

**City Council, Standing Committee and Commission
Conseil, comités permanents et commission**

Motion

Notice of Motion / Avis de motion

Committee / Commission: Select a Committee / Commission
Comité / Commission : Sélectionner un(e) Comité / Commission
OR / OU

Council / Conseil

Report / Agenda:
Rapport / Ordre du jour:

Item / Article: FIVE-YEAR OFFICIAL PLAN REVIEW

Re: Omnibus Motion-Technical Amendments and those Motions Supported by Staff

Moved by / Motion de: Councillor P. Hume
Seconded by / Appuyée par: Councillor J. Harder

WHEREAS, since the tabling of the report on the Five-Year Review of the Official Plan (ACS2013-PAI-PGM-0207), a number of errors have been identified that require technical amendments to correct, including as follows:

- **Minor wording, punctuation and other corrections in the Draft Official Plan Amendment documents and schedules;**
- **The inadvertent omission of the revised Official Plan Amendment Schedule S39; and**
- **The incorrect version of supporting Document 11 – Analysis of Landscape Linkages, filed under separate cover, that was posted online; and**

WHEREAS at the Planning Committee meeting of November 8, 2013, staff was directed to review the public submissions either made at Committee or submitted to Committee, as well as motions submitted by Councillors, and recommend which should be included as amendments to the Official Plan and report to Council by way of a memorandum that indicates which submissions staff can recommend for adoption and which submissions staff do not recommend for adoption, with a rationale, with the memorandum submitted to Council before the matter is considered by City Council on November 26, 2013; and

WHEREAS at the Transportation Committee meeting of November 15, 2013, staff was directed to provide a memo that indicates whether or not any of the Transportation Committee’s recommendations with respect to the Transportation Master Plan will require amendments to the Official Plan; and

WHEREAS staff provided a Memo to Council from the General Manager of Planning and Growth Management on November 21, 2013, in response to both Transportation and Planning Committees' directions and including some further recommendations;

THEREFORE BE IT RESOLVED that City Council approve:

- 1. The following technical amendments:
 - a. The inclusion of Schedule S39 attached to this motion as Attachment 1; and**
 - b. The replacement of the incorrect version of Document 11 with the correct version of Document 11 on file with the Committee Coordinator.****
- 2. The minor wording, punctuation and other corrections in the Draft Official Plan Amendment documents and schedules, as well as the proposed amendments supported by staff, identified in Attachment 2 of this motion;**
- 3. That staff be directed to bring forward a recommendation to the 2014-2018 Term of Council strategic priority setting and budget process to undertake further study of Employment Lands with the goal of reviewing Ottawa's overall strategy on the amount and location of Employment Lands.**
- 4. That staff be directed to undertake as part of the Planning and Growth Management's 2014 work program a study of all 400 series interchanges, not including those located in an agricultural resource area, to determine if potential unique economic opportunities exist, what the land uses are, and how they can be serviced;**
- 5. That staff be directed to bring forward a recommendation to the 2014-2018 Term of Council strategic priority setting and budget process to:
 - (i) undertake a Heritage Conservation District Study with the participation of the Beaverbrook community. The study is to determine whether the area or parts thereof have cultural heritage value and are worthy of designation under Part V of the *Ontario Heritage Act*;**
 - (ii) at the completion of the Heritage Conservation District Study, to, in consultation with the community, determine whether or not the whole or part of the of the community should be designated as Heritage Conservation District by By-law under Part V of the *Ontario Heritage Act* or identified as a Cultural Heritage Character Area and if changes are warranted to the Official Plan to implement the findings;****

- 6. That the General Manager of Planning and Growth Management, in consultation with Legal Services, be directed to make any necessary adjustments to the Transportation Master Plan and the Infrastructure Master Plan, including any associated supporting documents and schedules, to reflect the decisions of City Council and to align with the Official Plan.**

Schedule S39



Prepared by: Planning and Growth Management Department,
Mapping & Graphics Unit



Préparé par: Service de l'urbanisme et de la gestion de la croissance,
Unité de la cartographie et des graphiques

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Revision: 04/15 | Rev #:

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Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE S39 to
AMENDMENT NO. XXX**

to the OFFICIAL PLAN
for the CITY OF OTTAWA
Amending Schedule B
Urban Policy Plan

**ANNEXE S39 de
L' AMENDEMENT No. XXX**

au PLAN OFFICIEL
de la VILLE D'OTTAWA
Modifiant l'Annexe B
Plan des politiques en milieu urbain

 LANDS REDESIGNATED FROM "EMPLOYMENT AREA" TO "ENTERPRISE AREA"
TERRAINS DONT LA DÉSIGNATION DOIT PASSER DE «SECTEUR D'EMPLOI» À «SECTEUR D'ENTREPRISES»

Amendments to Correct Minor Errors and Omissions, and to respond to Motions and Submissions

Amendments to Volume 1		
Section	Proposed Amendment	Rationale
2.1 – Patterns of Growth	Amend Section 2.1, Patterns of Growth, by amending the fifth bullet under the heading “Building Liveable Communities” to read as follows: <ul style="list-style-type: none"> The City will provide for a wide range of economic activities in suitable locations and will work with the federal government and private sector to provide a balance of jobs both inside and outside the Greenbelt. 	To respond to a motion by Councillor Hubley.
2.2 – Managing Growth	Amend Section 2.2, Managing Growth, by deleting the word “vital” from between the words “in the surrounding community is a” and the words “factor in determining compatibility” in the eighth paragraph of the preamble.	To clarify the language of the policy.
2.2.1 – Urban Area and Village Boundaries	Amend Section 2.2.1, Urban Area and Village Boundaries, Policy 4, by deleting paragraph (e) in its entirety.	To clarify the steps required by the policy.
	Amend Section 2.2.1, Urban Area and Village Boundaries, Policy 6, by adding the word “additional urban” between the words “The City will guide the development of” and the words “land through a”.	To clarify the language and intent of the policy.
2.2.2 – Managing Intensification Within the Urban Area	Amend Section 2.2.2, Managing Intensification Within the Urban Area, Figure 2.3 – Minimum Density Requirements, by deleting the number “83” representing the 2012 Density for the Mixed Use Centre at Baseline-Woodroffe, and replacing it with the number “91”.	To correct an error in the data presented.
	Amend Section 2.2.2, Managing Intensification Within the Urban Area, Policy 11 by deleting the words “A Zoning	To clarify the intent of the policy.

	<p>By-law Amendment will be required for any increase in height within that height class.”, and replacing them with the following:</p> <p>“An amendment to the Zoning By-law will be required for any increase in height within that height class.”</p>	
	<p>Amend Section 2.2.2, Managing Intensification Within the Urban Area, Policy 13, paragraph a., by adding the words “the Central Area,” following the words “Located in”.</p>	<p>To reflect the future possibility of locating 30+ storey buildings in some parts of the Central Area in the future.</p>
	<p>Amend Section 2.2.2, Managing Intensification Within the Urban Area, Policy 13, paragraph b. by deleting the words “Generally within 200 metres walking distance from a rapid transit station” and replacing them with the words “Preferably located within 200 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use but will not be considered at a distance beyond 400 metres walking distance”.</p>	<p>To clarify the intent of the policy.</p>
	<p>Amend Section 2.2.2, Managing Intensification Within the Urban Area, Policy 15, by:</p> <ul style="list-style-type: none"> (1) deleting the word “criteria” from paragraph b., and replacing it with the word “direction”; (2) adding the words “is met” to the end of paragraph b., following the words “policy 10 above”; and (3) adding the words “policies 13 through 16” to paragraph c. following the words “the requirements of Section 2.5.6”. 	<p>To clarify that policy 10 includes a direction, rather than criteria.</p> <p>To add specific policy references for clarity.</p>
	<p>Amend Section 2.2.2, Managing Intensification Within the Urban Area, Policy 30 by adding a new paragraph (f), as follows:</p>	<p>To respond to a motion by Councillor Harder.</p>

	<p>“f. Major Office Development will only be considered in General Urban Areas where:</p> <ul style="list-style-type: none"> i. The majority of the site is within 800 metres walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority Corridor on Schedule D; and ii. The site is on an Arterial Road on Schedules E or F; and iii. The immediate area is characterized by existing or planned commercial development; and iv. The Design Objectives in Section 2.5.1 and the Urban Design and Compatible Development policies in Section 4.11 can be satisfied.” 	
	Amend Section 2.2.2, Managing Intensification Within the Urban Area, Policy 32 by deleting the reference to policy “35” and replacing it with a reference to policy “34”.	To update a cross-reference.
	Amend Section 2.2.2, Managing Intensification Within the Urban Area, Policy 32 by deleting the reference to policy “32” and replacing it with a reference to policy “31”.	To update a cross-reference.
2.5.1 – Designing Ottawa	Amend Section 2.5.1, Designing Ottawa, Policy 5 by deleting the words “The City will partner” at the beginning of paragraph d., and replacing them with the word “Partner”.	To remove redundant wording.
2.5.2 – Affordable Housing	Amend Section 2.5.2, Affordable Housing, Policy 10, by deleting the reference to “June 25, 2008” and replacing it with a reference to “July 17, 2013”.	To accurately reflect the date of a change in the Zoning By-law.
2.5.5 – Cultural Heritage Resources	Amend Section 2.5.5, Cultural Heritage Resources, Policy 6, by deleting the words “, known as the Ottawa Built Heritage Advisory Committee”.	To allow flexibility in the naming of the Municipal Heritage Committee.
	Amend Section 2.5.5, Cultural Heritage	To clarify the current

	Resources, Policy 14 by deleting the words “Handbook for the Administration of the Heritage Grant Program”, and replacing them with “Guidelines for the Heritage Grant Program for Building Restoration”.	name of this document.
2.5.6 – Collaborative Community Building and Secondary Planning Processes	Amend Section 2.5.6, Collaborative Community Building and Secondary Planning Processes, Policy 9 by : <ol style="list-style-type: none"> 1. adding the word “and” to the end of paragraph a.; and 2. deleting the semi-colon at the end of paragraph b. and replacing it with a period. 	To correct punctuation errors.
	Amend Section 2.5.6, Collaborative Community Building and Secondary Planning Processes, Policy 14 by: <ol style="list-style-type: none"> (1) deleting the heading “Provisions for High-Rise “A” and High-Rise “B Buildings” and replacing it with the heading “Provisions for High Rise 10-30 and High-Rise 30+”; (2) deleting the words “, as outlined in Section 4.11, policy 2,” from the first sentence of the policy; and (3) by adding the words “Skyline refers to the complete or partial distant view of the city’s tallest buildings and structures against the background of the sky.” following the words “public view corridors and skyline.” 	To correct an error in the labelling of a land use; and To provide clarity to the term “skyline” within the text of the policy.
3.1 – Generally Permitted Uses	Amend Section 3.1, Generally Permitted Uses, Policy 10 by deleting the words “Flood Plains and” from between the words “Bedrock Resource Areas, or” and “Unstable Slopes”.	To clarify the intent and applicability of the policy.
	Amend Section 3.1, Generally Permitted Uses, Policy 13, by deleting the words “temporary concrete batching plants” and replacing them with the words “portable concrete batching plants”.	To clarify the nature of the concrete batching plants considered by the policy.

3.6.1 – General Urban Area	<p>Amend Section 3.6.1, General Urban Area, Policy 4 by</p> <ol style="list-style-type: none"> (1) adding the word “vehicular” to paragraph a., between the words “fronts on and has” and “access to an Arterial Road”; and (2) adding the words “properties within the General Urban Area,” between the words “the site is between two” and the words “ and adjacent”; (3) by adding the words “to or across a public street from at least one” between the words “and adjacent” and “ property that has existing zoning or a building that exceeds four storeys”; (4) deleting the word “; and” from the end of sub-paragraph b(ii), and replacing it with a period. 	To clarify the intent to require vehicular access, and to correct a punctuation error.
	Amend Section 3.6.1, General Urban Area, Policy 5 by adding the words “include semi-detached and other” between the words “intensification will be” and “ground-oriented multiple unit housing”.	To clarify that a portion of the intensification in the urban area will be in the form of semi-detached dwellings.
3.6.3 - Mainstreets	Amend Section 3.6.3, Mainstreets, Policy 3 to include the letter “s” following the words “Traditional and Arterial Mainstreet” in the second sentence of the policy.	To reflect the plural nature of the Traditional and Arterial Mainstreet designations.
	Amend Section 3.6.3, Mainstreets, Policy 11 by adding the word “or” between the words “located at one” and the words “more of the following nodes”.	To add a word that was inadvertently omitted.
3.6.5 – Employment Area and Enterprise Area	Amend Section 3.6.5, Employment Area and Enterprise Area, Policy 3, paragraph b., by deleting the words “High-Rise “A” building of 10-30 stories” and replacing them with the words “High-Rise 10-30 storey building”.	To correct an error in terminology.
3.7.2 – General Rural Area	Amend Section 3.7.2, General Rural Area, by deleting policy 8 in its entirety, and replacing it with the following.	Submitted by Legal Services to resolve the outstanding

	<p>8. Residential subdivisions are not permitted except in the following circumstances:</p> <ul style="list-style-type: none"> a. Applications lodged prior to December 31st 2009; or b. New applications on the land identified by Parcel Identification Numbers 04446-1995, 04446-0636, and 04446-1670, 04438-0313, and 04438-0314. <p>These applications will be assessed by the policies of this Section that were in force and effect prior to the 26th of November 2013, save and except for policies 8(d), 11 and 12 to the contrary.</p>	<p>appeal, and other issues, between the City and 1384341 Ontario Ltd. (“Cavanagh”) concerning Country Lot Subdivisions.</p>
	<p>Amend Section 3.7.2, General Rural Area, Policy 9 by deleting the reference to “May 14th, 2013” and replacing it with “May 14th, 2003”.</p>	<p>To correct a date that was inserted in error.</p>
<p>3.7.3 – Agricultural Resources</p>	<p>Amend the preamble to Section 3.7.3, Agricultural Resources by deleting the date “2001” and replacing it with “2010”.</p>	<p>To update a date for statistical purposes.</p>
	<p>Amend Section 3.7.3, Agricultural Resource, by adding a new policy following policy 17 as follows:</p> <p>“Notwithstanding policies 8 and 9 above regarding the severance of a Surplus Dwelling in Agricultural Resource Areas, the severance of 1886 O’Toole Road may be permitted provided that the retained lot consists of the significant woodlot and the existing dwelling and a restrictive covenant is provided to the City at no cost providing for the preservation of the woodlot. The severed lot containing the vacant agricultural land is to be rezoned to prohibit a new dwelling in accordance with policy 9b above.”</p>	<p>To respond to a motion by Councillor Blais.</p>

<p>3.7.4 – Mineral Aggregate Resources</p>	<p>Amend Section 3.7.4, Mineral Aggregate Resources, by</p> <p>(1) adding a new policy, following policy 1, as follows: “Although an adequate supply of mineral aggregate resources has been identified in the Plan, Council recognizes that the City’s growth rate may result in pressures to identify and protect additional areas of mineral aggregate potential, including sand and gravel resources. As such, Council will commit to establishing a stakeholder consultation group comprised jointly of industry and community representatives to assist in identifying resource areas throughout the municipality to ensure their protection for long-term use. It is Council’s intent that mineral aggregate resource areas will be reviewed and updated in advance of the next comprehensive review of this Plan.”</p> <p>(2) adding the word “aggregate” between the words “for future mineral” and the word “extraction” in the fourth sentence of Policy 2;</p> <p>(3) adding the word “aggregate” between the words “permit the mineral” and the words “extraction use and other related uses” in the second sentence of Policy 7;</p> <p>(4) deleting the words “coordinated with the Ministry of Natural Resources to avoid duplication” from the third sentence of Policy 8, and replaced with the following: “may include those identified in the <i>Aggregate Resources Act</i>”;</p> <p>(5) deleting the words “/ Sites Not Suitable for Exploitation” from the title “Rehabilitation and New Use of Depleted Sites / Sites Not Suitable</p>	<p>To respond to a motion by Councillor Harder;</p> <p>To update the language regarding mineral aggregate extraction;</p> <p>To clarify that it will be the City that will determine the studies required in Policy 8; and</p> <p>To remove redundant wording that appears later in the section.</p>
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	for Exploitation”, prior to policy 14.	
3.10 - Airports	<p>Amend Section 3.10, Airports, by adding a new policy 1, as follows:</p> <p>“Policy</p> <p>1. The City recognizes the importance and contribution of the airports and air transportation services to the economy and to the community in general. The City will work with the Ottawa Macdonald-Cartier Airport Authority and other airport operators in the development of their land use and servicing plans to ensure sufficient flexibility is provided to respond to market changes in the demand for air travel and services, and to support the role of the airports in the local economy.”</p>	To ensure consistent treatment of all airports in the city.
3.10.1 – Ottawa Macdonald-Cartier International Airport	Amend Section 3.10.1, Ottawa Macdonald-Cartier International Airport, Policy 1, by deleting the reference to “Schedule B” and replacing it with a reference to “Schedule M”.	To update a reference to the proper land use schedules.
	Amend Section 3.10.1, Ottawa Macdonald-Cartier International Airport, Policy 5, by deleting it in its entirety.	To adjust the policy to apply equally to the three airports in the city.
4.6.3 – River and Canal Corridors	Amend Section 4.6.3, River and Canal Corridors, Policy 1, by adding the words “and its landscaped buffer in the urban area” between the words “UNESCO World Heritage Site” and the words “which will be reviewed in consultation”.	To clarify the intent of the policy.
4.11 – Urban Design and Compatible Development	<p>Amend Section 4.11, Urban Design and Compatible Development, Policy 2 by:</p> <ol style="list-style-type: none"> (1) deleting the semi-colon following the words “contribute to and enhance” in the first sentence; (2) deleting the word “or” between the words “skyline of the City” and “existing prominent views” and replacing it with the word “and”; (3) deleting the word “or” between the 	To correct a punctuation error and a cross-referencing error; and to clarify the extent of the policy.

	<p>words “views and vistas” and “create new vistas” and replacing it with the word “or”; and</p> <p>(4) deleting the reference to “Section 2.5.6, policy 4” and replacing it with a reference to “Section 2.5.6, policy 14”.</p>	
	<p>Amend Section 4.11, Urban Design and Compatible Development, Policy 7, by:</p> <ol style="list-style-type: none"> (1) deleting the word “roads” following the word “arterial” in the first sentence of the policy; (2) deleting the words “the intersection of” prior to the words “collector roads” in the first sentence of the policy; (3) deleting the word “and” between the words “gateways into communities” and the words “can feature” and replacing it with the word “that”; (4) deleting the word “feature” prior to the words “high levels of pedestrian” and replacing it with the word “support”; (5) adding a comma following the words “density of housing”; (6) deleting the words “and other land uses, and” prior to the words “commercial services”; (7) deleting the word “services” from between the words “commercial” and the words “and other land uses”; (8) adding the words “and services” following the words “and other land uses”; (9) deleting the words “serve as” prior to the words “focal points” and replacing them with the word “are”; (10) adding the words “for a community” following the words “focal points”; (11) deleting the word “location” following the words “that feature the corner” in paragraph a., and replacing it with the words “or street axis”; 	<p>To clarify the intent that the intersection of two streets may be at an axis that is not a corner.</p>

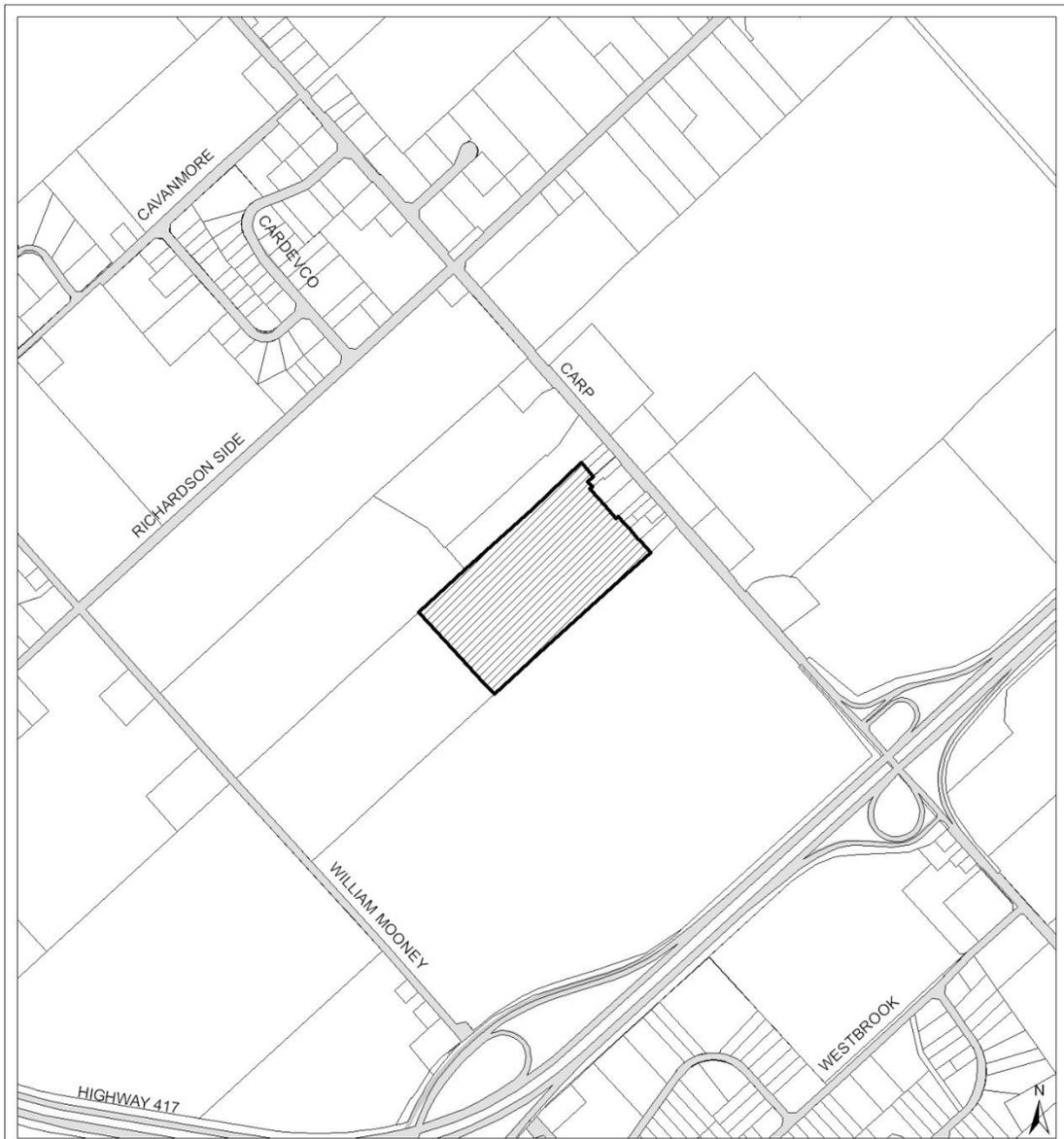
	<ul style="list-style-type: none"> (12) adding a colon following the word “by” in paragraph a.; (13) deleting the words “up to the corner” and replacing them with the words “close to the street edge”; (14) deleting the word “placing” and replacing it with the words “and/or orienting”; (15) deleting the words “nearest the corner, and/or by orienting the main entrance to the corner or to an axis with a view or terminus” and replacing them with the words “(e.g. the main entrance) to the corner or axis which has a view or terminus”. 	
	<p>Amend Section 4.11, Urban Design and Compatible Development, Policy 8, by:</p> <ul style="list-style-type: none"> (1) deleting the word “will” from between the words “metering devices” and the words “incorporate these requirements” from the first sentence and replacing it with the word “should”; (2) deleting the word “will” from between the words “This” and “be achieved through” from the second sentence and replacing it with the word “may”; and (3) adding the words “ground-oriented” between the words “cycle pathways or adjacent” and the word “residences”. 	<p>To clarify the intent of the policy.</p>
	<p>Amend Section 4.11, Urban Design and Compatible Development, Policy 9, by:</p> <ul style="list-style-type: none"> (1) deleting the words “community design plan or secondary plan” from the first sentence and replacing them with the words “secondary planning process”; and (2) deleting the words “evaluate the suitability” from the last sentence of the parent policy and replacing them with the words “assess the appropriateness”. 	<p>To clarify the intent of the policy.</p>

	Amend Section 4.11, Urban Design and Compatible Development, Policy 9(b), by: (1) adding the letter “s” at the end of the words “landscaped open space”; and (2) deleting the words “permitted by the planned function of adjacent properties as well as the prevailing patterns existing in the immediate area;” and replacing them with the following: “as established by adjacent properties or the planned pattern / function established by existing zoning where that pattern is different from the exiting pattern of development;”.	To correct a spelling error; To clarify the intent of the policy in that a “planned function” does not actually permit anything.
Schedules		
Schedule A	Amend Schedule A, Rural Area Policy Plan, by redesignating the lands shown on Schedule S61 (attached as Attachment 3) from “Sand and Gravel Resource Area” to “Carp Road Corridor Rural Employment Area”.	In response to a motion submitted by Councillor Hubley.
Schedule B	Amend the legend on Schedule B, Urban Area Policy Plan, to remove the “Macdonald-Cartier International Airport” designation.	To reflect the creation of Schedule M to address the Airport lands.
Schedules C, D, E, F, G, H, J	Amend Schedules C, D, E, F, G, H, and J to reflect the equivalent adopted Schedules in the Transportation Master Plan.	To ensure consistency with the Transportation Master Plan.
Annex 1: Road Classification and Rights-of-Way Protection		
	Amend Annex 1 by: (1) deleting the number “18” from the row describing the ROW to be protected on Donald B. Munro from Falldown (east leg) to “Langstaff” and replacing it with the number “16”;	To respond to a motion by Councillor El-Chantiry; and To clarify the ROW to be protected on Main Street.

	<p>(2) striking out all of the text to the row describing the ROW to be protected on Main Street from Highway 417 to Clegg; and</p> <p>(3) striking out all of the text to the row describing the ROW to be protected on Main Street from Clegg to Riverside.</p>	
Secondary Plans		
Tremblay TOD Secondary Plan, Schedule A.	<p>Amend the legend to Tremblay TOD Secondary Plan, Schedule A by</p> <p>(1) deleting the word “and”, and replacing it with the words “and/or”; and</p> <p>(2) deleting the word “et”, and replacing it with the words “et/ou”.</p>	To correct a wording error.
St. Laurent TOD Secondary Plan, Schedule B.	<p>Amend the legend to St. Laurent TOD Secondary Plan, Schedule B by</p> <p>(1) deleting the word “and”, and replacing it with the words “and/or”; and</p> <p>(2) deleting the word “et”, and replacing it with the words “et/ou”.</p>	To correct a wording error.
Cyrville TOD Secondary Plan, Schedule C.	<p>Amend the legend to Cyrville TOD Secondary Plan, Schedule C by</p> <p>(1) deleting the word “and”, and replacing it with the words “and/or”; and</p> <p>(2) deleting the word “et”, and replacing it with the words “et/ou”.</p>	To correct a wording error.
Provincial Consistency Statement		
	<p>The Council of the City of Ottawa declares that the official plan amendment set forth through Planning Committee Report 63, Item 2, as modified,</p> <p>(i) Has regard to the matters of provincial interest listed in the <i>Planning Act</i>, section 2;</p> <p>(ii) Is consistent with the Provincial Policy Statement; and</p> <p>(iii) Does not conflict with any</p>	To satisfy the legal requirement of expressing conformity with the <i>Planning Act</i> , the Provincial Policy Statement, and all provincial plans.

	provincial plan as no provincial plan is in force with respect to the City of Ottawa.	
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Schedule S61



Prepared by: Planning and Growth Management Department
Mapping & Graphics Unit



Préparé par: Service de l'urbanisme et de la gestion de la croissance,
Unité de la cartographie et des graphiques

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Revision: 11/15 Rev #:

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**SCHEDULE S61 to
AMENDMENT NO. XXX**

to the OFFICIAL PLAN
for the CITY OF OTTAWA
Amending Schedule A
Rural Policy Plan

**ANNEXE S61 de
L' AMENDEMENT No. XXX**

au PLAN OFFICIEL
de la VILLE D'OTTAWA
Modifiant l'Annexe A
Plan des politiques en milieu rural



LANDS REDESIGNATED FROM "SAND AND GRAVEL RESOURCE AREA" TO
"CARP ROAD CORRIDOR RURAL EMPLOYMENT AREA"

TERRAINS DONT LA DÉSIGNATION DOIT PASSER DE « ZONE DE RESSOURCES DE SABLE ET DE GRAVIER »
À « ZONE RURALE D'EMPLOI DU COULOIR ROUTIER DE CARP »