul>	<p>Revised to be consistent with the 2006 MDS guidelines and to permit variances for existing farm operations</p> <p>New heading as the policies that follow are not related to infill</p>
3.7.3 Agricultural Resources	<b>See OP Document 1, Section 5.5.5</b>	
3.7.4 Mineral Resources	<p><b>Lot Severance Policies</b> <i>Delete policy 13 (b)</i></p> <p><del>b. For farm related severances, subject to Section 3.7.3 provided that:</del></p> <ul style="list-style-type: none"> <li><del>i. The lands are not licensed as a pit or quarry and technical information demonstrates that the aggregate resources on the land subject to severance are not suitable for exploitation;</del></li> <li><del>ii. The technical information demonstrates that the use of land for rural residential purposes will not restrict the possibility of mineral aggregate extraction from other lands designated Sand and Gravel Resource or Limestone Resource Areas;</del></li> <li><del>iii. Any issues of public health, public safety and environmental impact are addressed.</del></li> </ul>	<p>The Policy referenced in Section 3.7.3 has been removed</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
3.7.5 Carp Road Corridor Rural Employment Area	No change	
3.8 Solid Waste Disposal Sites	<b>See OP Document 1, Section 6.5.5</b>	
3.9 Snow Disposal Facilities	No change	
3.10 Airports	No change	
3.10.1 Ottawa Macdonald-Cartier International Airport	These policies are under review in conjunction with the Airport Authority. Revisions will be available for the next version of the draft changes.	
3.10.2 Carp Airport	No change at this time	
<b>SECTION 4 – REVIEW OF DEVELOPMENT APPLICATIONS</b>		
4.1 Area and Site-Specific Policies and Secondary Policy Plans	No change	
4.2 Adjacent to Land-Use Designations	<p>Modify the reference to Section 3.2.2 to say: Environmental Impact Statement required “For all development within a Natural Environment Area, or within 30 m of a Natural Environment Area.”</p> <p>Remove the references to the policy in section 3.2.3 requiring a EIS adjacent to wetlands forests and ravines in complexes over 0.8 ha</p> <p>Add the requirement for and Environmental Impact Assessment within or adjacent to significant features as identified in Section 2.4.2</p>	<p>Clarifies existing policy in section 3.2.2.</p> <p>This requirement was removed by amendment from the Plan when the Urban Natural Areas Environmental Evaluation Study was completed. Deletes this cross-reference.</p> <p>Provides a cross reference to a proposed policy that improves consistency with the PPS.</p>
4.3 Walking, Cycling, Transit, Roads and Parking Lots	<p>The table in the introductory paragraph, in the row for Section 4.3, change:</p> <ol style="list-style-type: none"> <li>1) the words “Transportation impact study” to “Transportation impact assessment report”, and</li> <li>2) the words “subdivisions, rezoning and site plans” be replaced with “applications for subdivision, site plan, rezoning or official plan amendment”.</li> </ol>	<p>These are revisions to reflect the 2006 approved Transportation Impact Assessment Guidelines. There must be reference to this larger envelope of reports that includes not just the already referenced TIS (Transportation Impact Study) but also CTS (Community Transportation Studies) and TB (Transportation Briefs).</p>
4.3 Walking, Cycling, Transit, Roads and Parking Lots	Additional cycling and pedestrian changes may be needed to be added here – see “Reason for proposed change”	If the Ottawa Cycling Plan and the Ottawa Pedestrian Plans are, one or both, approved before early fall 2008 there will be



Official Plan Section	Details of proposed policy change	Reason for proposed change
		sufficient time to incorporate any recommended policy changes into both the Official Plan review amendment and the Transportation Master Plan update that will be both tables in November 2008.
4.3 Walking, Cycling, Transit, Roads and Parking Lots (policy 3)	Add the following new sentence before the first sentence in policy 3 "Application of the City's Transit Oriented Development Guides will be made."	The Council approved Transit Oriented Development (TOD) Guidelines are to be used in review of development applications near rapid transit stations.
4.3 Walking, Cycling, Transit, Roads and Parking Lots (policy 4)	Add the following new sentence at the end of policy 4 "Furthermore, as referenced in policy X of Section 2.3.1, Transportation, the zoning by-law may establish maximum parking requirements that would apply to development within 600metres of a rapid-transit station/service."	Add reference (following from Section 2.3.1) that parking caps via zoning by-law may be applied to locations in proximity to rapid transit stations/service
4.3 Walking, Cycling, Transit, Roads and Parking Lots (policy 5)	<ol style="list-style-type: none"> <li>1) in the first sentence the words "transportation impact study" be replaced with "community transportation study, transportation impact study and transportation brief"</li> <li>2) In the second sentence the words "transportation impact study" be replaced with "study or brief" and the words "Transportation Impact Study Guidelines" be replaced with "Transportation Impact Assessment Guidelines".</li> <li>3) In the third sentence the words "transportation impact study" be replaced with "study or brief".</li> <li>4) In the fifth sentence the words "a study will not be required" be replaced with "only a transportation brief will be required".</li> </ol>	These are revisions to reflect the 2006 approved Transportation Impact Assessment Guidelines.
4.3 Walking, Cycling, Transit, Roads and Parking Lots (policy 9)	<ol style="list-style-type: none"> <li>1) in subsection a) policy replace the words "arterial and collector roads" with "arterial, major collector and collector" and replace "and Villages" with "and arterials in Villages"</li> <li>2) in subsection b) after the word "all" add and ": 1)" and after the words "Greenbelt" add the following "ii) collector roads in Villages, iii) all roads, other than arterial/collector, in the urban area that serve transit"</li> <li>3) delete the wording of subsection c) and replace it with "A multi-use pathway instead of a sidewalk may be provide on one side for a rural collector in a Village or on one side of an urban arterial if determined to be appropriate by the City."</li> <li>4) a new subsection d) be added as follows "where the Ottawa Pedestrian Plan or a Community Development Plan has identified discontinuities in the pedestrian network."</li> </ol>	<p>There have been suburban cases where the option of not having a sidewalk on each side of an arterial but instead having one of the sidewalks replaced with a recreational pathway should be open for consideration. The existing policy would not allow this.</p> <p>The reference to "will prepare a Pedestrian Plan" should be changed if an Ottawa Pedestrian Plan is approved by Council before early fall 2008 as there would be sufficient time to incorporate a change here.</p>
4.4 Water and Wastewater Servicing	No change	

Official Plan Section	Details of proposed policy change	Reason for proposed change
<p>4.4.1 Servicing in Public Service Area</p>	<p><i>Add a new Policy '2' as follows:</i></p> <ol style="list-style-type: none"> <li>1. When considering development on lands inside the Greenbelt that has the potential to reduce the capacity of the water and/or sewage systems or contribute to overland flow, the City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Means by which this may be accomplished include but are not limited to the following: <ul style="list-style-type: none"> <li>• On-site retention and storage;</li> <li>• Water efficiency measures;</li> <li>• Green infrastructure;</li> <li>• Flow control measures;</li> <li>• Flow removal projects;</li> <li>• Other measures such as compensation projects, as outlined in the City's Capacity Management Strategy;</li> </ul> </li> </ol>	
<p>4.4.2 Private Water and Wastewater Servicing</p>	<p><b>4.4.2 – Private Water and Wastewater Servicing</b></p> <p><i>Amend the introduction and renumber as follows:</i> Some parts of the rural area are subject to the policies of Section 4.4.1 above and Section 2.3.2 because they have public systems. However, new development in the City's rural area will occur primarily on the basis of private individual services. Private individual services will mean a privately-owned and maintained well-water supply and a privately-owned and privately-maintained wastewater disposal system that services the development on the lot upon which they are located and which will remain under one ownership.</p> <p><b>Policies</b></p> <p><del>Where new lots are created on the basis of private individual services, either by plan of subdivision or by severance, in accordance with Section 3.7;</del></p> <ol style="list-style-type: none"> <li>1. Where development is proposed on the basis of private individual services and requires, an application for an</li> </ol>	<p>Changes to provide the City the opportunity to require more servicing information</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
	<p>Official Plan or zoning by-law amendment or involves a plan of subdivision, plan of condominium or severance, the City will require sufficient information with the development application to assess the likelihood that:</p> <ol style="list-style-type: none"> <li>a. Sufficient quantity of groundwater exists on site to service the development;</li> <li>b. A water well can be constructed on the proposed lot(s) that will not be impacted by identified potential sources of groundwater contamination in the area;</li> <li>c. The quality of the groundwater is acceptable;</li> <li>d. The operation of the on-site wastewater system on the existing or new lot(s) will not adversely impact on a well to be constructed on the existing or proposed lot(s) and on the wells of neighbouring properties.</li> </ol> <p>Specific information requirements for plans of subdivision, plans of condominium and severances are described in more detail in the following sections.</p> <ol style="list-style-type: none"> <li>2. Requirements for private services in Public Service Areas, where no public services exist, are described in more detail in Section 2.3.2.</li> </ol>	
4.4.2.1	<p><b>4.4.2.1 Subdivision or Condominium</b></p> <ol style="list-style-type: none"> <li>1. Where a plan of subdivision or condominium is proposed on private individual services, a servicing study of sufficient detail to establish evidence of site suitability will be required. The study must conform to the City guidelines. These guidelines require an include and integrated thea hydrogeological analysis, required to confirm sustainability of the water supply, with a terrain analysis and an impact assessment of nitrates on the groundwater, required to confirm sustainability of wastewater disposal. The study will also be of sufficient magnitude to consider the impact of the proposal on the operation of existing wells and septic systems in the vicinity.</li> <li>2. As per policy 6 of Section 3.7.2 on the General Rural</li> </ol>	

Official Plan Section	Details of proposed policy change	Reason for proposed change
	<p>Area, country lots created by plan of subdivision or plan of condominium in the General Rural Area are limited to a maximum size of 40 lots. Applications for subdivision or condominium in Villages on private individual services that exceed 40 lots will not be approved for registration unless it is broken into discreet phases of no more than 40 lots. In such cases, a servicing review study, of the operation of a reasonable number, of wells and wastewater disposal systems in the first previous phase or phases of the subdivision will be undertaken in accordance with City guidelines prior to the registration of each subsequent phase. The servicing review study will confirm whether continued development is appropriate and identify any additional requirements. [Amendment 14, September 8, 2004]</p> <p>3. As a condition of approval, development on private wells must be supported by a satisfactory well inspection report in conjunction with the building permit process.</p> <p><i>Add a new policy 4 as follows:</i></p> <p>4. The City will require that developers provide, at no cost to the city, at least one monitoring well for each phase of development and long-term access to test wells within subdivisions as a condition of approval.</p>	
4.4.2.2 Severances	No change	
4.4.2.3 Development of Two to Five Units on Shared Water or Wastewater Services	No change	
4.4.2.4 Small Water and Wastewater Works	No change	
4.5 Housing	No change	
4.6 Cultural Heritage Resources	No change	
4.6.1 Heritage Buildings and Areas	No change	
4.6.2 Archaeological Resources	No change	

Official Plan Section	Details of proposed policy change	Reason for proposed change
4.6.3 River Corridors	No change	
4.6.4 Scenic-Entry Routes	No change	
4.6.5 Major Recreational Pathways	<p><i>Replace policies 1-3 with</i></p> <ol style="list-style-type: none"> <li>2. The Multi-Use Pathways Network designated on Schedules I and J is an essential part of an integrated sustainable transportation network and the Schedules should be read in conjunction with the Cycling Network on Schedules C and J. The system shown on the schedules is conceptual and the location of pathways may be refined as a result of further study by the City or through the provisions of a development agreement. Such refinement will not require amendment to this plan, provided that: continuity is maintained within the system, destinations within the system continue to be connected, and the same general area is served.</li> <li>3. The City may require pathway corridors to be dedicated for public purposes through plan of subdivision and funding for pathway construction related to new growth may be included as part of Development Charges.</li> <li>4. Multi-Use Pathways are generally located in open spaces, parkland, natural lands where broad green and open corridors can be provided. Multi-Use Pathways may be co-located with other land uses where the overall open and green landscape character is retained. These land uses include: rapid transit, parkway-type road corridors, utility and infrastructure corridors, storm water management facilities, and cultural and institutional facilities.</li> <li>4. When reviewing Community Design Plans, development proposals, and public works the City will ensure that pathway corridors are designed to be accessible, visible and safe by; a) ensuring opportunities for visual surveillance; b) providing good pathway corridor visibility and way finding; c) paralleling other well-travelled public rights-of-way; d) providing frequent connections to adjacent communities and alternative travel routes; and e) the design of adjacent development.</li> </ol>	
4.7 Environmental Protection	No change	
4.7.1 Integrated Environmental Review to Assess Development Applications	<b>See OP Document 1, Section 4.4.5</b>	

Official Plan Section	Details of proposed policy change	Reason for proposed change
4.7.2 Protection of Vegetation Cover	No change	
4.7.3 Erosion Prevention and Protection of Surface Water	<p><b>See OP Document 1, Section 6.3.5</b></p> <p><i>Amend Policy 12 as follows:</i></p> <p>5. Development and site alteration will not be permitted in fish habitat except in accordance with federal and provincial requirements. Development applications near or adjacent to water bodies that provide fish habitat will be required to demonstrate that the proposed development will not have a negative impact on fish habitat. Fish habitat is defined as those areas on which fish depend directly or indirectly to carry out their life processes. Fish habitat includes spawning grounds, nursery and rearing areas, areas that supply food, and features that allow migration. In the event that a negative impact is unavoidable, the proposal must be reviewed and authorized by the federal Department of Fisheries and Oceans, or its designate, which may or may not, under the federal <i>Fisheries Act</i>, authorize the work depending on development circumstances and type of habitat. [Ministerial Modification 45, November 10, 2003]</p> <p><i>Insert a new policy 13 and renumber</i></p> <p>6. In addition to the provisions for setbacks described in this section, development proposals adjacent to municipal drains must maintain clear access to the unregistered working space adjacent to the drain. This working space is defined in the Engineer's Report adopted by Council under the <i>Drainage Act</i> to create and maintain each drain in the City. Many drains also provide fish habitat.</p> <p><i>Delete the old policy 13 d below:</i>  <del>13 d. Initiate an annual recognition program to recognize innovative projects that design with nature.</del></p>	<p>The addition is text from the Provincial Policy Statement and increases consistency with the PPS</p> <p>Clarify the planning considerations for Municipal Drains.</p> <p>The Department's resources and priorities cannot support a recognition program.</p>
4.7.4 Protection of Endangered Species	No change	

Official Plan Section	Details of proposed policy change	Reason for proposed change
4.7.5 Protection of Groundwater Resources	No change	
4.7.6 Stormwater Management	<b>See OP Document 1, Section 2.5.1</b>	
4.7.7 Landform Features	No change	
4.7.8 Environmental Impact Statement	No change	
4.8 Protection of Health and Safety	No change	
4.8.1 Flood Plains	No change	
4.8.2 Wellhead Protection	<p><b>4.8.2 – Wellhead Protection</b></p> <hr/> <p><i>Modify the introduction as follows:</i></p> <p>A wellhead protection area is the surface and subsurface area surrounding a well supplying a public water system, through which contaminants are reasonably likely to move forward and reach the well. The City has undertaken studies and defined wellhead protection areas for City-owned well sites. The purpose of the studies is to draft policies to protect the municipal water supply from land uses that pose a threat to the quality and quantity of groundwater being extracted from the wells. The studies define the wellhead protection areas, capture zones and recharge zones for each well. Where Wellhead Protection Areas have been identified, they are designated on Schedule K.</p> <p>The purpose of identifying wellhead protection areas is to begin to assess the risk to the municipal water supply from land uses within these areas that may pose a threat to the quality and quantity of groundwater being extracted from the wells. The studies define the wellhead protection areas, capture zones and recharge zones for each well.</p> <p><i>Delete Policy one and renumber</i></p> <p><del>1. The City will undertake a Wellhead Protection Study to be completed in 2003 to define Wellhead Protection Areas at City owned well sites and to develop policies for</del></p>	<p>Changes recognise that the wellhead studies have been completed</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
	<p><del>their protection.</del></p> <ol style="list-style-type: none"> <li>1. Planning applications for uses within wellhead protection areas will be reviewed to assess the level of risk to the municipal water supply.</li> <li>2. The zoning by-law will restrict land uses that have the potential to cause contamination of the groundwater resource in areas identified on Schedule K as Wellhead Protection Areas.</li> </ol>	
4.8.3 Unstable Soils or Bedrock	<p><i>Modify policy 1 as follows:</i></p> <ol style="list-style-type: none"> <li>1. Applications for site plan, plan of subdivision, condominium and consent shall be supported by a geotechnical study to demonstrate that the soils are suitable for development. Development will generally be directed to areas outside areas of unstable soils and bedrock.</li> </ol>	Improves consistency with the PPS, which includes this provision.
4.8.4 Contaminated Sites	<b>See OP Document 1, Section 6.5.5</b>	
4.8.5 Former Landfill Sites	<b>See OP Document 1, Section 6.5.5</b>	
4.8.6 Mine Hazards and Abandoned Pits and Quarries	No change	
4.8.7 Land-Use Constraints Due to Aircraft Noise	Changes will be made here related to Airport Zoning regulations but have not yet been proposed. They will be available for the next version of proposed changes.	
4.8.8 Environmental Noise Control	No change	
4.8.9 Personal Security	No change	
4.9 Energy Conservation Through Design	<b>See OP Document 1, Section 4.4.5</b>	
4.10 Greenspace Requirements	No change	



Official Plan Section	Details of proposed policy change	Reason for proposed change
4.11 Compatibility	<p><b>See OP Document 1, Section 4.1.5</b>  <b>See OP Document 1, Section 4.2.5</b></p>	
<b>SECTION 5 – IMPLEMENTATION</b>		
5.1 Introduction	No change	
5.2 Implementation Mechanisms, by Authority under the Planning Act	No change	
5.2.1 General	<b>See OP Document 1, Section 4.4.5</b>	
5.2.2 Amendments to the Official Plan	No change	
5.2.3 Public Notification	No change	
5.2.4 Committee of Adjustment	No change	
5.2.5 Community Improvement	No change	
5.2.6 Design Review and Approval	No change	
5.3 Other Implementation Policies	No change	
5.4 Interpretation	<p>Add the following text as policies 4 and 5:</p> <p>4. All numbers and quantities shown in the Official Plan are approximate. Technical revisions to the Official Plan are permitted without amending the Official Plan provided they do not change the intent of the Plan.            Technical revisions include:</p> <ul style="list-style-type: none"> <li>(a) changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps;</li> <li>(b) altering punctuation or language for consistency;</li> <li>(c) correcting grammatical, dimensional and boundary, mathematical or typographical errors;</li> <li>(d) inserting historical footnotes or similar annotations;</li> <li>(e) changing the number and arrangement of the text, tables, schedules and maps;</li> <li>(f) correcting inconsistencies.</li> </ul>	<p>This is required to allow small housekeeping changes to be made without following an Official Plan Amendment procedure.</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
	5. An amendment to the Official Plan is required where a policy, designation, schedule or principle is added, deleted, or significantly altered.	
5.5 Monitoring and Measuring Performance	No change	
5.6 Summary of Studies Referred to in the Official Plan	Delete table from Official Plan	Any study commitments are found within the policy context that relates to them. This table is not required and quickly is out of date.
5.6 Summary of Studies Referred to in the Official Plan	For the Pedestrian Plan and the Cycling Plan revise the expected completion date from December 2004 to <b>20XX</b> .	These date changes are necessary to reflect new timelines for completion of these plans.
5.6 Summary of Studies Referred to in the Official Plan	For the Parking Management Strategy revise the expected completion date from " <del>2006</del> " to "20XX".	This date change is needed to reflect a change in the anticipated completion date of this strategy.
<b>SCHEDULES</b>	<b>The actual schedules are being prepared to specifically indicate these proposed changes. These are not yet complete.</b>	
Schedule A - Rural Policy Plan	<ol style="list-style-type: none"> <li>1. Redesignate of land from Ag Resource to General Rural Lots 19 &amp; 20 Concession 2 Torbolton</li> <li>2. Remove land at 910 March Road from General Rural Area</li> <li>3. Add Thunderbird Cove Phase IV land to the Village of Greely and fill in the hole in the middle of the Village</li> <li>4. Add Alexander and Grearson Islands, located west of Fitzroy Harbour, to the Schedule and designated Rural Natural Features (see also Schedule K)</li> <li>5. Changes to NEA boundaries to be consistent with the Zoning By-law</li> </ol>	Change made by Twp of West Carleton at amalgamation that need not have occurred
Schedule B - Urban Policy Plan	<ol style="list-style-type: none"> <li>1. Add land at 910 March Road to Enterprise Area</li> <li>2. Possible change to Greenbelt Boundary requested by the NCC</li> <li>3. Revision to the boundary of the Riverside South Developing Community</li> <li>4. Extension of Arterial Mainstreet designation on</li> </ol>	<p>Requested by owner</p> <p>Requested by NCC</p> <p>Consistent with the Community Design Plan</p> <p>Need for consistent design control, due to heightened interest</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
	<p>Hazeldean Rd. west of Iber Road to: Stittsville Mainstreet or Carp Road or the urban boundary</p> <p>5. Change Enterprise Area to Employment Area north of Robertson Road in Bell's Corners</p> <p>6. Change Enterprise Area to Employment Area straddling either side of Hwy.417 in Kanata West</p> <p>7. Change Enterprise Area to Employment Area for the Nortel lands on Moodie Drive / Carling Ave.</p>	<p>&amp; proposals for retail development along Hazeldean to the west of the current Arterial Mainstreet.</p> <p>(5,6,7) The intent of the Enterprise Area designation to achieve a functional integration of residential and employment uses has not been realized through development and it is considered unlikely to occur in the future on the areas identified.</p>
<p>Schedule C - Primary Urban Cycling Transportation Network</p>	<p>1) This schedule would be revised to reflect the spine or city-wide cycling route network only of the <b>Ottawa Cycling Plan</b>;</p> <p>2) the legend be revised to change the words "Off-road cycling routes" with the words "Off-road Multi-Use Pathways".</p> <p>3) a further note would be added in the map margin to say: "2) A secondary network also exists of community cycling routes. These are shown in the Ottawa Cycling Plan".</p>	<p>If the now draft <b>Ottawa Cycling Plan</b> is approved by Council before early fall 2008 there will be sufficient time to incorporate any recommended policy changes into both the Official Plan review amendment and the Transportation Master Plan update that will be both tabled in November 2008. It is planned that only the citywide network be shown and that the community cycling route network is to be referenced in the <b>Ottawa Cycling Plan</b>. The map would be too messy/busy to try to show both. An interpretation will be made as to which of these networks various segments of the federal multi-use pathways would fall.</p>
<p>Schedule D - Primary Transit Network</p>	<p>1) This schedule is revised to show the status changes due to construction of rapid transit infrastructure along Woodroffe Avenue, between West Hunt Club and Fallowfield Roads, from "Future Rapid Transit Corridor – Alignment Defined" and "Transit Priority Corridor (Existing and Future)" to "Existing Rapid Transit Infrastructure - Bus (Transitway)".</p> <p>2) Other revisions are to be made to this schedule subject to the outcomes of the <b>Transportation Master Plan update</b>.</p>	<p>This schedule will be updated to reflect any approved changes from the <b>Transportation Master Plan update</b> including: addition or deletion of corridors, mode changes of bus or rail for various corridors, etc.</p>
<p>Schedule E - Urban Road Network</p>	<p>1) changes, mainly from EA approvals, are needed to the arterial road network for: Greenbank south of the Jock River, Huntmar to Hazeldean, Mer Bleue, the conceptual link from Mer Bleue to Milton, Alta Vista Transportation Corridor, etc.</p> <p>2) changes in major collector and collector roadway in urban growth communities to reflect CDP plans of now built or</p>	<p>This schedule will be updated to reflect any approved changes from the <b>Transportation Master Plan update</b> including: updating of EA approved addition or deletion of roads, classification changes, etc.</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
	<p>to be built roadways.</p> <p>3) downgrading from arterial road status of certain road segments: “old” Trim Road from Portobello to Trim at Valin, “old” Navan Road between Blackburn By-pass and Blackburn By-pass Extension, etc.</p> <p>4) make any other changes coming as a result of the <b>Transportation Master Plan update.</b></p>	
Schedule F - Central Area/Inner City Road Network	<p>1) adjust point of change from municipal to federal jurisdiction of the Ottawa River Parkway west of Booth Street.</p> <p>2) make Any other changes coming as a result of the <b>Transportation Master Plan update.</b></p>	This schedule will be updated to reflect any approved changes from the <b>Transportation Master Plan update.</b>
Schedule G - Rural Road Network	<p>1) revise the schedule to delete “new interchanges” from the map and legend.</p> <p>2) make any other changes coming as a result of the <b>Transportation Master Plan update.</b></p>	The Highway 7 and 417 interchanges are built or being built and their locations are known so this can be eliminated. This schedule will be updated to reflect any approved changes from the <b>Transportation Master Plan update.</b>
Schedule H - Road Network - Select Villages	Make any other changes coming as a result of the <b>Transportation Master Plan update.</b>	This schedule will be updated to reflect any approved changes from the <b>Transportation Master Plan update.</b>
Schedule I - Major Recreational Pathways and Scenic/ Entry Routes - Urban	<p>1) Revise title to replace “Recreational Pathways” with “Multi-use Pathways”</p> <p>2) Revise to reflect: a) Ottawa Cycling Plan; b) Greenspace Master Plan, c) NCC Pathway Network for Canada's Capital Region, and, d) if applicable, Ottawa Pedestrian Plan</p>	<p>Newly approved or endorsed Plans require that this schedule to be updated, these too would be reflected in the TMP update.</p> <p>References to this schedule throughout the plan will be modified to reflect he new title</p>
Schedule J - Major Recreational Pathways and Scenic/ Entry Routes - Rural	<p>1) Revise title to replace “Recreational Pathways” with “Multi-use Pathways”</p> <p>2) Revise to reflect: a) Ottawa Cycling Plan; b) NCC Pathway Network for Canada’s Capital Region, c) Council endorsed Rural Pathways Plan prepared by community, and, d) if applicable, Ottawa Pedestrian Plan</p>	<p>Newly approved or endorsed Plans require that this schedule to be updated. With the use of the new word “Multi-Use Pathways” this schedule could be used to also illustrate the now missing rural city-wide cycling route network (like Schedule C does for the urban area) without the need for a wholly new map to be added.</p> <p>References to this schedule throughout the plan will be modified to reflect he new title</p>
Schedule K - Environmental Constraints	<p>1. Add Alexander and Grearson Islands located west of Fitzroy Harbour to the Schedule as identify them as Flood Pain (see also Schedule A)</p>	
Schedule L – Design Control Areas	No change	
<b>ANNEXES</b>		

Official Plan Section	Details of proposed policy change	Reason for proposed change
ANNEX 1 – Road Classification and Rights of Way	The reference in the second sentence to “Tables 1 to 14” be changed to “Table 1”.	There will be a consolidation of ROW tables to just one.
1.0 Classification Summary		
City Freeway	No change	
Arterial Roads	No change	
Major Collector and Collector Roads	No change	
Local Roads	No change	
2.0 Rights-of-way	<p>1) the following portions of the second paragraph be deleted:  <del>The tables that follow show the ROW protection requirements for the following classes of roads:</del>  <b>Classes of Roads</b>  <del>Table 1: Urban arterials and city freeway – existing</del>  <del>Table 2: Urban arterials – proposed (location defined)</del>  <del>Table 3: Rural arterials – existing</del>  <del>Tables 4-13: Collector roads – for the former local municipalities of Cumberland, Gloucester, Goulbourn, Kanata, Nepean, Osgoode, Ottawa, Rideau, Vanier, and West Carleton</del>  <del>Table 14: Local roads</del>            Tables 1 and 2 have been prepared taking into consideration the Arterial Road Corridor Design Guidelines for the City’s urban arterial roads including those that traverse the Greenbelt. Table 3 shows rural arterial roads having ROWs that generally reflect former rural regional roads. Tables 4-14 list collector and local road ROWs primarily found in the former official plans of the aforementioned local municipalities. Footnotes that accompany some tables should be referenced for further explanations. Except as specifically indicated otherwise in Tables 1 to 14 of this Annex, land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time the widening is required by the City. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In determining the centreline, paved shoulders, bus lay-bys, auxiliary lanes, turning lanes and other special circumstances are not included in the road surface. <del>Not all roads shown on Schedules E to H have been identified for a road widening and therefore, particularly in the old City of Ottawa and several of the former rural townships,</del></p>	<p>There will be a consolidation of tables into only one and hence reference to the 14 tables needs to be changed. Additionally it is proposed that the ROW interpretation wording be moved into policy 1 (which is vacant due to a deletion proposed further below) and that new introductory wording to this section be added.</p>

Official Plan Section	Details of proposed policy change	Reason for proposed change
	<p><del>there may be limited street name reference in Tables 2-14.</del> [Amendment 15, September 8, 2004]</p> <p>2) Policy 1 – Rural Road ROW, (as noted further below to be deleted) is replaced with the title “ROW Interpretation –” and the sentences from the above paragraph that begin with “Except as specifically ...” and ending with “... included in the road surface” are moved from this introduction to this replacement Policy 1. And further that the reference to “Tables 1 to 14” be replaced with “Table 1”.</p> <p>3) the remaining sentence of this paragraph beginning with the words “Tables 1 and 2” be replaced with the following new sentence: “Table 1 that follows shows required ROW widths that have taken into consideration: the road corridor design guidelines for the City’s arterial, major collector and collector roadways; recent Environmental Assessment reports; approved Community Design Plans and other transportation planning studies or design guidelines.” And that this new sentence be added to the end of the previous paragraph, which currently ends in “... newspaper boxes, etc.).”</p>	
2.0 Rights-of-way	Policy 1 – the existing policy 1 - Rural Road ROW be deleted (note it is replaced above with a new section)	This work will be soon completed and no longer needs to be referenced as an upcoming work project.
Table 1 (Urban Arterial and City Freeway)	<p>1) the two segments of “Greenbank” listed for Carling to Highway 417 be renamed “Pinecrest” and placed alphabetically in the correct location in the table,</p> <p>2) the two road segments for Main from Echo to Greenfield and Greenfield to Highway 417 be collapsed into one segment from Echo to Highway 417,</p> <p>3) etc.</p> <p>4) etc.</p>	Non-substantial changes such as corrections of road names – e.g. confusion where Greenbank and Pinecrest begin/end, reducing redundant segments, e.g. 2 or 3 adjoining segments of the same roadways listed with the same ROW so just list once, etc.
Table 1 (Urban Arterial and City Freeway)	<p>1) All roads in Table 2 to Table 14 inclusive, including accompanying footnotes, be added in alphabetical order into Table 1, and the footnotes added numerically,</p> <p>2) a new column be added after the column “To”, that it be titled “Classification” and the respective classification of that roadway segment be added as per the Table it comes from,</p> <p>3) Table 1 be renamed from “Urban Arterial and City Freeway” to “City Freeway, Arterial, Major Collector, Collector and Local Roadways”</p>	The 14 ROW tables will be consolidated into one table only to permit easy of use. A new column is added to indicate the road segment’s classification.

Official Plan Section	Details of proposed policy change	Reason for proposed change
	4) Tables 2 to 14 be deleted in their entirety	
Table 1 (Urban Arterial and City Freeway)	1) that for the Trim Road segment of Highway 417 to Proposed Trim/Frank Kenny extension north of Portobello have a new footnote added, and, 2) the footnote state "7. The extension of Trim Road will be designed as no more than a 4-lane divided arterial road, with turning lanes at intersections as required, and that this will not be altered without the appropriate Environmental Assessment Act reviews and the appropriate Official Plan Amendments."	To be consistent with Modification 3 to Regional Official Plan Amendment No. 2, approved by Council and the Ontario Municipal Board in 2001
Table 1 (Urban Arterial and City Freeway)	A new note be added to the table listing by urban community outside of the Greenbelt, being Kanata-Stittsville, Barrhaven-Nepean South, Riverside South and Orleans, the following future roadway names: XX, YY, ZZ	The intent is to add a footnote by growing urban community under which would be listed proposed urban arterials that might not have a names, or will be renamed, so that users know what name to look under in the table. For example for the Trim/Frank Kenny realignment look under "F" as it is listed there and not under "T" for Trim realignment.
Table 2 (Urban Arterial – Proposed)	The table be revised to reflect changes such as approved EAs, e.g. for the Greenbank south of the Jock River, etc.	Bring the table up to date with any new EA, CDP or other approved transportation plans.
Table 3 (Rural Arterials) Table 4 (Cumberland) Table 5 (Gloucester) Table 6 (Goulbourn) Table 7 (Kanata) Table 8 (Nepean) Table 9 (Osgoode) Table 10 (Ottawa) Table 11 (Rideau) Table 12 (Vanier) Table 13 (West Carleton)	1) the ROW for the following road segments XX to YY to changed from AA metres to BB metres 2) the road ROW segments CC to DD be deleted 3) etc.	The phase 2 work on the <i>Corridor Design Guidelines for Urban and Rural Collectors and Rural Arterial Roads</i> recommends: the elimination of the use of a range of ROW widths for a segment and instead one width only be indicated, changes to the width shown (generally a reduction) and the deletion of the listing of the ROW requirement when no widening is needed.
Table 14 (Local – all municipalities)	1) the Analdea Drive ROW width of 23-26 m be change to XX 2) Barnsdale "up to 40" m be deleted 3) etc.	The mainly Gloucester and Nepean streets that have a range of required ROW widths would be changed to a specific width only; certain ROW requirements be deleted; or, the way certain other widenings are indicated needs clarity, e.g. 2.0m from each side
Annex 2 – Natural Heritage System		Add a new annex to support proposed policies in Section 2.4.2
ANNEX 2 - Watershed / Subwatershed plans	No change	

Official Plan Section	Details of proposed policy change	Reason for proposed change
ANNEX 3 - Design Framework	To be updated to reflect the changes made in Section 2.5.1	
ANNEX 4 – Heritage Conservation Districts		
ANNEX 5 – Urban areas subject to a community design plan or policy plan	No change	
ANNEX 6 – Secondary Plans and Site Specific Policies	No change	
ANNEX 7 – Rural – Village Plans	No change	
ANNEX 8A – Central Area key Viewpoints of the Parliament Buildings and Other National Symbols	No change	
ANNEX 8B – Central Area Maximum Building Heights and Angular Planes	No change	
ANNEX 8C – Lebreton Flats Foreground View Control Planes	No change	
ANNEX 8D – Central Area Maximum Building Heights	No change	
ANNEX 9 – Central Area Gateways, Nodes and Distinctive Streets	No change	
ANNEX 10 – Land Use Constraints Due to Aircraft Noise	No change	
ANNEX 11 – Downtown Ottawa Urban Design Strategy, Targeted Strategies	No change	
GLOSSARY	<p><b>See OP Document 1, Section 4.4.5</b>  <b>See OP Document 1 Section 6.3.5</b></p> <p><b>Normal High Water Mark</b> – The mark made by the action of water under natural conditions on the shore or bank of a waterbody, which action is so common or unusual and so long continued that it has created a difference between the character of the vegetation or soil on one side of the mark and the character of the vegetation or soil on the other side of the</p>	



Official Plan Section	Details of proposed policy change	Reason for proposed change
	<p>mark, as located by an Ontario Land Surveyor.</p> <p><b>Urban Design</b> – <del>The process of applying desired functional and aesthetic parameters to the design of the City and its parts.</del> The process of designing creative and public-friendly environments through the coordinated development of public and private spaces.</p> <p><b>Watercourse</b> – A naturally occurring drainage channel which includes rivers, streams, drains and creeks.</p>	
INDEX		
<b>VOLUME 2A</b>		
Former City of Ottawa Official Plan	<p><u>Central Area</u> – Add Schedule ‘B’ – “Central Area Character Areas and Theme Streets” from the former Ottawa Plan to Volume 2A and make the necessary cross-reference changes to the text of S.1.1.1 (and possibly other sections of the Central Area Secondary Plan).</p> <p><u>Hunt Club</u> - Add S.4.3.6 through 4.3.10; S.4.4; and S.4.5, 4.5.1 through 4.5.5 inclusive.</p> <p><u>Centretown</u> – S.3.4.3.a) – Remove references to adoption of regulations concerning the number of bedrooms per dwelling unit &amp; references to family composition.</p>	<p>The Character Area and Theme Streets are described as being designated on Schedule ‘B’ and it is necessary that the schedule be added back in so that no questions arise in the future as to the veracity of the policies themselves.</p> <p>Missing text.</p> <p>Policies providing for the restriction of bedrooms in dwellings no longer appropriate or legal.</p>
<b>VOLUMES 2A, 2B, 2C</b>	<b>These Volumes have not been reviewed but some specific errors have been brought to our attention and are documented here.</b>	
<b>VOLUME 2B</b>		
Former City of Kanata	<u>Town Centre</u> – S.5.7.5 – Add the text description of the Community Commercial designation	Missing text. Text is needed in order to interpret the corresponding designation shown on ‘Schedule B-1 - Kanata Town Centre’.
<b>VOLUME 2C</b>		
Former City of Cumberland Official Plan	<u>Village of Vars</u> – Schedule - Village Plan. Revise map to clarify portion of boundary.	Schedule for village of Vars does not follow Council approved Development Plan for the village in that the eastern village limit in lot 25, concession 6 along Devine Road should be shown further to the east to the existing drainage ditch. OP interpretation section allowed interpretation of boundary to the ditch but the map should be revised to correct this.