

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
22 May 2018 / 22 mai 2018**

**and Council  
et au Conseil  
13 June 2018 / 13 juin 2018**

**Submitted on 1 May 2018  
Soumis le 1er mai 2018**

**Submitted by  
Soumis par:  
John Smit,**

**Director / Directeur**

**Economic Development and Long Range Planning / Services du développement  
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**Planning, Infrastructure and Economic Development Department / Direction  
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**Ward: BARRHAVEN (3) and RIDEAU-  
GOULBOURN (21)**

**File Number: ACS2018-PIE-EDP-0026**

**SUBJECT: Community Design Plan, Master Servicing Study, Master  
Transportation Study, Environmental Management Plan, Area Parks  
Plan and Official Plan Amendments for Barrhaven South Urban  
Expansion Area**

**OBJET: Plan de conception communautaire, Plan directeur de viabilisation, Plan directeur des transports, Plan de gestion de l'environnement, Plan des parcs du secteur et modifications au Plan officiel pour le secteur d'expansion urbaine de Barrhaven-Sud**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve:**
  - a. The Barrhaven South Urban Expansion Area Community Design Plan as outlined in this report and in Document 1;**
  - b. The Barrhaven South Urban Expansion Area Master Servicing Study, as outlined in Document 2;**
  - c. The Barrhaven South Urban Expansion Area Transportation Master Study, as outlined in Document 3;**
  - d. The Barrhaven South Urban Expansion Area Parks Plan, as outlined in Document 4; and**
  - e. The Barrhaven South Urban Expansion Area Environmental Management Plan, as outlined in Document 5; and**
  - f. Official Plan Amendment XX, as outlined in Document 6.**
  
- 2. That Planning Committee approve the Consultation Details as provided in Document 7 of this report to be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 13 June 2018, subject to submissions received between the publication of this report and the time of Council's decision.**

## RECOMMANDATIONS DU RAPPORT

1. **Que le Comité de l'urbanisme recommande au Conseil d'approuver ce qui suit :**
  - a. **Le Plan de conception communautaire du secteur d'expansion urbaine de Barrhaven-Sud, comme il est décrit dans le présent rapport et dans le document 1;**
  - b. **Le Plan directeur de viabilisation du secteur d'expansion urbaine de Barrhaven-Sud, comme il est décrit dans le document 2;**
  - c. **Le Plan directeur des transports du secteur d'expansion urbaine de Barrhaven-Sud, comme il est décrit dans le document 3;**
  - d. **Le Plan des parcs du secteur d'expansion urbaine de Barrhaven-Sud, comme il est décrit dans le document 4;**
  - e. **Le Plan de gestion environnementale du secteur d'expansion urbaine de Barrhaven-Sud, comme il est décrit dans le document 5;**
  - f. **La modification XX au Plan officiel, comme il est décrit dans le document 6.**
  
2. **Que le Comité de l'urbanisme donne son approbation à ce que les détails de la consultation contenus dans le document 7 du présent rapport soient inclus en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et de l'avocat général et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73 », à la réunion du Conseil municipal prévue le 13 juin 2018, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

## EXECUTIVE SUMMARY

This report recommends the approval of an Official Plan amendment to bring the 121 hectare Barrhaven South Urban Expansion Area into the Urban Area. Planning and infrastructure for the lands are supported by a Community Design Plan (CDP), Master Servicing Study, Master Transportation Study, Environmental Management Plan and Area Parks Plan. A site specific Official Plan Amendment is also recommended to allow

for future integration of planning and infrastructure studies for the sand and gravel resource areas. The report also describes the integration of the comprehensive planning and municipal class Environmental Assessment processes.

### **Assumption and Analysis**

Under Official Plan Policy 2.5.6 and the policies in Section 3.11, Urban Expansion Study Areas are brought into the urban area through secondary planning processes such as Community Design Plans (CDPs) and area-specific plans. Supporting CDPs are additional studies such as a Master Servicing Study, Master Transportation Study, Environmental Management Plan (EMP) and an Area Parks Plan. This report includes each of these supporting studies in keeping with Official Plan requirements.

### **Public Consultation/Input**

Because this was a privately-initiated (or developer-driven) CDP, the City of Ottawa staff's role was to interact with the consulting team and coordinate meetings with city departments, agencies and residents. The Community Planning Unit also provided guidance to ensure that the CDP and study process has complied with City and Provincial policies, procedures and public consultation requirements.

In the preparation of this CDP, three public consultation events, including two public open houses and a workshop session were held in the Barrhaven community. Comments received during the study were generally supportive although some comments received expressed concern about traffic and future road noise.

Based on the public consultation and further discussion with stakeholders, the CDP, Official Plan Amendment and supporting documents have been prepared to reflect the public's input and their enhanced knowledge of this growing community in the City.

### **RÉSUMÉ**

Le présent rapport recommande l'approbation d'une modification au Plan officiel destinée à intégrer le secteur d'expansion urbaine de Barrhaven-Sud, d'une superficie de 121 hectares, au secteur urbain. La planification de l'aménagement de ce secteur et le choix des infrastructures qui y seront installées sont étayés par un plan de conception communautaire (PCC), un plan directeur de viabilisation, un plan directeur des transports, un plan de gestion de l'environnement et un plan des parcs du secteur. Une modification au Plan officiel propre à l'emplacement est également recommandée afin de permettre l'intégration des études de planification et d'infrastructure portant sur les secteurs de ressources en sable et en gravier. Le rapport décrit également l'intégration

des processus de planification détaillée et d'évaluation environnementale municipale de portée générale.

### **Hypothèse et analyse**

En vertu de la politique 2.5.6 du Plan officiel et des politiques de la section 3.11, les secteurs d'expansion urbaine à l'étude sont intégrés au secteur urbain par le biais de processus secondaires, notamment des plans de conception communautaire (PCC) et des plans propres à des secteurs. Les PCC connexes sont des études supplémentaires; il peut s'agir d'un plan directeur de viabilisation, d'un plan directeur des transports, d'un plan de gestion de l'environnement et d'un plan des parcs du secteur. Le présent rapport contient chacune de ces études connexes, conformément aux exigences du Plan officiel.

### **Consultation publique et commentaires**

Puisqu'il s'agissait d'un PCC élaboré à titre privé (ou rédigé sur l'initiative d'un promoteur), le rôle du personnel de la Ville d'Ottawa a consisté à interagir avec l'équipe de consultants et à coordonner des réunions avec les services municipaux, les organismes concernés et les résidents. De son côté, l'Unité de la planification communautaire a fourni des orientations destinées à garantir la conformité du PCC et des études aux politiques, aux procédures et aux exigences de consultation publique appliquées par la Ville et la province.

Trois séances de consultation publique ont été organisées à Barrhaven pour la préparation de ce PCC : deux réunions portes ouvertes et un atelier. Les commentaires reçus pendant la durée de l'étude étaient globalement favorables, mais certains faisaient état de préoccupations entourant la circulation et le bruit qui proviendra de la route.

Après consultation publique et discussions complémentaires avec les parties intéressées, le PCC, la modification au Plan officiel et les documents connexes ont été élaborés de manière à refléter l'opinion des membres du public et leur connaissance accrue de cette collectivité en plein essor.

### **BACKGROUND**

Urban Expansion Areas are lands identified on Schedules A and B of the Official Plan (OP) that are intended to accommodate projected population growth to the year 2031. Through the resolution of appeals to Official Plan Amendment (OPA) 76, a number of

lands across the City were approved as Urban Expansion Areas including the Barrhaven South Urban Expansion Area.

The Barrhaven South Urban Expansion Area is a 121-hectare site abutting the existing Barrhaven South community. It is bounded by two gravel pits and rural lands along Borrisokane Road to the west, the Quinn's Point and Halfmoon Bay neighbourhoods to the north, existing Greenbank Road to the east and Barnsdale Road to the south. As the site is designated an Urban Expansion Area in the Official Plan, a Community Design Plan (CDP) is required prior to development.

The Barrhaven South Urban Expansion Area is under the majority ownership of two owners – The Minto Group (66 hectares) and Mattamy Homes (10 hectares). In addition, there are two gravel pits, Marcel Brazeau Ltd. and George W. Drummond Limited (25 and 20 hectares respectively) and three smaller properties each with existing residences (collectively 1.1 hectares). Both of the pits are sand and gravel extraction and processing operations licenced under the *Aggregate Resources Act*.

City and Provincial policy will not allow lands immediately adjacent to the sand and gravel pits to develop with sensitive land uses (such as residential) until the sand and gravel extractions cease. In recognition that some of the expansion lands were located within the constraint area of the sand and gravel operations, the City and Stakeholder group have amended the Urban Expansion Area through a no net-gain approach. Through this no net-gain approach, urban expansion lands owned by the Minto Group that abut the southern sand and gravel pit were substituted equally for lands that were not originally included in the Urban Expansion Area. The newly-included lands are north of Barnsdale Road along the west side of existing Greenbank Road. They are owned in large part by the Minto Group, but also include a 0.2-hectare parcel at 3976 Greenbank Road that is owned by a private individual.

Under Official Plan Policy 2.5.6, urban expansion areas are brought into the urban area through secondary planning processes such as Community Design Plans (CDPs) and area-specific plans. Supporting CDPs are additional studies such as a Master Servicing Study, Master Transportation Study, Environmental Management Plan (EMP) and an Area Parks Plan. This report includes each of these supporting studies in keeping with Official Plan requirements .

The current study also integrates the comprehensive planning and municipal class Environmental Assessment processes that are formally required to bring the urban expansion lands into the Urban Area. The integrated approach combines information

from a number of studies and their consultation efforts in order to inform the public and guide the planning process for the development of a new community.

The integrated planning and Environmental Assessment process concludes with a recommendation that Planning Committee recommend Council approve Official Plan amendments and the supporting studies. This will bring the Barrhaven South Urban Expansion Area into the Urban Area and provide guidance for the future integration of servicing into the community.

## **DISCUSSION**

### Considerations

In preparing the CDP and supporting studies, various development scenarios were explored in consultation with stakeholders and the public. Options were evaluated to determine how well they supported the direction given in the Official Plan for the development of new neighbourhoods, the Provincial Policy Statement and other applicable policy documents and guidelines. The CDP was also prepared with Building Better and Smarter Suburbs (BBSS) principles, and site-specific opportunities and constraints have been identified. The CDP builds upon what has been learned through the recent development of the existing Barrhaven South neighbourhoods.

Community Design Plans (CDPs) are required to meet the broad direction and policies set by the Official Plan. The preparation and approval of CDPs are guided by requirements in Official Plan Section 2.5.6. Key strategic directions include the following:

- Directing growth to the Urban Area where services already exist in order to reduce urban sprawl, make efficient use of existing infrastructure (e.g. transit and public utilities) and reduce long-term operating costs.
- Promoting compact urban development so that facilities and services are/can be provided in an efficient manner (e.g. schools, parks, retail).
- Locating facilities and services close to residences.
- Achieving residential and employment densities to support transit ridership.
- Designing communities that support walking and cycling.

A CDP outlines how future development in this area should occur. This includes:

- The vision and key guiding principles for redevelopment of the area.
- Direction for redevelopment to ensure that it enhances the local area and larger city.
- Identifying appropriate land uses to achieve a complete community, as well as residential and employment densities to support the policies of the OP.
- Inclusion of provisions for the open space, parks and recreation.
- Direction for the arrangement of transportation corridors and servicing networks.
- Design direction for architecture and open space.

Policy 5 in Section 3.11 of the Official Plan requires the preparation of a Financial Implementation Plan. This plan will detail whether the servicing and recreational pathways will be paid for through development charges or at the expense of the developer. Additionally, the CDP sets out requirements for this plan to be developed and finalized prior to future planning applications being approved. Based on the proposed Master Servicing Study (document 2) watermain, wastewater and exfiltration systems will not be eligible for Development Charge recoveries by the developer(s). The Master Servicing Study also identifies a City cost of \$498,000 to pay for the oversizing of the conventional storm sewer to service the Park and Ride and New Greenbank Road. Funding for this will be borne by the City when the Park and Ride and New Greenbank Road. Funding for this will need to be added as an additional budget item for each of the Park and Ride and New Greenbank Road projects.

Further Official Plan policy requirements in Sections 3.11 - Urban Expansion Study Area and 3.7.4. - Mineral Aggregate Resource Areas have been considered in this study and are reflected in the directions outlined in the Official Plan Amendment, CDP and supporting studies.

#### Vision for the Barrhaven South Urban Expansion Area Community

Over the last five years, the Barrhaven South area has quickly developed into a thriving, contemporary suburban community. The vision for the Barrhaven South Urban Expansion Area is for new development to add to and complement the existing Barrhaven South Community. The built form of this community should, at



build out, blend seamlessly into the recently developed Barrhaven South community to make a cohesive whole.

The CDP being recommended for approval provides for the lands to be developed as a complete community that is walkable, cycling-supportive and transit ready. One of the key BBSS approaches being carried into this CDP is the use of the offset grid pattern with block dimensions that support a higher walk score. As this CDP was already underway when BBSS was introduced, there has been limited opportunity to develop connections between the offset grid and arterial streets. Nevertheless, Planning and Transportation Staff continue to work together toward new approaches that will achieve a better integration of arterials into new neighbourhoods. One future goal is to improve the efficiency of closed-off window streets along arterial streets. To this end, the CDP encourages innovative design of arterial streets in the future.

#### Design, Density and Built Form

The overall development program, as recommended, will accommodate approximately 1200 residential units with full build-out expected to occur by 2031. Additional units will be added in the future through development applications on the lands where sand and gravel pits currently operate, which are to be designated in the Developing Communities (expansion area) overlay on Schedule B of the Official Plan.

Densities for current development will reflect those in the adjacent Quinn's Pointe and Half Moon Bay developments of Barrhaven South. The Official Plan expresses target densities as persons and jobs per gross hectare, with the greatest densities directed to the areas closest to rapid transit stations. For this reason, the highest density in the Barrhaven South Urban Expansion Area CDP is concentrated along the new Greenbank Road alignment, which is anticipated to have dedicated central transit lanes, and adjacent to the future transit node comprised of the future Kilbirnie Station and associated park-and ride. Consistent with the Official Plan, the proposed CDP has a density of no less than 34 people and/or jobs per gross hectare.

The CDP's land use concept and demonstration plans identify both residential and mixed-use neighbourhoods that are focused around a central mixed-use core that would serve as the heart of the new community. The CDP area will also accommodate up to two elementary schools that will serve the adjacent neighbourhoods as well as the broader community. The various neighbourhoods

will accommodate a range of residential building types as well as a key future transit node. There will be a range of building heights and densities in order to create a vibrant and dynamic urban community.

The land use demonstration plan accommodates extensive pedestrian and cycling mobility. As part of the CDP process, cross-sections were developed so that multi-use pathways and cycle-tracks are included on all key streets. Particular emphasis has been placed on providing for pedestrian connections to schools, parks and transit connections per BBSS directions.

The CDP area includes a network of public parks, including a community park with ball diamond, neighbourhood parks and several parkettes as detailed in the Area Parks Plan (Document 4 of this report). The community level park is planned to be coordinated with a new public library branch and an elementary school. The total area of land that will be dedicated for public parks meets parkland dedication requirements.

#### Natural Heritage and Water

The CDP and EMP addresses the goal of protecting existing groupings of significant trees and locating them in parks wherever possible. Because of the uniquely well-drained soils in this area, an opportunity exists to plant tree species that can grow to comparably large size. These trees can be large enough to provide shade and may become a focus of community identity in the long term. The well-drained soils also allow for enhanced infiltration of stormwater as recommended and detailed in the Master Servicing Study.

#### Servicing

The Master Servicing Study identifies the water, wastewater and stormwater requirements for the site and sets the framework for further detailed engineering design. The proposed servicing for the Barrhaven South Urban Expansion Area coordinates with the servicing approach for the previous Barrhaven South study area and is detailed in Document 2 of this report.

A unique feature of the Barrhaven South Urban Expansion Area is that it has very well-drained soils. Drainage and infiltration is so substantive that the area has been identified as a significant groundwater recharge area. For this reason, the proposed stormwater servicing will incorporate a “third pipe” approach whereby clean stormwater run-off from local streets will be infiltrated directly into the

underground aquifer. The aim of including special infiltration features is to help maintain the water quantity and quality in this important groundwater feature. Water from collector and arterial streets (which are salted in winter) will be diverted for treatment into conventional storm water management facilities. Sanitary sewers will be of conventional design and connected to the existing Barrhaven South community. Details of the infiltration system and other servicing considerations are included the Master Servicing Study (Document 2).

### Sand and Gravel Resource Areas

Both sand and gravel pits are designated in the Official Plan as Sand and Gravel Resource Areas. The area of each of these pits that is beyond 500 metres from the Trail Road Landfill has been included in the Urban Expansion Area boundaries.

While each of the pits is under active operation, it is the expectation that in the near term (less than 10 years) each of the pits will exhaust its supply of aggregate material and be fully rehabilitated, after which time future development can proceed. For this reason, it is recommended that the pit areas continue to be designated Sand and Gravel Resource Areas while still being added to the Urban Area on Schedule B of the Official Plan. Because the long-term future of these lands is to integrate them into the Barrhaven South neighbourhood, it is further recommended that the Developing Communities overlay be shown over the pit areas outside of the 500 metres from the Trail Road Facility. Finally, because the intent of the redevelopment of the pits is to coordinate with the Barrhaven South Urban Expansion Area, a site-specific Official Plan policy is proposed that would allow for integration of the pit lands into the CDP and supporting studies. This should preclude the need for new comprehensive studies and facilitate these being developed in a timely manner. To further facilitate this, the CDP and each of the supporting studies include subsections outlining the necessary study requirements and updates.

### Trail Road Facility

Lands within the CDP area are within proximity of the Trail Road Facility (landfill). Both the Trail Road Facility staff and Ottawa Public Health have identified an area of interest within 1000 metres of the landfill. Factors noted are air pollutants and/or odours that may occur from temporary power outages and heavy rainfalls as well as ongoing operations of the landfill. For this reason, additional study of air quality is a consideration prior to future development as described in the CDP and Environmental Management Plan (Document 5). If issues are identified, a range of

appropriate mitigation strategies will be considered that address not only health but annoyance pathways.

### The Official Plan Amendments

The primary purposes of the Official Plan amendments (Document 6) are to remove the Urban Expansion Area designation from Schedule A (Rural Area) and to expand the urban boundary over these same lands on Schedule B (Urban Area). It should be noted that the lands that are designated Sand and Gravel Resource Area will be maintained in this same designation on Schedule B with an additional Developing Community overlay notation. The remainder of the lands in the CDP area will be designated General Urban Area on Schedule B.

To address the need for future integration of the sand and gravel pits into the community, a site-specific Official Plan policy is recommended. Rather than requiring a new comprehensive level of study, the intent of this policy is that a scoped study and urban design will be integrated into the approved CDP and supporting studies. Facilitating this, the CDP and supporting studies include specific directions outlining the information and analysis requirements for future integration into these documents.

### Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

### Public Consultation

The CDP was a multi-year process that engaged a diverse range of stakeholders.

Public open houses were held in the community in November 2012, May 2013 and February 2014. Open houses were advertised in local papers, on the proponent's website and on the City's website.

At the open houses, information was presented on: the opportunities and constraints of the site; the environmental strategy for the site; and the proposed land use concept and density and design for the community.

Public circulation of the draft CDP and supporting studies in March – April 2018 yielded questions regarding timing of development and infrastructure works. There were no public comments voiced in opposition or concern received for this proposal.

## **RURAL IMPLICATIONS**

This report provides for the removal of lands designated Urban Expansion Area and Sand and Gravel Resource Area on Schedule A of the Official Plan and the addition of the lands to the General Urban Area and Sand and Gravel Resource Area on Schedule B of the Official Plan.

## **COMMENTS BY THE WARD COUNCILLORS**

Councillor Moffatt is aware of the recommendations related to this report

Councillor Harder provided the following comments:

“I am pleased to support the staff recommendations within this report. This is a great example of smart growth whereby we are using existing City infrastructure to advance new development. The addition of new parks, schools, and businesses is needed for the continued progression of Barrhaven and pertinent to support the growth we have been experiencing.”

## **LEGAL IMPLICATIONS**

There are no legal impediments to the adoption of the recommendations in this report.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations of this report.

## **FINANCIAL IMPLICATIONS**

In accordance with the Official Plan, Section 3.11 – Urban Expansion Study Area:

5. Proponents of development will prepare a Financial Implementation Plan and commit to providing:

- a) The on-site and off-site servicing systems described above through development charges or at the expense of the developer; and
- b) The natural heritage system as non-developable lands to be transferred to the City for \$1; and

- c) The Recreational Pathways as identified in this Plan through development charges or at the expense of the developer

The Master Servicing Study describes that the proposed watermain, wastewater and exfiltration systems would not qualify for Development Charge recoveries. The report also identifies a City cost of \$498,000 to pay for the oversizing of the conventional storm sewer to service the Park and Ride and New Greenbank Road. The funds will be required as additional budget line items in each of the Park and Ride and New Greenbank Road projects.

### **ACCESSIBILITY IMPACTS**

The proposed layout of the new community is designed to provide safe and attractive alternatives to travel in private vehicles. A connected network of sidewalks, cycle-tracks and multi-use pathways, as well as a street pattern that supports transit service, are all aimed at creating the framework of an accessible community.

### **ENVIRONMENTAL IMPLICATIONS**

The Environmental Management Plan (Document 4) identifies the significant natural features and ecological functions within the study area and provides recommendations for their protection and enhancement. This information was considered in the development of the CDP and the Master Servicing Study. Groupings of existing trees are located in parks and open areas, providing opportunities for retention. The planting of a wide variety of native trees, including species that grow to large size at maturity, is promoted to increase the new community's urban forest canopy. The proposed stormwater management plan includes initiatives that will maintain clean stormwater infiltration, thereby maintaining the significant groundwater recharge functions of the Kars Esker. Recommendations are also provided to address species at risk, where necessary, in compliance with provincial and federal legislation.

No significant negative impacts to the City's Natural Heritage System are anticipated to result from the development of this Urban Expansion Area, provided the recommendations of the EMP are implemented. The establishment of new trees during the development process will increase the canopy cover in this area and contribute to the overall urban forest

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

Transportation and Mobility

TM2 – provide and promote infrastructure to support safe mobility choices

TM3 – integrate the rapid transit and transit priority network into the community

TM4 – improve safety for all users

TM5 – ensure reliable, safe, accessible and affordable transit services

Sustainable Environmental Services

ES1 – an environmentally sustainable Ottawa

ES2 – reduce long-term costs through planned investment and staging of diversion and conservation strategies

Healthy and Caring Communities

HC2 – revitalize recreation services

HC3 – create new affordable housing options

## **SUPPORTING DOCUMENTATION**

Document 1 Barrhaven South Urban Expansion Area Community Design Plan

Document 2 Barrhaven South Urban Expansion Area Master Servicing Study

Document 3 Barrhaven South Urban Expansion Area Master Transportation Study

Document 4 Barrhaven South Urban Expansion Area Area Parks Plan

Document 5 Barrhaven South Urban Expansion Area Environmental Management Plan

Document 6 Amendment XX to the Official Plan including the Barrhaven South Urban Expansion Area

Document 7 Consultation Details

**DISPOSITION**

Planning, Infrastructure and Economic Development Department to prepare the implementing by-laws adopting the Official Plan Amendment, forward to Legal Services and undertake the statutory notification.

Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

City Clerk and Solicitor Department, Legislative Services, to notify persons who made oral or written submissions at the Planning Committee meeting, as well as all persons who requested to be notified of the adoption of the Official Plan amendment.

The City Solicitor and Planning, Infrastructure and Economic Development Department to ensure that the appropriate changes to the 'On-road Cycling Routes' on Schedule C are reflected in the updated Schedule C that is included in OPA 150 when approved by the Ontario Municipal Board.