

## Cultural Heritage Hearing – City and Appellant recommended changes

Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes
8	2.2.2 Managing Growth Within the Urban Area	<p>New policy 11 d)</p> <p>d. All development will be required to achieve a high standard of urban design.</p>	<p><b>Approve as amended below</b></p> <p>Amend new policy 4a as follows:</p> <p>a. Target areas include the Central Area, Mixed-Use Centres , Mainstreets, and Town Centres defined on Schedule B and <b>the Community Core in Riverside South;</b></p> <p>New policy 11 d)</p> <p>d. <b>In order to encourage All development will be required to achieve a high standard of urban design proponents will be required to demonstrate as part of their applications, that the applicable Design Objectives and Principles of Section 2.5.1 of this Plan have been considered and addressed in applications for new development or redevelopment projects.</b></p>
9	2.3.1 Transportation	<p>Section 2.3.1, Transportation, is hereby amended as follows:</p> <p>a) by deleting from the second sentence of the sixth paragraph of the Preamble the phrase "from today's level of 17 per cent" and replacing it with the phrase "from today's level (2005) of 23 per cent";</p> <p>b) by deleting from the second sentence of the sixth paragraph of the Preamble the phrase "to about 30 per cent by 2021" and replacing it with the phrase " to about 30 per cent by 2031";</p> <p>c) by deleting from the third sentence of the sixth paragraph of the Preamble the phrase "This doubling of" and replacing it with the phrase "This increase in";</p> <p>d) by deleting the second sentence of the seventh paragraph of the Preamble in its entirety and replacing it with the following:</p> <p>"With a 30 per cent modal split in favour of transit, new roads and road widening identified in the Transportation Master Plan (2008 update) will still be needed to accommodate projected traffic volumes in 2031."</p> <p>e) by deleting from the first sentence of the eighth paragraph of the Preamble the word "system" and replacing it with the word "network";</p> <p>f) by deleting from the tenth paragraph of the Preamble the phrase "share of peak-hour travel" and replacing it with the phrase "share of morning peak-hour travel";</p>	<p><b>Approve as amended below</b></p>

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		<p>g) by deleting from the tenth paragraph of the Preamble the year “2021” and replacing it with the year “2031”;</p> <p>h) by deleting wherever it appears in the three bullets of the tenth paragraph of the Preamble the year “2001” and replacing it with the year “2005”;</p> <p>i) by deleting wherever it appears in the three bullets of the tenth paragraph of the Preamble the year “2021” and replacing it with the year “2031”;</p> <p>j) <b>Section 2.3.1 is further amended by deleting the number “17” from the third bullet of the tenth paragraph and replacing it with the number ‘23 [Mod 6]</b></p> <p>k) by deleting from Figure 2.4 the phrase “afternoon peak hour” and replacing it with the phrase “morning peak hour”;</p> <p>l) by deleting from Figure 2.4 the year “2002” and replacing it with the year “2005” and deleting the year “2021” and replacing it with the year “2031”;</p> <p>m) by deleting from Figure 2.4 the first footnote identified by one asterisk (*) symbol and replacing it as follows:</p> <p>“*All 2005 data shown correspond to model simulations unless otherwise noted”;</p> <p>n) by deleting from Figure 2.4 the second footnote identified by two asterisks (**);</p> <p>o) by deleting from policy 4 the phrase “TDM program” and replacing it as follows:</p> <p>“Area Traffic Management programs”;</p> <p>p) by deleting from policy 11 the phrase “by the end of 2004”;</p> <p>q) by deleting from the second sentence of policy 15 the phrase “approved cycling plans of the former regional and local governments now making up the City of Ottawa” and replacing it as follows:</p> <p>“Ottawa Cycling Plan”;</p> <p>r) by deleting from the second sentence of policy 15 the phrase “Integrated Network of Recreational Pathways for the National Capital Region” and replacing it as follows:</p> <p>“Pathway Network for Canada’s Capital Region”;</p> <p>s) by deleting from the fourth sentence of policy 15 the word “recreational” and replacing it with the word “multi-use”;</p> <p>t) by deleting policy 16 in its entirety</p>	<p>q) by deleting from the beginning Policy 11 the phrase “The City will prepare a Pedestrian Plan by the end of 2004, which will outline” and replacing it with the following:</p> <p>“The City adopted a Pedestrian Plan in 2009 that provides”...</p>

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		<p>u) by deleting the last sentence of policy 17</p> <p>v) by inserting the following policy after policy 17</p> <p>“17. The City will implement the Ottawa Cycling Plan, which outlines infrastructure requirements and programs to encourage people to cycle such as the expansion of the cycling network in urban and rural areas and the continuance of support for cycling education.”;</p> <p>w) by deleting from policy 19 the phrase “rapid-transit network” and replacing it as follows:</p> <p>“Primary and Supplementary Rapid-Transit Network”;</p> <p>x) by deleting from the first sentence of policy 27 the word “services” and replacing it with the word “service”;</p> <p>y) by adding to the first sentence of policy 28 the phrase “or discontinue” immediately following the phrase “and investigate means to reduce”;</p> <p>z) by deleting from the second sentence of policy 28 the word “services” and replacing it with the word “service”;</p> <p>aa) by deleting from the second sentence of policy 28 the phrase “Lemieux Island Rail” and replacing it as follows:</p> <p>“Prince of Wales”;</p> <p>bb) by deleting from the first sentence of policy 29 the phrase “Highway 174” and replacing it as follows:</p> <p>“Ottawa Road 174”;</p> <p>cc) by deleting from the first sentence of policy 29 the phrase “overpass proposed for” and replacing it as follows:</p> <p>“Corkstown Bridge over”;</p> <p>dd) by deleting from the first sentence of policy 29 the phrase “that will connect” and replace it as follows:</p> <p>“that connects”;</p> <p>ee) by deleting policy 36 in its entirety and replacing it as follows:</p>	

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		<p>“36. The City will ensure that road corridors function as public spaces, while providing the necessary public infrastructure by implementing approved corridor or street design guidelines, including those for road classification types and for heritage districts, tourist areas and business improvement areas. It is recognized that the parkway network in the city, primarily developed by the National Capital Commission, contributes greatly to the distinct open space character of Ottawa.”;</p> <p>ff) by inserting the following policy after policy 37:</p> <p>“38. The City recognizes the role of Ottawa Road 174 as an important rural arterial roadway and as a consequence, new accesses along this roadway will generally not be permitted, particularly when shared or joint access points are possible, or alternative road access might be provided for. Additional related policies are found in Section 3.7.2, policy 22 and Volume 2C, former City of Cumberland Section 3.4.1.”;</p> <p>gg) by moving policy 41 so that it immediately follows the new policy ,38”;</p> <p>hh) by adding a new phrase to the first sentence of policy 39 immediately following the phrase “and select utility (e.g. hydro line) corridors” as follows:</p> <p>“and will consider purchasing spurs, and other associated railway corridor properties”;</p> <p>ii) by adding a new phrase “lanes or roads” to policy 40 immediately following the phrase “unopened road allowances”</p> <p>jj) by adding a new heading and policy after policy 40 as follows:</p> <p>“Other Public Rights-of Way Protection</p> <p>43. When utilizing the dedication of lands for highway requirements, the City may also include the dedication of lands for pedestrian pathways, bicycle pathways and public transit right-of-ways.”;</p> <p>kk) by deleting policy 42 and replacing it with the following policy:</p> <p>“The City maintains the following strategic objectives related to parking:</p> <p>a. To provide short-term parking that supports the needs of local businesses, residents,</p>	<p>ff) by inserting the following policy after policy 37:</p> <p>“38. The City recognizes the role of Ottawa Road 174 as an important rural arterial roadway and as a consequence, new accesses <span style="background-color: green;">from individual properties</span> along this roadway will generally not be permitted, particularly when shared or joint access points are possible, or alternative road access might be provided for. Additional related policies are found in Section 3.7.2, policy 22 and Volume 2C, former City of Cumberland Section 3.4.1.”;</p> <p>kk) by deleting policy 42 and replacing it with the following policy:</p> <p>“The City maintains the following strategic objectives related to parking:</p> <p>a. To provide short-term parking that supports the needs of local businesses, residents,</p>

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		<p>institutions and tourism destinations;</p> <p>b. To limit the supply of long-term parking in a manner that balances transit ridership objectives with the needs of automobile users;</p> <p>c. To support intensification and minimize the amount of land devoted to parking through measures such as parking structures and arrangements to share parking among land uses;”</p> <p>d. To regulate both 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.”;</p> <p>ll) by deleting policy 43 and replacing it with the following policy:</p> <p>“The City will ensure, through application of the Parking Management Strategy, and other related initiatives, the overall coordination and management of: municipal parking needs and supply; parking programs; pricing; parking needs of cyclists, motorcyclists, carpools, and other non-auto users; TDM initiatives and opportunities; allocation of parking revenues; and regular communication and consultation with stakeholders.”;</p> <p>mm) by deleting the second sentence of policy 47 under the heading “Movement of Goods”, and replacing it as follows:</p> <p>“The City will, working with other levels of government, remove Rideau Street and King Edward Avenue from the City’s identified truck route system upon the completion of a new inter provincial corridor to accommodate trucks.”;</p> <p>nn) by adding the following policy immediately after the heading “Transportation Terminals” and before policy 48:</p> <p>“The preferred location for any intercity passenger transportation terminal is at a rapid transit station.”;</p>	<p>institutions and tourism destinations;</p> <p>b. To limit the supply of long-term parking in a manner that balances transit ridership objectives with the needs of automobile users;</p> <p>c. To support intensification and minimize the amount of land devoted to parking through measures such as parking structures and arrangements to share parking among land uses;”</p> <p>d. <span style="background-color: green;">To continue to regulate both the minimum and maximum parking requirement for development within 600m of existing and proposed rapid transit stations, recognising that the regulations may vary in response to the contextual influences of the geographic location and the stage of rapid transit development. The Zoning By-law parking provisions for lands within 600 of rapid transit stations will be amended to respond to any changes or expansions of the rapid transit network.”;</span></p>
11	2.3.3	<p>Section 2.3.3, Drainage and Stormwater Management Services, is hereby amended as follows:</p> <p>a) by deleting the Preamble and replacing it as follows:</p>	<b>Approve as amended below</b>

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		<p>“Land-use change creates the need for drainage services to ensure safe, well-drained sites. The provision of storm sewers to efficiently convey frequent runoff is combined with overland flow (or surface) routes that convey larger, less frequent flows that exceed storm sewer capacity. This „major/minor“ system approach to drainage provides protection from flooding in new developments.</p> <p>Uncontrolled stormwater runoff can also impair aquatic habitat, increase erosion threats and limit the recreational potential of local rivers and streams. Increased flooding and erosion can also impact municipal drains when development occurs adjacent to them. Beyond protecting life, property and infrastructure from flooding, stormwater management services are also required to mitigate the impacts of land-use change on receiving watercourses, including municipal drains.</p> <p>The provision of appropriate drainage and stormwater management services requires coordination with land-use planning, and assessment of receiving watercourses (including municipal drains), environmental features and natural hazards, all of which is typically achieved through environmental management plans and subwatershed plans. Policies for these plans and stormwater site management plans are found elsewhere in this Plan.</p> <p>As noted above, the Infrastructure Master Plan provides a comprehensive statement of the City’s stormwater management policies. These policies cover established practices as well as identify new directions for stormwater management planning, in particular:</p> <ul style="list-style-type: none"> <li>• Planning for stormwater retrofit; and</li> <li>• Requiring increased efforts to reduce runoff volumes.</li> </ul> <p>Stormwater retrofit planning is required to address the cumulative impacts of infill/redevelopment in areas of the city that developed without stormwater management. Requiring increased efforts to reduce runoff volumes reflects the growing body of science that indicates conventional stormwater management efforts (peak flow controls) are not always sufficient to maintain the long-term health and stability of receiving watercourses.</p> <p>Policies also exist in the Infrastructure Master Plan that require new development adjacent to municipal drains to implement appropriate stormwater management measures.”</p> <p>b) by adding to policy 1 the following phrase immediately following the phrase “system</p>	

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		<p>capacity for drainage and":</p> <p>"will implement";</p> <p>c) by adding at the end following the phrase "community design plans" policy 1 the phrase "practices necessary to protect, improve or restore the quality and quantity of water in the receiving watercourse."</p> <p>d) by adding a new policy after policy 1 as follows:</p> <p>"2. In order to mitigate the impacts of intensification on receiving watercourses inside the Greenbelt, the City will:</p> <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> <p>e) by adding the following new policies after policy 2 (above) which shall read:</p> <p>3. Where approved Master Drainage Plans are in place but do not meet current receiving stream standards or requirements for quality or quantity controls, as identified in consultation with appropriate Conservation Authority and municipal infrastructure staff, current standards shall supersede the requirements of the Master Drainage Plan.</p> <p>4. Where an approved Master Drainage Plan exists but the supporting facilities are not yet in place or are not being implemented, interim or alternative measures must meet quality and quantity standards for the receiving water body identified in consultation with appropriate Conservation Authority and municipal infrastructure staff".</p> <p>5. Alternative mitigation measures proposed in Stormwater Management Plans for rural subdivisions will include provisions that have monitoring components and mitigation requirements to ensure that the implemented plans are meeting quality and quantity objectives." [Mod 9]</p>	<p>3. Where approved Master Drainage Plans are in place but do not meet current receiving stream standards or requirements for quality or quantity controls, as identified in consultation with appropriate Conservation Authority and municipal infrastructure staff, current standards may supersede the requirements of the Master Drainage Plan. The determination of the application of current standards will be subject to consultation between the City, appropriate Conservation Authority, affected landowners and other relevant stakeholders and will have regard to the planning, design and approval status of developments and infrastructure within the drainage area</p>
17	2.4.5 Greenspaces	<p>Section 2.4.5, Greenspaces, is hereby amended as follows:</p> <p>a) by adding a new sentence at the end of the first paragraph of the Preamble as follows:</p>	<b>Approve as amended below</b>

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		<p>“Many of the islands and greenspaces in and adjacent to the major waterways have high potential as archaeological sites.”;</p> <ul style="list-style-type: none"> <li>b) by deleting the reference to Figure 2.5 and replacing it with Figure 2.7; [Mod 15]</li> <li>c) by deleting from the second sentence of the sixth paragraph of the Preamble the phrase “both on off the network” and replacing it wit the phrase ”both on and off the network”“;</li> <li>d) by deleting the last sentence of the sixth paragraph of the Preamble and replacing it as follows:</li> </ul> <p>“Priority lands to secure for their environmental value through acquisition or other means were identified in the Urban Natural Features Strategy, approved by Council in May 2007.”;</p> <ul style="list-style-type: none"> <li>e) by deleting policy 4 in its entirety;</li> <li>f) by inserting the following policy after policy 6:</li> </ul> <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, Urban Natural Features or land within the National Capital Greenbelt, can benefit from and have a significant impact on the quality of these greenspaces. It is the City’s objective to ensure that the design and character of private development and public works adjacent to these greenspaces enhances the visibility and accessibility of this public lands and contributes to their connection to the Urban Greenspace Network. Where these public lands are in federal ownership access will be subject to federal review and approval.”;</p> <ul style="list-style-type: none"> <li>g) by deleting policy 7 in its entirety;</li> <li>h) by deleting the cross-reference to “policy 8” in the first sentence of policy 9 and replacing it as follows</li> </ul> <p>“policy 5”</p> <ul style="list-style-type: none"> <li>i) by adding at the end of policy 11, immediately following the phrase “the removal of topsoil” the phrase“, grade alteration, and placement of fill”.</li> </ul>	<p>f) by inserting the following policy after policy 6:</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, Urban Natural Features or land within the National Capital Greenbelt, can benefit from and have a significant impact on the quality of these greenspaces. It is the City’s objective to ensure, <b>to the extent possible</b>, that the design and character of private development and public works adjacent to these greenspaces enhances the visibility and accessibility of <b>these</b> public lands and <b>contribute</b> to their connection to the Urban Greenspace Network. <b>This policy does not imply that public access through private property or even private access from private property to the greenspace is required or permitted.</b> <b>In addition</b> where these public lands are in federal ownership access will be subject to federal review and approval.”</p>
19	2.5.1 Compatibility and Community Design	Section 2.5.1, Compatibility and Community Design, is hereby amended as follows:	Approve as amended below except for Sub item 19 b)

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		<p>a) by deleting the section title “Compatibility and Community Design” and replacing it as follows:</p> <p>“Urban Design and Compatibility”;</p> <p>b) <b>sub-item 19 b was addressed by the OMB in Hearing 2 on the Urban Boundary</b></p> <p>c) by deleting from the end of the second sentence of the first paragraph under the heading „Compatibility“ the phrase “to differences between the new development and the established area” and replacing it as follows:</p> <p>“and a respect for a community’s established characteristics.”;</p> <p>d) by adding to the fifth sentence of the second paragraph under the heading „Compatibility“ a new phrase after the words “<b>Council approved planning exercise</b>” the following: <b>[Mod16]</b></p> <p>“or where the Zoning By-law permits development that differs from what currently physically exists.”;</p> <p>e) by deleting the heading “Community Design” and its associated text and replacing it with the following heading and text and inserting the new heading and text immediately following the Section title and prior to the heading „Compatibility“:</p> <p><b>“Urban Design</b></p> <p>Community design generally deals with patterns and locations of land use, relative densities, street networks, and the allocation of community services and facilities. Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. Subtle design elements should work together to create an overall character that reflects unique aspects of a community’s history, landscape, or culture. Urban design is a way of thinking spatially, of seeing the built environment at a human scale and in three dimensions. Good urban design and quality architecture can create lively community places with distinctive character and meaningful connections between public spaces, built forms, community history, and the surrounding landscape. The components of our communities where urban design plays a key role, include:</p> <p>a. <b>Built form</b>, including buildings, structures, bridges, signs, fences, fountains, statues and anything else that has been constructed, added or created on a piece of land;</p>	<p>e) by deleting the heading “Community Design” and its associated text and replacing it with the following heading and text and inserting the new heading and text immediately following the Section title and prior to the heading „Compatibility“:</p> <p><b>“Urban Design</b></p> <p>Community design generally deals with patterns and locations of land use, relative densities, street networks, and the allocation of community services and facilities. Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. Subtle As the City grows and changes over time the design of these elements should work together to complement or enhance create an overall character that reflects the unique aspects of a community’s history, its landscape, and its culture. Urban design is a way of thinking spatially, of seeing the built environment at a human scale and in three dimensions. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of accessible and lively community places with distinctive character and meaningful connections between public spaces, built forms, community history, and the surrounding landscape that will attract people and investment to the City.</p> <p>The components of our communities where urban design plays a key role, include:</p> <p>a. <b>Built form</b>, including buildings, structures, bridges, signs, fences, fountains,</p>

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		<p>b. <b>Open spaces</b>, including streets, parks, plazas, courtyards, front yards, woodlots, natural areas and any other natural or green open areas that relate to the structure of the city;</p> <p>c. <b>Infrastructure</b>, including, sidewalks, bike paths, transit corridors, hydro lines, streetlights, parking lots or any other above- or below- grade infrastructure that impacts upon the design of the public realm.</p> <p>Together, these building blocks create lasting impressions, where streetscapes and neighbourhoods contribute to a community identity that is more than the sum of its parts. It is the successful interplay between the built and natural environment, and how people use it, that has given us special places like the ByWard Market, Manotick and Westboro; streets like Elgin Street and Centrum Boulevard; and open spaces such as the Rideau Canal.”;</p> <p>f) by deleting the first sentence of the second paragraph under the heading „Design Objectives and Principles“ and replacing it as follows:</p> <p>“Annex 3, entitled Design Framework, contains a number of Design Considerations, which <b>provides provide</b> suggestions as to how the Design Objectives and Principles could be met, but they do not form part of this Plan.”; [Mod 17]</p> <p>g) by deleting from the second sentence of the second paragraph under the heading „Design Objectives and Principles“ the phrase “and will not constitute” and replacing it as follows:</p> <p>“and do not constitute”;</p> <p>h) by deleting from the third sentence of the second paragraph under the heading „Design Objectives and Principles“ the phrase “will be expressed” and replacing it as follows:</p> <p>“are expressed”;</p> <p>i) by adding a new bullet and associated text at the end of the bulleted list under the heading „Principles“ of Design Objective 2 as follows:</p> <p>“Reduce the visual impact of infrastructure, public utilities, or street furniture by clustering or grouping them where possible, whether located within the public right-of-way or on private property.”;</p>	<p>statues and anything else that has been constructed, added or created on a piece of land;</p> <p>b. <b>Open spaces</b>, including streets, parks, plazas, courtyards, front yards, woodlots, natural areas and any other natural or green open areas that relate to the structure of the city;</p> <p>c. <b>Infrastructure</b>, including, sidewalks, bike paths, transit corridors, hydro lines, streetlights, parking lots or any other above- or below- grade infrastructure that impacts upon the design of the public realm.</p> <p>Together, these building blocks create lasting impressions, where streetscapes and neighbourhoods contribute to a community identity that is more than the sum of its parts. It is the successful interplay between the built and natural environment, and how people use it, that has given us special places like the ByWard Market, Manotick and Westboro; streets like Elgin Street and Centrum Boulevard; and open spaces such as the Rideau Canal.”;</p>

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		<p>j) by deleting Design Objective 6 and replacing it as follows:</p> <p>“6. To understand and respect natural processes and features, <b>and promote environmental sustainability</b> in development design.”;[Mod 18]</p> <p>k) by adding a new bullet with the following text at the beginning of the bulleted list under the heading „Principles“ under Design Objective 6:</p> <p>“Protect the City’s natural heritage system and take an ecosystem approach to design that supports natural functions, such as natural drainage, groundwater recharge and discharge, and wildlife habitat.”;</p> <p>l) by adding a new bullet and associated text immediately following the first bullet of the bulleted list under the heading „Principles“ associated with Design Objective 6 as follows:</p> <p>“Incorporate means of retaining stormwater on site.”;</p> <p>m) by deleting the second bullet with the text “Reduce resource consumption” under the heading „Principles“ under Design Objective 6;</p> <p>n) by adding a new Design Objective 7 and Design Principles immediately following the bulleted list of Design Principles under Design Objective 6 as follows:</p> <p>“7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</p> <p>Principles:  Design should:</p> <ul style="list-style-type: none"> <li>• Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.</li> <li>• Consider use of renewable energy and alternative energy systems.</li> <li>• Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).</li> <li>• Reduce hard surfaces and maximize landscaping and site permeability on site.</li> <li>• Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect</li> <li>• Maximize re-use and recycling of resources and materials.</li> </ul>	<p>l) by adding a new bullet and associated text immediately following the first bullet of the bulleted list under the heading „Principles“ associated with Design Objective 6 as follows:</p> <p><b>“Demonstrate that all practical means of retaining stormwater on site have been considered ,”</b></p>

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		<ul style="list-style-type: none"> <li>• Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).</li> <li>• Utilize advanced water conservation and efficiency measures.”;</li> </ul> <p>o) by deleting the heading “Implementing Community Design” and replacing it as follows: “Ottawa By Design: A Strategy for Implementing Urban Design”;</p> <p>p) by deleting from the first sentence of the first paragraph under the heading „Implementing Community Design“ the phrase “Design Objectives and Principles” which immediately follows the phrase “acceptable ways to achieve the” and replacing it with a new phrase as follows: “design policies, objectives and principles of this Plan,”;</p> <p>q) by deleting from the second paragraph under the heading „Implementing Community Design“ the last two sentences and immediately following the bulleted list;</p> <p>r) by deleting the heading “Ottawa By Design” and the two paragraphs which follow and replace them with the following: “To contribute to the achievement of this Plan’s design policies, objectives and principles, the City will use a combination of legislative and administrative tools to pursue a comprehensive urban design strategy, entitled „Ottawa By Design“. Ottawa By Design is multi-faceted in its approach and will include initiatives such as the following:</p> <ul style="list-style-type: none"> <li>• Explore means such as <b>incentives</b> incentive programs, design guidelines, approaches to zoning, and tools such as computer modeling, that support greater creativity and better urban design; [Mod 19]</li> <li>• Seek ways to integrate urban design considerations as part of the review of development proposals through changes in administrative processes and clarity in development guidance;</li> <li>• Investigate the establishment of formal design review panels and processes;</li> <li>• Increase awareness through design competitions for municipal buildings, open spaces and other projects, and through design charrettes for neighbourhood plans or other key areas or sites;</li> <li>• Recognize excellence in design through the Ottawa Urban Design Awards program, and pursue education and promotional initiatives in partnership with the private sector, professional associations, and others;</li> <li>• Explore opportunities for independent peer review by architects, landscape</li> </ul>	

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		<p>architects, and urban designers;</p> <ul style="list-style-type: none"> <li>• Recognize that art is a significant component in the design and enhancement of public places;</li> <li>• Provide leadership in urban design through public infrastructure design standards and the quality of public works delivered by the City and through its role as a partner with communities, other infrastructure providers such as public utilities, the development industry and other levels of government;</li> <li>• Integrate this Plan’s urban design provisions with design recommendations developed through the Environmental Assessment process and functional designs for all capital projects;</li> <li>• Develop community design plans, secondary plans, site specific policies, community improvement plans, and other planning and design studies to adapt to emerging priorities relating to the intent of the design policies, objectives and principles of this Plan.</li> </ul> <p>Among the several initiatives of the Ottawa By Design strategy, the City, in collaboration with affected stakeholders and the community at large, has prepared a series of contextual or thematic design guidelines. These guidelines address a number of design issues on topics such as residential infill, Mainstreets, drive-through establishments, and other matters. They have been developed with a higher degree of precision and a narrower focus than the high-level, city-wide objectives and principles of this Plan. These guidelines do not form part of this Plan, but are stand-alone documents approved by City Council.”;</p> <p>s) by adding a new heading immediately between the heading „Policies“ and policy 1 as follows:</p> <p>“Application of Design objectives and Principles”;</p> <p>t) by changing the case of the phrase “Community Design Plans” in the first sentence of policy 1 as follows:</p> <p>“community design plans”</p> <p>u) by deleting from policy 1 sentences 3 through 6 inclusive;</p> <p>v) by adding the following headings and new policies following policy 3:</p> <p>“Further to Policy 3 above, the City will prepare a strategy to be more aggressive in achieving public art in major developments by investigating means to require a</p>	

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		<p>“percentage as public art” from the private sector. The City will examine best practices in other jurisdictions, and consult with the development community and approve a revised approach by the end of 2010.”;</p> <p>w) by adding a new policy following the new policy above as follows: [Mod 20]</p> <p><b>“Design Excellence</b> The City expects architectural and urban design excellence and all development is to be designed in full understanding of its likely impact on both its immediate surroundings and the wider context.”;</p> <p>x) by adding a new policy as follows:</p> <p><b>“Design Priority Areas</b> The City recognizes the following lands as Design Priority Areas in support of this Plan’s objectives to direct growth, to protect and enhance the character and sustainability of Ottawa’s many mixed-use communities, and to provide a focus for coordinating urban design efforts and enhancements:</p> <ul style="list-style-type: none"> <li>a. Downtown Precincts as defined by the Downtown Ottawa Urban Design Strategy (DOUDS);</li> <li>b. Traditional and Arterial Mainstreets as identified on Schedule B of this Plan;</li> <li>c. Mixed Use Centres as identified on Schedule B of this Plan;</li> <li>d. Other areas with special design needs such as the mainstreets within Villages designated on Schedule „A“ of this Plan, Village core areas identified in Volume 2C of this Plan, community core areas identified in community design plans or secondary plans approved by City Council, or other areas identified from time to time by City Council.</li> </ul> <p>In Design Priority Areas, all public projects, private developments, and community partnerships within the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area. The public realm/domain refers to all of those private and publicly owned spaces and places which are freely available to the public to see and use.</p> <p>Wider sidewalks, shade trees, coordinated furnishings and utilities, enhanced transit stops, decorative lighting, public art, median planting and treatments, enhanced pedestrian surfaces, traffic calming, natural public spaces, compact development, quality architecture and façade treatments, seasonal plantings, distinct signage,</p>	<p>w) by adding a new policy following the new policy above as follows: [Mod 20]</p> <p><b>“Design Excellence</b> <del>The City expects architectural and urban design excellence and all development is to be designed in full understanding of its likely impact on both its immediate surroundings and the wider context.”;</del></p> <p>x) by adding a new policy as follows:</p> <p><b>“Design Priority Areas</b> <del>The City recognizes the following lands as Design Priority Areas: in support of this Plan’s objectives to direct growth, to protect and enhance the character and sustainability of Ottawa’s many mixed-use communities, and to provide a focus for coordinating urban design efforts and enhancements:</del></p> <ul style="list-style-type: none"> <li>a. Downtown Precincts as defined by the Downtown Ottawa Urban Design Strategy (DOUDS);</li> <li>b. Traditional and Arterial Mainstreets as identified on Schedule B of this Plan;</li> <li>c. Mixed Use Centres as identified on Schedule B of this Plan;</li> <li>d. <del>Other areas with special design needs such as the Mainstreets within Villages designated on Schedule „A“ of this Plan,</del></li> <li>e. <del>Village core areas identified in Volume 2C of this Plan,</del></li> <li>f. <del>Community core areas identified in community design plans or secondary plans approved by City Council, or and</del></li> <li>g. <del>Other areas with special design needs identified from time to time by City Council</del></li> </ul> <p><b>The objectives of this Plan are to direct growth to many of these locations, to protect and enhance the character and sustainability of these places as Ottawa’s many mixed-use communities, and to provide a focus for coordinating urban design efforts and enhancements.</b></p> <p>In Design Priority Areas, all public projects, private developments, and community partnerships within <del>and adjacent to</del> the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area. <b>The public realm/domain refers to all of those private and publicly owned spaces and places which are freely available to the</b></p>

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		<p>pedestrian connections, entrance features, commemorations, and seasonal decoration are among the creative and enhanced design responses that may be used to ensure that Design Priority Areas fulfill their primary role as the City's most important „people“ places.”</p>	<p>public to see and use.</p> <p>In these areas creative and enhanced design measures and amenities such as: wider sidewalks, shade trees, coordinated furnishings and utilities, enhanced transit stops, decorative lighting, public art, median planting and treatments, enhanced pedestrian surfaces, traffic calming, natural public spaces, compact development, quality architecture and façade treatments, seasonal plantings, distinct signage, pedestrian connections, entrance features, commemorations, and seasonal decoration will be used to encourage greater pedestrian use and increased social interaction.</p>
20	2.5.2 Affordable Housing	<p>Section 2.5.2, Affordable Housing, is hereby amended as follows:</p> <p>a) by deleting from the fifth paragraph of the Preamble the phrase “Section 2.2.3” and replacing it as follows:</p> <p>“Section 2.2.2”;</p> <p>b) by deleting the words “The City will prepare a Municipal Housing Statement”, at the beginning of policy 4, and replacing them with the words “The City’s Housing Strategy”.</p> <p>c) by deleting the words “Municipal Housing Statement”, in the first sentence of Policy 5, and replacing them with the words “The City’s Housing Strategy” [Mod 21]</p>	<b>Approve as adopted and modified</b>
21	2.5.5 Cultural Heritage Resources	<p>Section 2.5.5, Cultural Heritage Resources, is hereby amended as follows:</p> <p>a) by deleting the second paragraph of the Preamble and replacing it as follows:</p> <p>“In recognition of the non-renewable nature of cultural heritage resources, and as the</p>	<b>Approve as adopted</b>

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		<p>steward of these resources in Ottawa, the City will continue to preserve them in a manner that respects their heritage value, ensures their future viability as functional components of Ottawa's urban and rural environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.”;</p> <p>b) by deleting the paragraph of the Preamble which begins “Built heritage <b>resources</b>” [Mod 22] and replace it with the following new paragraph:</p> <p>“Built heritage resources: means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.”;</p> <p>c) by deleting the paragraph of the Preamble which begins “Cultural heritage landscapes” and replace it with the following new paragraph:</p> <p>“Cultural heritage landscape: means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, farms, canals, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.”;</p> <p>d) by deleting the words „Section 2.5.7“ and replacing them with the words „Section 2.5.6“ in the second bullet of the „Documentary and material heritage“ section of the preamble.:” [Mod 23]</p> <p>e) by deleting policy 1 and replacing it as follows:</p> <p>“1. The City will provide for the conservation of properties of cultural heritage value or interest for the benefit of the community and posterity. Cultural heritage resources include:</p> <p>a. Built heritage resources (Buildings, structures, sites);</p>	

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		<p>b. Cultural heritage landscapes;</p> <p>c. Archaeological resources.”;</p> <p>f) by deleting the last sentence of policy 2;</p> <p>g) by adding two new policies immediately following policy 3 as follows:</p> <p>“4. The City will consider designating cemeteries of cultural heritage significance under Part IV of the Heritage Act, including vegetation and landscape of historic, aesthetic and contextual values to ensure effective protection and preservation.”;</p> <p>“5. Guidelines for heritage cemetery preservation will be developed to assist in the design of appropriate fencing, signage and commemorative plaques.”;</p> <p>h) by deleting the second sentence from policy 4 and adding it as a new policy immediately thereafter;</p> <p>i) by adding within policy 6 the word “cultural” in association with the phrase “heritage resources” wherever it occurs in the policy so that it reads as follows:</p> <p>“cultural heritage resources”;</p> <p>j) by deleting from policy 8 the phrase “by 2005”;</p> <p>k) by inserting within policy 9.a the phrase “as amended from time to time” immediately following the phrase “City Council’s Handbook for Evaluating Heritage Buildings and Areas” [Mod 24]</p> <p>l) by adding within policy 9.a the word “cultural” immediately before the phrase “heritage resources” wherever it occurs in the policy so that it reads as follows:</p> <p>“cultural heritage resources”;</p> <p>m) by deleting within policy 9.b the phrase “Annex 2” wherever it occurs in the text and replacing with the following:</p> <p>“Annex 4”;</p> <p>n) by adding a new policy immediately following policy 9 as follows:</p> <p>“The City will maintain a heritage register according to the <i>Heritage Act</i>.”;</p>	

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		<ul style="list-style-type: none"> <li>o) by adding to policy 10 immediately following the phrase “City Council’s Handbook for Evaluating Heritage Buildings and Areas” the phrase “,as amended from time to time,”;</li> <li>p) by adding within policy 12 the word “cultural” immediately before the phrase “heritage resources” so that it reads as follows: “cultural heritage resources”;</li> <li>q) by adding within policy 13 the word “cultural” immediately before the phrase “heritage resources” so that it reads as follows: “cultural heritage resources”;</li> <li>r) by adding within policy 14 the word “cultural” immediately before the phrase “heritage resources” so that it reads as follows: “cultural heritage resources”;</li> <li>s) by adding the following two policies after Policy 14:           <ul style="list-style-type: none"> <li>“15. The City will prescribe minimum standards for the maintenance of the heritage attributes of a building designated under Part IV of the Ontario Heritage Act or located in a heritage conservation district or amend existing by-laws to the same effect.”;</li> <li>“16. The City will assess the feasibility of developing a program to provide property tax relief to owners of eligible heritage properties, using provisions in the Municipal Act, 2001. The City will undertake further study of financial incentives for the owners of heritage buildings, including but not limited to, waiving development charges, encroachment fees, etc.”;</li> </ul> </li> <li>t) by adding within the first sentence of policy 15 the word “cultural” immediately before the phrase “heritage resources” so that it reads as follows: “cultural heritage resources”;</li> <li>u) by deleting from policy 15.c all text beginning with the phrase “including entering into registered agreements...”;</li> <li>v) by inserting the following policy after policy 15.d:</li> </ul>	

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		<p>“d. Entering into registered agreements with the owners of designated properties if the City deems that financial securities are required from an owner to ensure the retention and conservation of heritage properties as part of a development approval. The amount of such financial securities will be determined by a qualified heritage architect, based on the cost of the development and the costs associated with the conservation of the heritage resource;”;</p> <p>w) by adding a new policy “f” at the end of policy 15 as follows:</p> <p>“f. Publishing newsletters and updating the City’s web site as part of an ongoing public education campaign, alone and in collaboration with interested groups.”;</p> <p>x) by adding within policy 16 the word “cultural” immediately before the phrase “heritage resources” wherever it occurs in the policy so that it reads as follows:</p> <p>“cultural heritage resources”;</p> <p>y) by adding within policy 16.a the word “cultural” immediately before the phrase “heritage resources” so that it reads as follows:</p> <p>“cultural heritage resources”;</p> <p>z) by adding to policy 16.a the phrase “the municipal heritage committee” immediately prior to the acronym “LACAC”;</p> <p>aa) by deleting from policy 17 the word “adopt” where it occurs immediately following the phrase “The City will” and replacing it as follows:</p> <p>“maintain”;</p> <p>bb) by adding within policy 17.a the word “cultural” immediately before the phrase “heritage resources” so that it reads as follows:</p> <p>“cultural heritage resources”;</p> <p>cc) by adding the following heading and policies after policy 18:</p> <p><b>“Rideau Canal UNESCO World Heritage Site”</b></p>	

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		<p>19. Parks Canada has jurisdiction for the Rideau Canal including both the bed of the Canal and shore areas under its control. The Canal is a World Heritage Site, a National Historic Site and a Canadian Heritage River that is comprised of diverse landscapes rich in history, natural character and scenic beauty. The City will continue to partner with Parks Canada to promote the Rideau Canal UNESCO World Heritage Site.</p> <p>20. In conjunction with Parks Canada, and in order to recognize and protect the cultural heritage resource significance of the Rideau River and Canal, the City will undertake a study that is consistent with the World Heritage Site and National Historic Sites Management Plans for the Rideau Canal and Rideau River to:</p> <ul style="list-style-type: none"> <li>a. identify and protect the cultural heritage landscapes, Algonquin history, and built heritage resources of the waterway;</li> <li>b. explore the introduction of design guidelines that can be implemented through the site plan control process, for new development along the waterway;</li> <li>c. identify measures to conserve the terrestrial and marine archaeological resources of the Rideau Canal.</li> </ul> <p>21. Reference should also be made to Section 4.6.3 of this Plan with respect to development abutting the Rideau Canal.”</p>	<p>20. In order to recognize and protect the cultural heritage resource significance of the Rideau Canal UNESCO World Heritage Site, the City will also participate in a study, the Rideau Corridor Landscape Strategy, along with representatives from First Nations, federal and provincial agencies, municipalities, non-governmental organizations, property owners and others. It is anticipated that this study will recommend planning and management tools that the City may choose to implement that:</p> <ul style="list-style-type: none"> <li>a. identify and protect the cultural heritage landscapes, Algonquin history, and built heritage resources of the waterway;</li> <li>b. explore the introduction of design guidelines that can be implemented through the site plan control process, for new development along the waterway;</li> <li>c. identify measures to conserve the terrestrial and marine archaeological resources of the Rideau Canal; and</li> <li>d. recognise that the canal passes through existing and planned urban and village communities which are subject to growth and renewal over time.</li> </ul> <p>21. Reference should also be made to Section 4.6.3 of this Plan with respect to development and infrastructure adjacent to or crossing the Rideau Canal.”</p>
22	2.5.6 Collaborative Community Building and Community Design Plans	<p>Section 2.5.6, Collaborative Community Building and Community Design Plans, is hereby amended as follows:</p> <p>a) by deleting from the second to last sentence of the third paragraph of the Preamble the word “translate” and replacing it as follows:</p> <p>“implement”;</p> <p>b) by deleting from the second to last sentence of the third paragraph of the Preamble the phrase “to the community scale” and replacing it as follows:</p>	<b>Approve as amended below</b>

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		<p>”at the community scale”;</p> <p>c) by adding a new fifth paragraph immediately following paragraph 4 of the Preamble as follows:</p> <p>“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 study for a university or 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.”;</p> <p>d) by adding the following text to the end policy 2:</p> <p>“To the extent possible, the City will integrate planning initiatives, such as community design plans, streetscape improvements and Neighbourhood Planning Initiatives, 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>e) by adding to the first sentence of policy 3 immediately following the phrase “in accordance with” a new phrase as follows:</p> <p>“the steps outlined in”;</p> <p>f) by adding to the end of policy 3 a new sentence and new policies “a” through “e” as follows:</p> <p>“However, all community design plans shall include the following:</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, public utilities, transit, storm and sanitary sewers, watermains, and where appropriate, groundwater) required to serve the area and which addresses the proposed phasing of growth. The first step of the Master Servicing Study will be an assessment of existing conditions and will inform the</li> </ul>	<p>c) by adding a new fifth paragraph immediately following paragraph 4 of the Preamble as follows:</p> <p>“The community design plan is <b>the primary tool</b> <del>one of a suite of tools</del> 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 <del>and the City may undertake or require others to undertake</del> another type of <del>more focused</del> land-use study <del>will be selected</del>. These could include a concept plan for a large vacant parcel, an expansion study for a university <del>or similar type of project</del>; a design study for a commercial crossroads. In other cases, the City may <del>initiate</del> <b>recommend</b> 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.”;</p>

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		<p>preparation of land-use strategies. This phase must be completed prior to the determination of land use;</p> <ul style="list-style-type: none"> <li>b. A Financial Implementation Plan that shows how the proposed development of the area relates to the Development Charges By-law or other financial instruments;</li> <li>c. An evaluation of the adequacy of community facilities existing or planned for the area;</li> <li>d. A subwatershed plan or an environmental management plan, where more detail is required as described in Section 2.4.3, will identify the natural heritage system within the area, assess potential impacts of the proposed development on the system, and recommend measures to avoid these impacts and strengthen the area's natural features and their functions. It will also address stormwater management requirements. The community design plan will implement the recommended measures through the proposed plan, the development review process, public investments, and other means;</li> <li>e. A phasing plan;”;</li> <li>g) by deleting from policy 7 the phrase “In all cases, Community Design Plans will include” and moving the remainder of policy 7 to the end of policy 3 and renumbering it as policy 3.f;</li> <li>h) by re-ordering policy 2 as policy 3, policy 3 as policy 4, policy 4 as policy 6, policy 5 as policy 2, policy 6 as policy 5, and policy 8 as policy 7;</li> <li>i) by adding to the introductory paragraph of Figure 2.5.6 a new third sentence as follows:</li> <p>“In addition, many of these steps may occur simultaneously.”;</p> <li>j) by adding a new A.3 to Figure 2.5.6 immediately following A.2 to read as follows:</li> <p>“3. Situate the study area within its city-wide context. Include a description of its role within and relationship to the broader community.”[Mod 25]</p> <li>k) by adding to “A.3” of Figure 2.5.6 a new second sentence as follows:</li> <p>“Create a consultation strategy”;</p> <li>l) by deleting from “A.4” of Figure 2.5.6 the phrase “agree on” and replacing it as follows:</li> <p>“Consider”;</p> <li>m) by adding a new “A.5” to Figure 2.5.6 as follows:</li> </ul>	

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		<p>“5. Investigate the feasibility of integrating the plan with other related City initiatives for the area.”;</p> <p>n) by deleting from “B.1” of Figure 2.5.6 the word “Environmental” and replacing it as follows: “Natural”;</p> <p>o) by adding the following after “B.1” to Figure 2.5.6 as follows: “2. Demographic, employment and housing profile;”;</p> <p>p) by deleting from “B.5 of Figure 2.5.6 the word “qualities” and replacing it as follows: “resources”;</p> <p>q) by adding to the end of “B.7” of Figure 2.5.6 a new phrase as follows: “and other greenspace”;</p> <p>r) by adding to the end of “B.8” of Figure 2.5.6 a new phrase as follows: “, conditions and alignments”;</p> <p>s) by deleting from “B.9” of Figure 2.5.6 the word “steep” and replacing it as follows: “unstable”;</p> <p>t) by adding to “B.9” of Figure 2.5.6 immediately following the word “contamination” the word “geotechnical,”;</p> <p>u) by deleting the title of “C” of Figure 2.5.6 and replacing it as follows: “C. Establish Vision, Objectives and Targets in Accordance with Official Plan”;</p> <p>v) by adding immediately following the phrase “the protection of natural areas;” in C.1 of Figure 2.5.6 two new phrases as follows:</p>	

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		<p>“on-site stormwater retention; protection of built heritage resources;”;</p> <p>w) by adding a new “C.4” to Figure 2.5.6 as follows:</p> <p>“4. Assessment of what is needed to take into account, enhance the sense of „place“.”;</p> <p>x) by adding to the end of “D.5” of Figure 2.5.6 a new phrase as follows:</p> <p>“including private individual services”;</p> <p>y) by adding to “E.2” of Figure 2.5.6 immediately following the phrase “collector and arterial roads” a new phrase as follows:</p> <p>“and collector and local watermains, storm and sanitary sewers, public utilities”;</p> <p>z) by deleting from “E.3” of Figure 2.5.6 the words “the Urban” and replace them as follows:</p> <p>“an identified”;</p> <p>aa) by deleting “F.1” of Figure 2.5.6 and replacing it as follows:</p> <p>“Policies and Strategies to explicitly address the requirements of the Official Plan, Volume 1.”;</p> <p>bb) by adding the following after “F.1” to Figure 2.5.6:</p> <p>“2. Policies and Strategies to address the unique or important objectives of the community as identified above.”;</p> <p>cc) by adding to “F.4” of Figure 2.5.6 immediately following the phrase “An identification of required transportation,” a new phrase as follows:</p> <p>“public utilities.”;</p> <p>dd) by adding to the end of “F.4” of Figure 2.5.6 a new phrase as follows:</p> <p>“and stormwater management and/or on-site retention facilities”;</p>	

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		<p>ee) by adding to “G.4” of Figure 2.5.6 a new phrase immediately following the phrase “Traffic management plans” as follows:</p> <p>“(including parking)”;</p> <p>ff) by adding to “G.6” of Figure 2.5.6 immediately following the phrase “City incentives” a new phrase as follows:</p> <p>“, funding mechanisms,”;</p> <p>gg) by adding the following after “G.6” to Figure 2.5.6:</p> <p>“7. An indication of prioritization and responsibilities for implementation – action, who is responsible, and timing;”;</p>	
62	3.6.1 General Urban Area	Amend Section 3.6.1 Policy 11 by Deleting Policy 11a in its entirety.	<b>Approve as adopted</b>
63	3.6.2 Mixed –Use Centres	<p>Amend Section 3.6.2 Policy 7 by inserting after Policy 7c the following policy:</p> <p>“d. Require all development to meet the minimum target densities set out in Section 2.2.2, Policy 7.”</p>	<p><b>Approve as amended</b></p> <p>Amend Section 3.6.2 Policy 7 by inserting after Policy 7c the following policy:</p> <p>“d. Require all development to meet the minimum target densities set out in Section 2.2.2, Policy 7. Where development comprising a number of individual buildings is proposed to be built in phases, either on a single parcel of land or as one comprehensive development on a number of parcels of land, each individual phase will not be required to meet the target density where:</p> <ul style="list-style-type: none"> <li>i. the development is subject to a council approved site plan or concept plan that identifies the nature and use of each building in each phase; and</li> <li>ii. the site plan or concept plan demonstrates that all of the phases once completed achieve or exceed the target density.</li> </ul>

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64	3.6.2 Mixed –Use Centres	<p>Amend Section 3.6.2 Policy 7e by:</p> <ol style="list-style-type: none"> <li>1. Deleting the words “Provide a minimum and maximum parking requirement” at the beginning and replacing them with the words “Establish maximum limits for the provision of on-site parking”; and</li> <li>2. adding the words “in addition to minimum requirements (which may be waived),” after the words “rapid-transit station”.</li> </ol>	<b>Approve as adopted</b>
66	3.6.3 Mainstreets	<p>Amend section 3.6.3 Policy 8 by:</p> <ol style="list-style-type: none"> <li>1. Deleting the words “increased building height and density ” in the first sentence and replacing them with the words “intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk”; and</li> <li>2. replacing the words “in the range of four” in the third sentence with the word “up”; and</li> <li>3. replacing the word “eight” in the third sentence with the word “nine”; and</li> <li>4. replacing all of the words beginning with “will be considered in any of the following circumstances” to the end of the policy with the words “may be considered in accordance with policies 8 through 14 of Section 4.11”.</li> </ol>	<b>Approve as amended</b>
147	4.2 Adjacent to Land-Use Designations	<p>The table in Section 4.2 is amended by:</p> <ol style="list-style-type: none"> <li>1. inserting a new row at the beginning of the Table, that includes:             <ol style="list-style-type: none"> <li>a. the words „2.5.5 and 4.6.3.1“ in the first column of the first row;</li> <li>b. the words „Site Plan approval may be required“ and „Cultural Heritage Impact Statement required“ in the second column of the first row; and</li> <li>c. the words „Required for development including residential development of one or more dwellings on lots that abut the Rideau Canal UNESCO World Heritage Site“ in the third column of the first row; and</li> </ol> </li> </ol>	<b>Approval as amended below</b> <ol style="list-style-type: none"> <li>1. inserting a new row at the beginning of the Table, that includes:             <ol style="list-style-type: none"> <li>a. the words „2.5.5 and 4.6.3.1“ in the first column of the first row;</li> <li>b. the words „Site Plan approval may be required“ and „Cultural Heritage Impact Statement required“ in the second column of the first row; and</li> <li>c. the words „Required for development including residential development of one or more dwellings on lots that abut the Rideau Canal UNESCO World Heritage Site“ in the third column of the first row; and</li> </ol> </li> </ol>
148	4.3 Walking Cycling, Transit, Roads and Parking Lots	<p>The table in Section 4.3 is amended by:</p> <ol style="list-style-type: none"> <li>1. inserting a new second row into the Table and adding the words „2.3.1 and 4.3“ in the first column; adding the words „Restricted or prohibited access“ in the second column;</li> </ol>	<b>Approve as adopted</b>

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		<p>and adding the words „All development adjacent to Ottawa Road 174“ in the third column; and</p> <p>2. amending the former second row by:</p> <ul style="list-style-type: none"> <li>a. deleting the word „study“ in the first column and replacing it with the words „assessment report“; and</li> <li>b. inserting the words „official plan amendments,“ after the words „May be required for“ in the third column.</li> </ul>	
150	4.3 Walking Cycling, Transit, Roads and Parking Lots	<p>Section 4.3, Policy 3 is amended by:</p> <ol style="list-style-type: none"> <li>1. inserting the new sentence „Application of the City’s Transit Oriented Development Guidelines will occur.“ at the beginning of the first paragraph; and</li> <li>2. deleting the word „primary“ and replacing it with the word „rapid“ before the words „transit network“ in the first paragraph</li> </ol>	<p><b>Approve as amended below.</b></p> <ol style="list-style-type: none"> <li>1. inserting the new sentence „<del>Application of the City’s Transit Oriented Development Guidelines will occur.</del> „The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City’s Transit Oriented Development Guidelines have been addressed .“ at the beginning of the policy; and</li> </ol>
152	4.3 Walking Cycling, Transit, Roads and Parking Lots	<p>Section 4.3, Policy 5 is amended by:</p> <ol style="list-style-type: none"> <li>1. inserting the words „a transportation impact assessment report which may be a community transportation study“ after the words „The City will require“ in the first sentence; and</li> <li>2. inserting the words „, or transportation brief“ after the words „transportation impact study“ in the first sentence; and</li> <li>3. deleting the word „impact“ from before and adding the words „or brief“ after the word „study“ near the beginning of the second sentence so that the second sentence now begins with „The transportation study or brief“; and</li> <li>4. deleting the word „Study“ near the end of the second sentence and replacing it with the word „Assessment“ so that the second sentence now ends with „City of Ottawa Transportation Impact Assessment Guidelines.“; and</li> <li>5. adding the words „or brief“ after the word „study“ in the third sentence; and</li> <li>6. adding the words „or brief“ after the word „study“ in the fourth sentence; and</li> <li>7. deleting the word „impact“ from before and adding the words „or brief“ after the word „study“ near the beginning of the fifth sentence so that the fifth sentence now begins with „The transportation study or brief“.</li> <li>8.</li> </ol>	<p><b>Approve as Adopted</b></p> <p>.</p>

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154	4.3 Walking Cycling, Transit, Roads and Parking Lots	<p>Section 4.3 is amended by adding to the end the following new policy pertaining to Ottawa Road 174:</p> <p><b>“Ottawa Road 174”</b></p> <p>13. The eastern portion of Ottawa Road 174 is a busy rural arterial road that is located along the Ottawa River in between Orléans and the City’s border. This roadway traverses the village of Cumberland and leads to the neighbouring municipality of Clarence-Rockland. The speed and volume of traffic create safety issues for vehicles turning to/from existing driveways and streets accessing this roadway. Section 2.3.1 policy 38 directs that access from new development along this roadway will generally not be permitted, particularly when shared or joint access points with existing development are possible, or alternative road access via nearby streets or a service road might be provided for. In the long term, public streets and private driveways that currently access Ottawa Road 174 may be subject to consolidation or relocation of access points if roadway modifications occur at some future date.”</p>	<p><b>Approve as amended below.</b></p> <p><b>“Ottawa Road 174”</b></p> <p>13. The eastern portion of Ottawa Road 174 is a busy rural arterial road that is located along the Ottawa River in between Orléans and the City’s border. This roadway traverses the village of Cumberland and leads to the neighbouring municipality of Clarence-Rockland. The speed and volume of traffic create safety issues for vehicles turning to/from existing driveways and streets accessing this roadway. Section 2.3.1 policy 38 directs that <b>individual</b> access from new development along this roadway will generally not be permitted, particularly when shared or joint access points with existing development are possible, or alternative road access via nearby streets or a new road or service road might be provided for. In the long term, public streets and private driveways that currently access Ottawa Road 174 may be subject to consolidation or relocation of access points if roadway modifications occur at some future date.”</p>
155	4.4.1 Servicing in Public Service Areas	<p>Section 4.4.1 is amended by adding to the end the following new policy:</p> <p>“2. When considering development on urban lands, located inside the Greenbelt, that have 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 by means that include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>a. On-site retention and storage;</li> <li>b. Water efficiency measures;</li> <li>c. Green infrastructure;</li> <li>d. Flow control measures;</li> <li>e. Flow removal projects;</li> <li>f. Other measures such as compensation projects, as outlined in the document „Managing Capacity to Support Intensification and Infill”, which is included as Section 6 of the 2008 Infrastructure Master Plan Update.”</li> </ul>	<p><b>Approve as adopted</b></p>
165	4.6.1 Heritage Buildings and Areas	<p>Section 4.6.1, paragraph one is amended by:</p> <p>1. inserting the words „ for example,“ after the words „cultural heritage recognition“ at the</p>	<p><b>Approve as adopted</b></p>

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		<p>end of the first sentence; and</p> <p>2. adding a second sentence as follows:</p> <p>“Heritage significance does not only flow from recognition but is dependent on a property’s inherent values.”</p>	
166	4.6.1 Heritage Buildings and Areas	<p>Section 4.6.1 is amended by adding second and third paragraphs as follows:</p> <p>“These policies are based on the presumption in favour of the retention of heritage resources in their original location and construction. Demolition of a cultural heritage resource and the rebuilding of a facsimile of all or part of the building is not considered to be heritage conservation.</p> <p>For the purposes of this section, adjacent means contiguous to.”</p>	<b>Approve as adopted</b>
170	4.6.1 Heritage Buildings and Areas	<p>Section 4.6.1 is amended by deleting Policy 2 in its entirety and replacing it with the following new policy:</p> <p>“2. Where a structure designated under Part V of the <i>Heritage Act</i> is to be altered, added to, partially demolished, demolished, relocated, or where new construction in a district designated under Part V of the <i>Heritage Act</i> is proposed, the approval of City Council, after consultation with its municipal heritage committee, currently known as the Local Architectural Conservation Advisory Committee (LACAC), is required. If the alteration, addition, partial demolition, demolition or relocation or new construction has the potential to adversely affect the heritage conservation district, the City will require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources to do the following:</p> <ul style="list-style-type: none"> <li>a. Describe the positive and adverse impacts on the heritage conservation district that may reasonably be expected to result from the proposed development;</li> <li>b. Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts;</li> <li>c. Demonstrate that the proposal will not adversely impact the cultural heritage value of the Heritage Conservation District;</li> <li>d. When evaluating an alteration or addition to a building located in Heritage Conservation District, the impact statement will address the heritage conservation</li> </ul>	<b>Approve as adopted</b>

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		district study or the Council-approved “Heritage District Plan” of that district for design guidance. If no such plan exists, the impact statement will address the heritage study of the area for design guidance.”	
171	4.6.1 Heritage Buildings and Areas	<p>Section 4.6.1 is amended by inserting after Policy 2 the following new policy:</p> <p>“3. Where development is proposed adjacent to or across the street from an individually designated heritage building (Part IV of the <i>Heritage Act</i>), a heritage conservation district (Part V of the <i>Heritage Act</i>) or a federally-recognized heritage property, the City may require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources to do the following:</p> <ul style="list-style-type: none"> <li>a. Describe the positive and adverse impacts on the heritage resource or heritage conservation district that may reasonably be expected to result from the proposed development;</li> <li>b. Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts in accordance with the policies below;</li> <li>c. Demonstrate that the proposal will not adversely impact the defined cultural heritage value of the property, Heritage Conservation District, and/or its streetscape/neighbourhood.”</li> </ul>	<p><b>Approve as adopted</b></p> <p>“3. Where development is proposed on a property that is adjacent to or within 35 metres of the boundary of, a property containing an individually designated heritage building (Part IV of the <i>Heritage Act</i>); a heritage conservation district (Part V of the <i>Heritage Act</i>); or a federally-recognized heritage property, the City may require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources. The cultural heritage impact statement will do the following:</p> <ul style="list-style-type: none"> <li>a. Describe the positive and adverse impacts on the heritage resource or heritage conservation district that may reasonably be expected to result from the proposed development;</li> <li>b. Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts in accordance with the policies below;</li> <li>d. Demonstrate that the proposal will not adversely impact the defined cultural heritage value of the property, Heritage Conservation District, and/or its streetscape/neighbourhood.”</li> </ul>
174	4.6.1 Heritage Buildings and Areas	<p>Section 4.6.1 is amended by inserting after Policy 4 the following new policy:</p> <p>“6. When a development involves the retention of part of a heritage resource and the integration of the part into a larger development the building shall be retained in situ during the construction process.”</p>	<p><b>Approve as amended</b></p> <p>Section 4.6.1 is amended by inserting after Policy 4 the following new policy:</p> <p>“6. When a development involves the retention of all or part of a cultural heritage resource and its the integration-of-the-resource part into a larger development the building cultural heritage resource shall be retained in situ during the construction process. Where the retention of the cultural heritage resource in situ is determined to be impossible by an engineer specialized in the preservation of cultural heritage resources, the City may permit the temporary removal of the resource during the construction process followed by its restoration.”</p>

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177	4.6.1 Heritage Buildings and Areas	<p>Section 4.6.1, Policy 7, sentence one is amended by:</p> <ol style="list-style-type: none"> <li>1. inserting the words „or across the street from“ after the words „<i>lands/properties adjacent to</i>“; and</li> <li>2. inserting the words „, adjacent to or across the street from the boundary of a heritage conservation district, or within a heritage conservation district,“ after the words „<i>designated heritage resource</i>“.</li> </ol>	<b>Approve as adopted</b>
187	4.6.3 River and Canal Corridors	<p>Section 4.6.3 is amended by inserting after Policy 1 the following new policy:</p> <p>“2. For lots that abut the Rideau River and Canal the City may also require site plan approval for all non-agricultural buildings, which may include one or more dwellings and their accessory buildings that have not been subject to another approval under the Planning Act and in which the matters, identified in Section 2.5.5 have been addressed.”</p>	<b>Approve as adopted</b>
188	4.6.3 River and Canal Corridors	<p>Section 4.6.3 is amended by inserting after the new Policy 2 the following new policy:</p> <p>“3. When reviewing development and public works adjacent to or over the canal system the City will ensure that:</p> <ol style="list-style-type: none"> <li>a. the development or public works will not interfere with safe and efficient navigation on the Canal;</li> <li>b. no development or site alteration will alter the size, shape, depth, or configuration of the slackwater sections of the canal system;</li> <li>c. all development, works or site alteration on lands adjacent to the lock stations and the canal takes into consideration and conserves the Cultural Heritage Resources of these areas; and</li> <li>d. Environmental Assessments required for new bridge or public utilities that cross or are located within 30 m of the canal, address and mediate their impact on the function and heritage character of the canal in manner acceptable to the City and Parks Canada.”</li> </ol>	<b>Approve as amended</b> <p>“3. When reviewing development and public works adjacent to or over the canal system the City will ensure that:</p> <ol style="list-style-type: none"> <li>a. the development or public works will not interfere with safe and efficient navigation on the Canal;</li> <li>b. no development or site alteration will alter the size, shape, depth, or configuration of the slackwater sections of the canal system;</li> <li>c. all development, works or site alteration on lands adjacent to the lock stations and the canal takes into consideration and conserves the Cultural Heritage Resources of these areas;</li> <li>d. Environmental Assessments required for new bridge or public utilities that cross or are located within 30 m of the canal, address and mediate their impact on the function and heritage character of the canal in manner acceptable to the City and Parks Canada; and</li> <li>e. all other applicable provisions of the plan will be addressed”</li> </ol>

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193	4.6.5 Multi-Use Pathways	<p>The Section 4.6.5 Policies are amended by:</p> <ol style="list-style-type: none"> <li>1. deleting Policy 2 in its entirety; and</li> <li>2. inserting the following policies after Policy 1:</li> </ol> <p>“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.</p> <p>3. The City may require pathway corridors to be dedicated for public purposes through a plan of subdivision and funding for pathway construction related to new growth may be included as part of Development Charges.</p> <p>4. Multi-Use Pathways are generally located in open spaces, parkland and natural lands where broad green and open corridors can be provided. Multi-Use Pathways may be co-located with other land uses and infrastructure such as: rapid transit corridors, parkway-type road corridors, utility and infrastructure corridors, storm water management facilities, and cultural and institutional facilities, where the overall open and green landscape character can be retained.</p> <p>5. When reviewing community design plans, development proposals, and public works the City will promote the provision and use of pathway corridors by ensuring they are pleasant, peaceful, safe and inviting places and that they are located in a green landscape setting. This will be achieved by:           <ol style="list-style-type: none"> <li>(a) ensuring there is sufficient tree and other vegetative screening between the traveled portion of the pathway and adjacent land uses to provide a green</li> </ol> </p>	<p><b>Approve as amended below</b></p> <p>“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.</p> <p>3. The City may require pathway corridors to be dedicated for public purposes through a plan of subdivision and funding for pathway construction related to new growth may be included as part of Development Charges.</p> <p>4. Multi-Use Pathways are generally located in open spaces, parkland and natural lands where broad green and open corridors can be provided. Multi-Use Pathways may be co-located with other land uses and infrastructure such as: rapid transit corridors, parkway-type road corridors, utility and infrastructure corridors, storm water management facilities, and cultural and institutional facilities, where the overall open and green landscape character can be retained.</p> <p>5. When reviewing community design plans, development proposals, and public works the City will ensure that these pathways promote the provision and use of corridors by ensuring they are designed and located to be pleasant, peaceful, safe, and efficient transportation, recreation and environmental corridors. This will be achieved by:           <ol style="list-style-type: none"> <li>(a) ensuring there is sufficient tree and other vegetative screening between the traveled</li> </ol> </p>

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		<p>landscape setting;</p> <p>(b) requiring the provision of vegetative buffers between the pathway corridor and adjacent land uses where necessary to maintain the landscape character of the pathway corridor</p> <p>(c) ensuring that uses that generate excessive noise, involve outside storage or generate air pollution are not located beside pathways, and where this cannot be prevented ensuring these intrusions are mitigated to the greatest possible extent;</p> <p>(d) ensuring opportunities for visual surveillance where appropriate, provided a green landscape character can be maintained;</p> <p>(e) providing good pathway corridor visibility and way finding;</p> <p>(f) paralleling other well-travelled public rights-of-way;</p> <p>(g) providing frequent connections to adjacent communities and alternative travel routes; and</p> <p>(h) considering the design and mitigating the impact of adjacent development on the pathway.”</p>	<p>portion of the pathway and adjacent land uses to provide a green landscape setting;</p> <p>(b) <del>requiring the provision of vegetative buffers between the pathway corridor and adjacent land uses where necessary to maintain the landscape character of the pathway corridor</del></p> <p>(c) ensuring that <del>the route of the pathway avoids existing</del> adjacent land uses that generate excessive noise, involve outside storage or generate air pollution <del>are not located beside pathways</del>, and where this cannot be prevented <del>by</del> ensuring these intrusions are mitigated to the greatest possible extent in the pathway design;</p> <p>(d) <del>providing for good pathway corridor visibility, safety and way finding ensuring opportunities for visual surveillance by using such methods as : where appropriate, provided a green landscape character can be maintained;</del></p> <p><del>providing good pathway corridor visibility and way finding;</del></p> <p>i. paralleling other well-travelled public rights-of-way;</p> <p>ii. providing frequent connections to adjacent communities and alternative travel routes;</p> <p><del>considering the design and mitigating the impact of adjacent development on the pathway.</del></p> <p>iii. <span style="background-color: green;">ongoing management and signage programs.</span></p>
215	4.7.6 Stormwater Management	<p>Section 4.7.6 is amended by adding to the end the following new policies:</p> <p>“3. In areas of intensification the City will encourage new development or redevelopment to incorporate on-site stormwater management and/or retention measures. Where onsite measure cannot be provided other alternative measures identified in the document „Managing Capacity to Support Intensification and Infill“ contained in section 6 of the Infrastructure Master Plan may be considered.</p> <p>4. Where insufficient stormwater and/or sewer capacity is available to support the development the proponent may be required to contribute to the advancement of any relevant sewer rehabilitation project of the City and/or undertake the rehabilitation of the sewer system on the City’s behalf.”</p>	Approve as adopted
246	4.9 Energy Conservation Through Design	<p>Section 4.9, Policy 1 is amended by:</p> <p>1. inserting the words „for passive solar gain such as“ before the words „south-facing windows“ in Policy 1a; and</p>	Approve as adopted

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		<p>2. deleting the words „and use landscaping to provide summer shade and protection from winter winds.” from the end of Policy 1b.</p> <p>3. adding a new sub policy , policy 1c as follows:</p> <p>“c. Encourage consideration of alternative energy systems.”</p> <p>4. Adding the following new policies after Policy 1</p> <p>2. Landscape designs shall consider energy and water conservation in landscape design through the following measures:</p> <ul style="list-style-type: none"> <li>a. Provide for energy conservation through appropriate location and choice of species to provide shade and cooling during summer and wind protection in winter.</li> <li>b. Utilize native species and species with low watering requirements wherever possible.</li> <li>c. Utilize permeable, light-coloured or landscaped surfaces wherever practical to reduce heat retention and encourage natural infiltration of stormwater.</li> </ul> <p>3. Design and orientation of subdivisions and developments should maximize the opportunity for use of alternative and renewable energy systems by:</p> <ul style="list-style-type: none"> <li>a. Maximizing solar exposure through street and building orientation.</li> <li>b. Ensuring that opportunities presented by access to sunlight are not impaired on adjacent properties.” [Mod 56]</li> </ul>	
247	4.10 Parks and Greenspace Requirements	<p>Section 4.10 is amended by:</p> <ol style="list-style-type: none"> <li>1. inserting the words „Parks and” before the word „Greenspace” in the title of the section so that the section is now named „Parks and Greenspace Requirements”; and</li> <li>2. adding the new heading „Parkland Dedication” after the preamble; and</li> <li>3. adding the following policies moved from Section 2.5.4:</li> </ol> <p>“1. As a condition of development or redevelopment, the city will require land for park or other public recreational purposes through the provisions of the <i>Planning Act</i>, including alternative requirements, in a way that best meets park and leisure needs of the community.</p> <p>2. The City may require payment in lieu of the parkland dedication, where the lands to be dedicated are not the right kind of land, or are not located in the best place, or where open space and parkland targets have already been met. Where payment in lieu is</p>	Approve as amended below

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		<p>taken, it will be for the acquisition of new parkland or the improvement of existing local park and recreational facilities accessible to the area being developed.”</p> <p>4. adding the following new policy:</p> <p>“3. Where a payment pursuant to policy 2 is required, no person shall construct a building on the land proposed for development or redevelopment unless, the payment has been made or arrangements that are satisfactory to the City for the payment have been made.”</p> <p>5. adding the following policy moved from Section 2.5.4:</p> <p>“4. The City will determine the parkland dedication for mixed-use development on the basis of the proportion of the site or building occupied by each type of use, or some other proportionate basis, and will implement these provisions through a parkland dedication by law, which has been prepared in consultation with the public, the development industry, and other interested parties.” [Mod 57]</p> <p>6. inserting a new heading and policy as follows:</p> <p><b>“Development adjacent to major greenspaces and waterways”</b></p> <p>11. The City will ensure that the design and character of private development and public works, that are adjacent to major greenspaces being the National Capital Greenbelt or to land that is in a Major Open Space or Urban Natural Features designation, enhances the visibility and accessibility of these public lands and contributes to their connection to the Urban Greenspace Network through such means as:</p> <ul style="list-style-type: none"> <li>a. reviewing 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. requiring the design of subdivisions to provide extensive street frontage to adjacent land in the Greenbelt or land designated Major Open Space or Urban Natural Features;</li> <li>c. requiring proponents to demonstrate, at the time of site plan review, how the building design, building orientation and the external site design and use take into consideration the views of the site from the adjacent greenspaces and how the site and building design enhances the visibility and accessibility of these adjacent greenspaces; and</li> <li>d. The City recognises that any proposed access to major greenspace in federal</li> </ul>	<p>6. inserting a new heading and policy as follows:</p> <p><b>“Development adjacent to major greenspaces and waterways”</b></p> <p>11. The City will ensure that the design and character of private development and public works, that are adjacent to major greenspaces being the National Capital Greenbelt or to land that is in a Major Open Space or Urban Natural Features designation, enhances the visibility and accessibility of these public lands and contributes to their connection to the Urban Greenspace Network through such means as:</p> <ul style="list-style-type: none"> <li>a. reviewing 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. requiring the design of subdivisions to provide <b>extensive</b> street frontage to adjacent land in the Greenbelt or land designated Major Open Space or Urban Natural Features;</li> <li>c. requiring proponents to demonstrate, at the time of site plan review, how the building design, building orientation and the external site design and use take into consideration the views of the site from the adjacent greenspaces and how the site and building design enhances the visibility and accessibility of these adjacent greenspaces; and</li> </ul>

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		<p>ownership is subject to federal review and approval.”</p> <p>7. inserting policies moved from Section 2.4.5 as follows:</p> <p>“12. In its review of development applications, the City will recognize the central role of the Ottawa River, Rideau River and Rideau Canal, as well as other rivers and streams, in the environmental health of the city, as well as their contribution to cultural heritage, scenic qualities, recreational opportunities and their potential as areas of archaeological significance. Public access to the shorelines of these and other water bodies will be secured as part of the process concerning dedication of lands for public use as described in Section 4.6.3 or through other means, such as:</p> <ul style="list-style-type: none"> <li>a. Public ownership, conservation easements, public land trusts, restrictive covenants, bonusing or other means deemed appropriate on a site-by-site basis;</li> <li>b. Retaining opened and unopened road allowances where these may maintain the potential for public access to the shoreline;</li> <li>c. When designing bridges or other public works at the shoreline, or when providing input on those designed by other public bodies, providing public access to the shoreline.</li> </ul> <p>13. Applications to amend the zoning by-law for any land in the urban area or Villages currently in a zone intended to promote a conservation, waterway or recreation purpose, to another purpose will be assessed in terms of the parcel’s contribution to local greenspace, its location with respect to the Urban Greenspace Network, and the feasibility of securing the land for public access or ownership.</p> <p>14. Privately-owned open spaces such as marinas, campgrounds and golf courses contribute to greenspaces in Ottawa. When reviewing an application to amend a zoning by-law in these locations, the City will consider opportunities to maintain the Greenspace Network through the area and otherwise reduce the impact of the loss and may consider acquisition of the land in accordance with Section 5.2.1 policy 6 of this Plan.”</p>	<p>d. The City recognises that any proposed access to major greenspace in federal ownership is subject to federal review and approval.”</p> <p>7. inserting policies moved from Section 2.4.5 as follows:</p> <p>12. <del>In its review of development applications, the City will recognize the central role of the Ottawa River, Rideau River and Rideau Canal, as well as other rivers and streams, in the environmental health of the city, as well as their contributions to cultural heritage, scenic qualities, recreational opportunities and their potential as areas of archaeological significance, the City will endeavour to preserve foreshore lands and facilitate public access wherever possible. This may be achieved in the following ways. Public access to the shorelines of these and other water bodies will be secured as part of the process concerning dedication of lands for public use as described in Seetion 4.6.3 or through other means, such as:</del></p> <ul style="list-style-type: none"> <li>a. <del>Through the review of new development using land dedication, conservation easements, restrictive covenant bonusing or other means deemed appropriate on a site-by-site basis.</del></li> <li>b. <del>Public ownership, acquisition, land exchanges, land donations or conservation easements, acquisition by public land trusts, restrictive covenants, bonusing or other means deemed appropriate on a site by site basis;</del></li> <li>c. <del>Retaining existing public land such as opened and unopened road allowances where these may maintain the potential for public access to the shoreline;</del></li> <li>d. <del>Land acquisition associated with When designing bridges or other public works at the shoreline, or when providing input on those designed by other public bodies, providing public access to the shoreline.</del></li> </ul>

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Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes
249	4.11 Urban Design and Compatibility	<p>Section 4.11 is amended by inserting the following policy before Policy 1:</p> <p>“1. In assessing new development / redevelopment proposals and public works, a key test the City will apply is whether the design takes advantage of opportunities for improving the character and quality of an area and the way it functions. Proponents of intensification development proposals in targeted areas will address the larger context of their proposals. Intensification development will be massed to fit harmoniously for the area in which the proposed development is located. Proponents will include an assessment of the impacts and compatibility nature of the proposed development focusing on appraising its complementary form, scale and impact with the target segment through examination of patterns of streets, blocks, lanes, parks and public building sites, prevailing building type(s), setbacks of buildings from the street or streets, height, massing, scale, and dwelling type of nearby abutting and adjacent properties.”</p>	<p><b>Recommend that Item 249 not be approved by the OMB</b></p> <p><del>Section 4.11 is amended by inserting the following policy before Policy 1:</del></p> <p><del>“1. In assessing new development / redevelopment proposals and public works, a key test the City will apply is whether the design takes advantage of opportunities for improving the character and quality of an area and the way it functions. Proponents of intensification development proposals in targeted areas will address the larger context of their proposals. Intensification development will be massed to fit harmoniously for the area in which the proposed development is located. Proponents will include an assessment of the impacts and compatibility nature of the proposed development focusing on appraising its complementary form, scale and impact with the target segment through examination of patterns of streets, blocks, lanes, parks and public building sites, prevailing building type(s), setbacks of buildings from the street or streets, height, massing, scale, and dwelling type of nearby abutting and adjacent properties.”</del></p>
250	4.11 Urban Design and Compatibility	<p>Section 4.11, Policy 1 is modified by:</p> <ol style="list-style-type: none"> <li>1. inserting a comma after the words „<i>land use designation</i>“; and</li> <li>2. inserting the words „<i>Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects</i>,“ after the words „<i>site specific policies</i>,“.</li> </ol>	<p><b>Approve as changes to former Policy 1</b></p>
251	4.11 Urban Design and Compatibility	<p>Section 4.11, Policy 2 is amended by:</p> <ol style="list-style-type: none"> <li>1. deleting the words „<i>Section 4.11.1</i>“ and replacing them with the words „<i>policy 2</i>“ in the first sentence; and</li> <li>2. deleting the words „<i>where ever</i>“ and replacing them with the word „<i>wherever</i>“ before the words „<i>the opportunity exists</i>“ in the second sentence of Policy 2b; and</li> <li>3. deleting the word „<i>should</i>“ and replacing it with the word „<i>will</i>“ after the words „<i>cycling and transit</i>“ in the third sentence of Policy 2c; and</li> <li>4. deleting the word „<i>considered</i>“ and replacing it with the word „<i>pursued</i>“ before the words „<i>where appropriate</i>“ in the third sentence of Policy 2c; and</li> <li>5. deleting Policies 2d and 2e.</li> </ol>	<p><b>Approve as changes to former Policy 2</b></p>

## Cultural Heritage Hearing – City and Appellant recommended changes

Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes
252	4.11 Urban Design and Compatibility	<p>Section 4.11 is amended by inserting policies moved from Section 2.5.1 and a new policy as follows:</p> <p>“4. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations, set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the community at large to clarify how the design framework will be implemented for particular types of development applications.</p> <p>5. Buildings, structures and landscaping will be used to clearly define public spaces, such as streets and parks. In density target areas identified in S.2.2.2 of this Plan, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment. In some parts of the city, this will mean that new development consolidates an existing building fabric through infill or redevelopment opportunities. In other cases, where there is no established building fabric along the street, new buildings will occupy gaps in the streetscape caused by parking and/or deep building setbacks. New buildings must either be properly integrated into their existing building fabric, or help create a new building fabric.</p> <p>6. The City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment activities on adjacent properties in the private realm.</p> <p>7. As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities (to include all types of municipal structures, and lands) and will encourage other public- and private-sector owners and developers to include art as a public component of their developments.”</p>	<p><b>Approve as amended and renumber accordingly</b></p> <p>3. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations, set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community at large to best determine clarify how the design framework will be implemented in the local context for particular types of development applications.</p>

## Cultural Heritage Hearing – City and Appellant recommended changes

Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes
253	4.11 Urban Design and Compatibility	<p>Section 4.11 is amended by adding to the end the following new headings and policies:</p> <p><b><u>Building Profile</u></b></p> <p>8. The following guidance is provided in the preparation of building profile policies in community design plans, secondary plans, and in the consideration of development applications:</p> <ul style="list-style-type: none"> <li>a. Low-Rise – a one to four storey building;</li> <li>b. Medium-Rise – a five to nine storey building;</li> <li>c. High-Rise – a building 10 storeys or more.</li> </ul> <p>9. High-rise buildings may be considered on lands within the following designations as defined on Schedule B of this Plan, provided all other policies of this Plan are met:</p> <ul style="list-style-type: none"> <li>a. Central Area;</li> <li>b. Mixed-use Centres and Town Centres;</li> <li>c. Employment Areas that are principally prestige business parks and Enterprise Areas, subject to the provision of appropriate built form transitions between the Employment or Enterprise Area and adjacent residential communities built at lower profiles; and</li> <li>d. Traditional and Arterial Mainstreets, provided the provisions of policy 10 below are satisfied.</li> </ul> <p>10. In addition to provisions in policy 9 above, high-rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:</p> <ul style="list-style-type: none"> <li>a. Within areas characterized by high-rise buildings that have direct access to an arterial road, or;</li> <li>b. Within 600 metres of a rapid transit station, or;</li> <li>c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;</li> <li>d. Within areas identified for high-rise buildings in the Zoning By-law approved by Council, or;</li> <li>e. Within areas where a built form transition as described in policy 12 below is appropriate.</li> <li>f. Heights greater than those identified in Section 3.6.3 on Mainstreets may be considered in the same circumstances as described in policy 10 above.</li> </ul>	<p><b>Approve as amended and renumbered</b></p> <p><b><u>Building Profile</u></b></p> <p>7. The following <del>guidance</del> is provided <ins>as a guide</ins> for the preparation of <ins>secondary plans and community design plans</ins>, and <del>in the</del> <ins>for consideration when reviewing</ins> development applications:</p> <ul style="list-style-type: none"> <li>a. Low-Rise – a one to four storey building;</li> <li>b. Medium-Rise – a five to nine storey building;</li> <li>c. High-Rise – a building ten storeys or more.</li> </ul> <p>8. High-Rise buildings may be considered on lands within the following designations as defined on Schedule B of this Plan:</p> <ul style="list-style-type: none"> <li>a. Central Area;</li> <li>b. Mixed-use Centres and Town Centres;</li> <li>c. Employment Areas that are principally prestige business parks and Enterprise Areas, subject to the provision of appropriate built form transitions between the Employment or Enterprise Area and adjacent residential communities built at lower profiles; and</li> <li>d. Traditional and Arterial Mainstreets provided the provisions of policy 9 below are also satisfied.</li> </ul> <p>9. In addition to provisions in policy 8 above, High-Rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:</p> <ul style="list-style-type: none"> <li>a. Within areas characterized by high-rise buildings that have direct access to an arterial road or;</li> <li>b. Within 600 metres of a rapid transit station <ins>as identified on Schedule D</ins>; or</li> <li>c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities; or</li> <li>d. Within areas <ins>identified for high rise buildings where these building profiles</ins> are already permitted in the Zoning By-law, or;</li> <li>e. Within areas where a built form transition as described in policy <ins>12</ins> below is appropriate.</li> </ul> <p>10. Building heights greater than those identified in Section 3.6.3 on Mainstreets may be considered in the same circumstances as described in policy 9 above.</p>

## Cultural Heritage Hearing – City and Appellant recommended changes

Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes
		<p><b>Building Profile and Compatibility</b></p> <p>11. Integrating taller buildings within an area characterized by a lower built form is an important urban design consideration, particularly in association with intensification. Development proposals will address issues of compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development profile. Transitions in built form will serve to link proposed development with both planned, as well as existing uses, thereby acknowledging that the planned function of an area as established through Council-approved documents such as a community design plan or the Zoning By-law, may anticipate a future state that differs from the existing situation. Transitions should be accomplished through a variety of means, including measures such as:</p> <ul style="list-style-type: none"> <li>a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);</li> <li>c. Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);</li> <li>d. Architectural design (e.g. the use of angular planes, cornice lines); and</li> <li>e. Building setbacks.</li> </ul> <p>The use of transitions may vary according to such factors as the size of the development area, the planned intensity of use in the immediate area, the size of the lower-profile area, the street widths and the analysis of impacts on the lower-profile areas set out in policy 14 below.</p> <p>12. The need to provide transitions in built form may be offset or reduced where natural buffers and features or changes in grade and topography exist, or through the orientation of buildings and the arrangement of land use patterns.</p> <p>13. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context.</p> <p>14. By virtue of their size and prominence, high-rise buildings perhaps have greater potential to <del>harm</del> impact [Mod 58] the qualities that people value about a place than lower profile buildings. Notwithstanding policies 9 through 13 above, not all sites may be appropriate for a high-rise building or for a building that is significantly taller than the context in which it is to be situated. Application of design principles that contribute to a sense of human scale will improve and enhance user comfort and enhance the perception of new development within its existing context. The City will consider proposals submitted for high-rise buildings in light of the fit of the proposal within its neighbouring context and in light of the following measures, depending on the type of approval sought:</p>	<p>11. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:</p> <ul style="list-style-type: none"> <li>a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;</li> <li>b. How the proposal enhances existing or creates new views, vistas and landmarks;</li> <li>c. The effect on the skyline of the design of the top of the building;</li> <li>d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and</li> <li>e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).</li> </ul> <p><b>Building Transitions</b></p> <p>12. Integrating taller buildings within an area characterized by a lower built form is an important urban design consideration, particularly in association with intensification. Development proposals will address issues of compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development profile. Transitions in built form will serve to link proposed development with both planned, as well as existing uses, thereby acknowledging that the planned function of an area as established through Council-approved documents such as a secondary plan, a community design plan or the Zoning By-law, may anticipate a future state that differs from the existing situation. Transitions should be accomplished through a variety of means, including measures such as:</p> <ul style="list-style-type: none"> <li>a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);</li> <li>c. Character (e.g. scale and rhythm, exterior treatment, use of colour and</li> </ul>

## Cultural Heritage Hearing – City and Appellant recommended changes

Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes
		<ul style="list-style-type: none"> <li>a. How the scale, massing and height of the proposed development relates to that of adjoining buildings, its contextual fit with the character of the immediate area, and the vision for the area established in Council-approved community design plans, secondary plans, other similar Council-approved planning documents, or the Zoning By-law;</li> <li>b. The establishment of appropriate transitions and/or building setbacks from adjoining areas built at a lower profile;</li> <li>c. How the proposal relates to the setting, character, and integrity of cultural heritage resources adjacent to or across the street from the site, consistent with the provisions of S.4.6.1 of this Plan;</li> <li>d. The width of the public right-of-way on which the proposed building has frontage. A wider right-of-way will enable greater building height. In this regard, general guidance will be provided in the City's urban design guidelines for high-rise buildings;</li> <li>e. The depth and width of the lot on which the proposed building is to be located. Greater lot depth and width will enable greater flexibility in determining building height;</li> <li>f. How the proposal enhances existing or creates new views, vistas and landmarks;</li> <li>g. The effect on the skyline of the design of the top of the building;</li> <li>h. The quality of architecture and urban design, consistent with Council-approved design guidelines;</li> <li>i. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection);</li> <li>j. The maximization of accessibility to, integration with and support of public transit;</li> <li>k. The adequacy of vehicle movements into and out of the site and the carrying capacity of the street network serving the development; and</li> <li>l. The adaptability of the design over time to enhance resource and energy efficiency.</li> <li>m. How the proposal minimizes any sun-shadowing or uncomfortable wind conditions on sensitive areas such as residential areas, sidewalks, pedestrian gathering places, and parks through its design, articulation, size, orientation and massing;</li> <li>n. How the proposal addresses safety, physical, visual, and noise impacts of associated service functions (e.g. parking, loading, air conditioning, meters, vents, garbage storage and collection) on the street and adjacent property;</li> <li>o. The adequacy of resulting privacy and/or natural light conditions on adjacent</li> </ul>	<p>complementary building finishes);</p> <p>d. Architectural design (e.g. the use of angular planes, cornice lines); and</p> <p>e. Building setbacks.</p> <p>The use of transitions may vary according to such factors as the size of the development area, the planned intensity of use in the immediate area, the size of the lower-profile area, the street widths and the analysis of impacts on adjacent areas.</p> <p>13. The need to provide transitions in built form may be offset or reduced where natural buffers and features or changes in grade and topography exist, or through the orientation of buildings and the arrangement of land use patterns.</p> <p><b>Intensification inside stable, low-rise neighbourhoods</b></p> <p>14. Infill and redevelopment within the interior portions of stable, low-rise neighbourhoods will occur in accordance with policy 14 of Section 2.2.2. Where development is proposed that requires an amendment or variance to the zoning by-law with respect to lot area, yards and/or building setback, or building height, and which varies from the established area's pattern of built form and open spaces, the appropriateness of the proposal will be considered in light of the following measures:</p> <ul style="list-style-type: none"> <li>a. Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;</li> <li>b. Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;</li> <li>c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this Section;</li> <li>d. <del>The provision of adequate privacy, sunlight and sky views for residents of new and existing buildings as set out in policy 3 of this Section and through the use of such means as distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed; and</del></li> <li>e. <del>The mitigation of resulting traffic and parking impacts on adjacent neighbourhood streets so as not to diminish the residential amenity in accordance with policy 3 of this Section.</del></li> </ul>

## Cultural Heritage Hearing – City and Appellant recommended changes

Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes
		<p>private amenity areas (residential windows, balconies, yards) through mitigation of any overlook from the proposal and/or the orientation, facing distance and space between building walls and windows and between building walls and property lines.</p> <p><b><u>Intensification inside stable, low-rise neighbourhoods</u></b></p> <p>15. Infill and redevelopment within the interior portions of stable, low-rise neighbourhoods will occur in accordance with policy 14 of Section 2.2.2. Where development is proposed that requires an amendment or variance to the zoning by-law with respect to lot area, yards and/or building setback, or building height, and which varies from the established area's pattern of built form and open spaces, the appropriateness of the proposal will be considered in light of the following measures:</p> <ul style="list-style-type: none"> <li>a. Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;</li> <li>b. Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;</li> <li>c. The need to provide a transition between areas of different development intensity and scale as set out in policies 12 and 13 of this Section;</li> <li>d. The provision of adequate privacy, sunlight and sky views for residents of new and existing buildings as set out in policy 3 of this Section and through the use of such means as distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed; and</li> <li>e. The mitigation of resulting traffic and parking impacts on adjacent neighbourhood streets so as not to diminish the residential amenity in accordance with policy 3 of this Section.</li> </ul>	
258	5.2.1 General	<p>Amend Section 5.2.1 by inserting after Policy 7 the following policies:</p> <p>“8. In order to ensure that the design provisions of this Plan are addressed, building elevations provided to the City in support of applications submitted for approval under the provisions for Site Plan Control in the <i>Planning Act</i> may be required to show exterior architectural details and design features. Drawings and elevations will be of sufficient scope, quality, clarity and detail to ascertain detailed design, materials, and finishes and the treatment of the public realm. Drawings and elevations will serve to</p>	<b>Approve as adopted</b>

## Cultural Heritage Hearing – City and Appellant recommended changes

Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes
		<p>illustrate matters of compatibility with adjacent buildings or sensitivity to local area place, context and setting, to address the relationship between buildings and between buildings and the street, to incorporate sustainable design features, and to illustrate scale, transitions in form, massing, character and materials. To this end, submissions may need to include indication of any or all of the following:</p> <ul style="list-style-type: none"> <li>a. Treatment of the public realm;</li> <li>b. Views of the entire block, so that proposed buildings may be seen in their context;</li> <li>c. Finish, texture, materials, patterns and colours of all building exteriors, including roofs;</li> <li>d. Location, size, colour, and type of all building exterior signage and lighting;</li> <li>e. Number, placement, type and finishing of all exterior doors and windows;</li> <li>f. Finish, texture, materials patterns and colours of functional elements attached to or forming part of the exterior of buildings such as entrance elements, walls, stairs, gates, railings, balconies, planters, awnings, alcoves, canopies, bays, seating, parking decks and ramps;</li> <li>g. Any sustainable design features to be incorporated, such as green roofs or walls, sun traps, reflective or permeable surfaces;</li> <li>h. Placement, finish, colour, size of any exterior mechanical systems such as heating and air conditioning, electronic transmission / receiving devices, and all above ground utilities (whether stand-alone or attached to the building) including any screening materials associated with the foregoing;</li> <li>i. Integration of elements such as mechanical equipment, elevator machine rooms, communication devices and visible temporary devices (window washing equipment), together with any building parapet that constitute the roofscape design;</li> <li>j. Incorporation of adequate guarantees to maintain the original architectural and design quality as approved and to ensure that inferior details and materials are not substituted at a later date.</li> </ul> <p>The Site Plan By-law will be amended accordingly.</p> <p>9. In addition to the provisions of policy 8 above, the City may require the submission of drawings, elevations, and/or 3-D plans for the approval of high-rise buildings that will be of appropriate scope, quality, clarity and detail to assess:</p> <ul style="list-style-type: none"> <li>a. Architectural quality;</li> <li>b. Effect on the immediate and wider context;</li> <li>c. Appearance of the building from significant near, middle and distant views, including the public realm and streets around the base of the building;</li> <li>d. 360 degree views within the context of proposed and approved projects, where known, as well as the existing situation;</li> <li>e. Appearance of the building in a range of weather and light conditions including</li> </ul>	

**Cultural Heritage Hearing – City and Appellant recommended changes**

<b>Item</b>	<b>Section</b>	<b>OPA76 as Modified and Approved by the Ministry</b>	<b>City and Appellant Recommended Changes</b>
		<p>night-time views;</p> <p>f. Visual and microclimatic impacts (shadowing and wind);</p> <p>g. The effect on the skyline of the design of the top of the building.</p> <p>9. Notwithstanding the provisions of policy 7 above to the contrary, The Site Plan Control By-law may require elevation drawings and other design-oriented studies for development on any land that abuts the Rideau River and Rideau Canal UNESCO World Heritage Site, including development for residential purposes that involves one or more dwellings.”</p>	
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## Cultural Heritage Hearing – City and Appellant recommended changes

Item	Section	OPA76 as Modified and Approved by the Ministry	City and Appellant Recommended Changes												
270	6.0 Schedules	Schedule B R42 King Edward Mainstreet R 43 Hazeldean Road Mainstreet	<b>Approve as adopted</b>												
276	6.0 Schedule D	Schedule D, primary Transit Network, is hereby deleted and replaced with a new schedule D, Rapid Transit Network, attached to this amendment.	<b>Approve as adopted</b>												
277	6.0 Schedule I	Schedule I, Major Recreational Pathways and Scenic-Entry Routes (Urban), is hereby deleted and replaced with a new Schedule I, Multi-use Pathways and Scenic Entry Routes (Urban), attached to this amendment.	<b>Approve as adopted</b>												
284	Annex 1 Tables	Table 1 - Road Rights-of-Way Protection	<p><b>Approve item 284 as amended as follows:</b></p> <p>By adding to the new Table 1 –Road Right-of-Way Protection in the correct alphabetical order a new line as follows:</p> <table border="1"> <thead> <tr> <th>Road</th> <th>From</th> <th>To</th> <th>ROW to be protected</th> <th>Classification</th> <th>Sector</th> </tr> </thead> <tbody> <tr> <td>Spratt</td> <td>Earl Armstrong</td> <td>Rideau</td> <td>26</td> <td>major collector</td> <td>urban</td> </tr> </tbody> </table>	Road	From	To	ROW to be protected	Classification	Sector	Spratt	Earl Armstrong	Rideau	26	major collector	urban
Road	From	To	ROW to be protected	Classification	Sector										
Spratt	Earl Armstrong	Rideau	26	major collector	urban										
285	Vol. 2C Village Plans	<p>Volume 2C – Village Plans, Former City of Cumberland Official Plan, Section 3.4.1 is hereby amended by adding the following new paragraph after paragraph one:</p> <p>“Ottawa Road 174 is a busy rural arterial road that traverses the northern edge of the village. The speed and volume of traffic create safety issues for vehicles turning to/from existing driveways and streets accessing this roadway. No new development will be permitted on lands abutting Ottawa Road 174 if new direct access to the roadway is proposed. Development may be permitted on adjacent lots if site access is obtained by way of Old Montréal Road, other existing or proposed new public streets, or, subject to City approval, via a proposed service lane or shared laneway with existing development. In the long term, public streets and private driveways that at present access Ottawa Road 174 may be subject to consolidation or relocation of access points if at some future date roadway modifications occur.”</p>	<p><b>Recommend Approval as amended</b></p> <p>Volume 2C – Village Plans, Former City of Cumberland Official Plan, Section 3.4.1 is hereby amended by adding the following new paragraph after paragraph one:</p> <p>“Ottawa Road 174 is a busy rural arterial road that traverses the northern edge of the village. The speed and volume of traffic create safety issues for vehicles turning to/from existing driveways and streets accessing this roadway. No new development will be permitted on lands abutting Ottawa Road 174 if new direct access <b>from individual properties</b> to the roadway is proposed. Development may be permitted on adjacent lots if site access is obtained by way of Old Montréal Road, other existing or proposed new public streets, or, subject to City approval, via a proposed service lane or shared laneway with existing development. In the long term, public streets and private driveways that at present access Ottawa Road 174 may be subject to consolidation or relocation of access points if at some future date roadway modifications occur.”</p>												