



Committee Report

To:	Warden Hicks and Members of Grey County Council
Committee Date:	January 13, 2021
Subject / Report No:	Owen Sound Official Plan / PDR-CW-01-22
Title:	Approval of Owen Sound Official Plan
Prepared by:	Scott Taylor
Reviewed by:	Randy Scherzer
Lower Tier(s) Affected:	City of Owen Sound
Status:	

Recommendation

- 1. That the Committee of the Whole hereby approves the new City of Owen Sound Official Plan as adopted by By-law No. 2021-080, subject to the following modifications attached to Report PDR-CW-01-22 as Schedule 1 and dated January 13, 2022.**

Executive Summary

In June 2021 the City of Owen Sound adopted a new City Official Plan, which will replace their former 2006 Official Plan. This new Plan considers recent changes to the *Planning Act*, the Provincial Policy Statement, the Niagara Escarpment Plan, the County Official Plan, as well as input from members of the public and agencies. The City's consultation on this new Plan, resulted in a number of changes based on the feedback received. Climate change and the need for affordable and attainable housing were some of the topics with the most public comments. County staff are recommending some minor changes to the adopted Plan, which have been reviewed and consented to by City staff and their Planning Consultant.

Background and Discussion

The City of Owen Sound adopted a new City Official Plan on June 28th, 2021. The new City of Owen Sound Official Plan (OSOP) is intended to replace the previous OSOP from 2006. A link to the adopted 2021 OSOP has been included in the Attachments section of this report.

As part of the development of the Official Plan, the City hosted public consultation sessions, as well as a circulating the OSOP to the required agencies. The OSOP was changed between the first draft and the adopted version to reflect the feedback received.

The County of Grey is the delegated approval authority for the approval of new City Official Plans. Since adoption in June of 2021, County and City staff have been working together to explore some minor changes to the adopted Plan. Proposed modifications to the Plan are being recommended based on input received, as well as ensuring conformity and consistency with planning legislation and policy. City staff and their consultant were apprised of the County's proposed modifications, in order to provide feedback to the County, prior to drafting this report.

Should the County approve the City Plan, notice would be given to agencies and the public who requested notice, and there would be a 20-day appeal period, as per the provisions of the *Planning Act*. Approval of the Plan would also have the effect of formally repealing the former 2006 OSOP.

Public and Agency Comments

There were a number of public and agency comments submitted as part of the development of the new OSOP. A summary of those comments can be found in City Staff Report CS-21-027, which is linked to in the Attachments section of this report.

Not surprisingly one of the main areas for public comment was on climate change and sustainability. In response to the public comments, as well as the County's Climate Change Action Plan, the City has committed through their Official Plan to complete a Climate Action Plan.

Another key area of public comment was the need for additional affordable and attainable housing units. The City has made changes to their Plan to align with recent changes to the *Planning Act*, as well as the County's housing strategies.

A fulsome analysis of all comments submitted will not be provided here, as County staff would defer to the City staff report noted above for that analysis. City staff and Council have done a great job of responding to those comments and modifying the Plan accordingly.

Analysis of Planning Issues – Legislation, Provincial Policy Statement, and Niagara Escarpment Plan

Planning Authorities must have regard for matters of Provincial interest, as set out under the *Planning Act* and be consistent with the Provincial Policy Statement (PPS) 2020. Decisions must also conform to the County of Grey Official Plan and any Provincial Plans that are in force and effect.

In the case of the OSOP, the Plan must also not be in conflict with the Niagara Escarpment Plan. Niagara Escarpment Commission staff have provided comments on the OSOP, and County staff would defer to their analysis with respect to conformity to the Niagara Escarpment Plan.

A number of changes to the former City Official Plan have been made to reflect changes to the *Planning Act* related to additional residential units and the removal of bonusing provisions.

Section 2 of the *Planning Act* sets out the matters of Provincial interest which all land use decisions shall have regard for. The matters under this section of the Act cover a broad spectrum of interests, which will not be explored in detail in this report.

Section 1 of the PPS promotes development within settlement areas that can be serviced by municipal water and sewer systems. The City is designated as a Primary Settlement Area, which provides the greatest opportunity for new growth, as it has full municipal services. Section 1 further promotes the efficient use of land, resources and infrastructure, and promotes infill, intensification and the redevelopment of former brownfield sites. The OSOP provides policy that requires all new development to be serviced appropriately, at densities that provide for the efficient use of land and infrastructure.

Section 2.1 of the PPS provides for the protection of significant natural heritage features within the Province. The OSOP contains similar policies and mapping to the County Plan in this regard.

Section 2.6 of the PPS provides for the protection of built and cultural heritage resources. The OSOP includes a policy framework for the protection of said resources including referencing the role of indigenous peoples consultation in the planning process.

Section 3.1 of the PPS speaks to directing land away from areas of natural hazard. The Grey Sauble Conservation Authority (GSCA) has reviewed the policies and mapping, and provided their comments on the OSOP.

Additional changes were made to the City Plan to address the 2020 PPS policies, which had nuanced differences from the former 2014 PPS.

County Planning staff are satisfied that the OSOP, with the proposed modifications in Schedule 1 to this report;

- has regard for matters of Provincial Interest under the *Planning Act*,
- is consistent with the Provincial Policy Statement, and
- conforms to the Niagara Escarpment Plan.

Analysis of Planning Issues – County Official Plan

The OSOP must conform to the purposes and policies of the County Official Plan; however, the OSOP can also provide more detailed policies than would be provided for in an upper tier plan. The County Plan contains detailed rural and agricultural policies, and as such municipal official plans often focus on providing detailed settlement area policies. In this case, with the City being entirely a Primary Settlement Area, the policy efforts that have gone into this new OSOP focus entirely on growth, heritage, and natural environment protection in the City.

The OSOP successfully implements a number of policies from Recolour Grey, the County Official Plan, as well as supporting other County initiatives such as housing, transportation, and climate change. As noted earlier in this report, there have been key additions to the OSOP to provide some new policies on climate change, and to further adjust the City's housing policies, in order to support new affordable and attainable housing.

A number of the modifications recommended in Schedule 1 to this report are minor in nature. Some reflect clarification of a policy, while others are in relation to recent changes to the *Planning Act*, PPS, or the County Plan. Other changes clarify policies regarding County infrastructure in the City, such as the C.P. Rail Trail. The modifications have been shared in advance with City staff and their consultant who have supported the proposed changes. A

number of other potential modifications were simply not needed, as City staff and Council had addressed most of the County comments prior to the adoption of the new OSOP.

Subject to the detailed modifications in Schedule 1 to this report, County staff consider the OSOP to conform to the County of Grey Official Plan.

Legal and Legislated Requirements

The new Official Plan has been adopted and is now recommended for approval, with modifications, as per the requirements in the *Planning Act*. Should the Plan be approved, County staff will give notice of decision in accordance with the requirements in the *Planning Act*.

Financial and Resource Implications

At this time there are no expected financial or staffing considerations beyond those normally encountered in processing a new Official Plan. While there is always the possibility that the Plan could be appealed to the Ontario Land Tribunal, County staff are of the opinion that the City has done an excellent job of addressing any concerns and comments that have been brought forward.

Relevant Consultation

- Internal: Economic Development, Transportation Services, Community Transit, Forestry and Trails
- External: City of Owen Sound, the Public, and required agencies under the *Planning Act*

Appendices and Attachments

[Adopted 2021 Owen Sound Official Plan](#)

[City Staff Report CS-21-027](#)

Schedule 1: Proposed Modifications to the City of Owen Sound Official Plan

Modification Number	Section or Schedule Number	Adopted Policy or Summary	Recommended Modification	Policy or Principle Basis for the Proposed Modification
1	1.1(1)	“Provide policies, goals and objectives to guide the development and redevelopment of lands within the City for a period of 25 years.”	Subsection 1.1(1) is hereby deleted and replaced with the following: “Provide policies, goals and objectives to guide the development and redevelopment of lands within the City for a period equal to the planning horizon of the County of Grey Official Plan.”	The County’s Growth Management Strategy (GMS) Update has now been finished, but the County Official Plan has not been updated yet, as such the County’s planning horizon is still 2038. This modification will allow the City to utilize the 25-year planning horizon without needing to pass another amendment, once the County’s Updated GMS has been incorporated into the County Plan through County Official Plan Amendment # 11.
2	3.1.1(d)	“ARUs in a building accessory to a single detached dwelling, semidetached dwelling or row house if the single detached dwelling, semidetached dwelling or row house contains a single residential unit on one lot and subject to the policies of Section 3.1.7.1.”	Subjection 3.1.1(d) is hereby deleted and replaced with the following: “ARUs in a building ancillary to a single detached dwelling, semi-detached dwelling or row house if the single detached dwelling, semi-detached dwelling or row house contains no more than two residential units on one lot and subject to the policies of Section 3.1.7.1.”	Corrections have been made to section 3.1.1(d) to align with the provisions of the <i>Planning Act</i> that permit Additional Residential Units (ARUs) in both ancillary buildings and in the primary dwelling.
3	3.1.7.1(a)	“a. Not more than two accessory dwelling units are permitted in association with an existing legal dwelling unit on a lot and a lot may not contain more than two accessory dwelling units.”	Subsection 3.1.7.1(a) is hereby modified by deleting the word “accessory” and replacing it with the word “ancillary”. Subsection 3.1.7.1(a) is hereby further amended by deleting the words “accessory dwelling units” and replacing it with “ARUs”.	Similar to modification # 2, changes have been made to ensure consistent terminology throughout the Plan.
4	3.4.1.3	“The Regional Shopping Centre designation may permit residential uses, subject to an Official Plan Amendment and/or Zoning Bylaw Amendment with appropriate studies, to create a well-balanced and integrated, mixed use commercial centre. An application for Residential development shall consider the following: a) Adequate parking for residential and non-residential uses. b) Appropriate buffering and/or integration of the residential uses and other permitted uses. c) Analysis of land use compatibility considerations, such as noise and traffic.	Subsection 3.4.1.3 is hereby modified by deleting the words “an Official Plan Amendment and/or” in the first sentence of this section and replacing it with the word “a”.	Clarifying that an official plan amendment would not be needed to permit residential development in the Regional Shopping Centre designation, provided criteria (a) – (d) can be met with a zoning by-law amendment.

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		d) Implementation of urban design policies, any approved urban design guidelines and objectives of this Plan.”		
5	3.2.3.2	“Drive-through and curbside pickup facilities may be permitted on lands designated for commercial use. Drive-through facilities are discouraged in the River District. Provisions to permit and/or regulate drive-through facilities will be implemented in the Zoning By-law.”	Subjection 3.2.3.2 is hereby deleted and replaced with the following: “Drive-through and curbside pickup facilities may be permitted on lands designated for commercial use. Drive-through facilities are not permitted in the River District. Provisions to permit and/or regulate drive-through facilities will be implemented in the Zoning By-law.”	The City policy is to not permit drive-throughs in the River District and the adopted policy would have conflicted with Subsection 3.3.1.1(j).
6	5.1.4.15	A new subsection to be added at the end of the existing Parking section of the City Plan.	A new subsection 15 is hereby added onto the end of section 5.1.4 as follows: “The City may consider reducing the required number of parking spaces needed for development or redevelopment where the following criteria have been justified: a) Demonstration that the proposed use does not require the stated level of parking e.g. affordable housing whereby car ownership would be low, or b) An agreement has been registered on-title to provide off-site parking.”	Parking is generally regulated by the zoning by-law, rather than in the official plan. This proposed modification will offer guidance on how one considers a parking reduction from the requirements in the zoning by-law. The City already considers parking reductions through zoning amendment and in other policies of this Plan such as 3.3.6.1(g). The need for an over-supply of parking can be a barrier to affordable housing and other pedestrian oriented design objectives. This policy will not compel the City to reduce its parking standards, but rather would support staff and Council in doing so in appropriate scenarios.
7	3.7.4	Subheading in this section currently reads: “8 th Street East from 10 th Avenue East to 17 th Avenue East”	The reference to “17 th Avenue East” with respect to the Health and Education District is hereby deleted and replaced with “20 th Avenue East”.	Reference to 17 th Avenue East was minor typographical error. The Health and Education District is to be extended to 20 th Avenue East.
8	3.1.5.5	A new subsection to be added at the end of the existing Attainable & Rental Housing section of the City Plan.	A new subsection 3.1.5.5 is hereby added as follows: “For the purpose of this Official Plan, attainable housing units are those that do not meet the provincial definition for ‘affordable’ rental rates but whose rental rates are less than the current market rate and attainable to the City’s residents and workforce.”	Clarification on the term ‘attainable’ which is not otherwise defined in the Plan or the Provincial Policy Statement.

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9	Schedule A1	Clarification of mapping.	Schedule A1 is hereby deleted and replaced by a new Schedule A1 which redesignates lands at the corner of 9 th Avenue East and 26 th Street East from 'Neighbourhood Commercial' to 'Arterial Commercial'. Link to modified Schedule A1	A minor change to lands to shift the existing commercial designation to Arterial Commercial.
10	4.2.4.1	"Relocation of the trail network to facilitate development of abutting lands may be permitted without amendment to this Plan provided that the trail remains continuous in a linear fashion with safe road crossings and that the design is consistent with the needs of a variety of trail users. Any potential trail relocation shall require agreements with and approval from the County of Grey."	Section 4.2.4.1 is hereby deleted and replaced with the following: "The County maintains a trail along the former railway corridor that bisects the Sydenham Heights Planning Area. Appropriate setbacks may be required as development occurs within this area. Potential relocation of the trail to facilitate development of abutting lands may be permitted without amendment to this Plan provided the trail remains continuous in a linear fashion with safe road crossings, the design is consistent with the needs of a variety of trail users, and the potential relocation does not conflict with the County's long-term goals and objectives for the former railway corridor. Any potential trail relocation shall require agreements with and approval from the County of Grey."	A minor wording change, similar to what was in the former City Official Plan, which also reflects the County's long-term goals for the C.P. Rail Trail.
11	7.4.7.2	"Access for snowmobiles or other motorized recreational vehicles will be limited to specific routes."	Section 7.4.7.2 is hereby deleted and replaced with the following: "Access for snowmobiles or other motorized recreational vehicles will be limited to specific routes, as per City by-laws, legislation, and/or agreements with trail owners."	The County does not currently permit ATVs on those sections of the C.P. Rail Trail in the City.
12	7.4.7.3	"The City supports maintaining and improving abandoned rail corridors for trail and recreational uses and will collaborate with the County on the potential transition of a rail corridor to a trail or recreational use."	Section 7.4.7.3 is hereby deleted and replaced with the following: "The City supports maintaining and improving abandoned rail corridors for trail and recreational uses and will continue to collaborate with the County on using the rail corridor as a trail or recreational use in accordance with the County's long-term goals and objectives for the former railway corridor."	Similar to modification #10, a minor modification to reflect the County's long-term plans for the C.R. Rail Trail.
13	4.2.7.2	"Phase 1 development is projected to accommodate up to 1,350 units providing a range and mix of unit types in support of the overall planned density target, excluding any infill, intensification or redevelopment. The City will	Section 4.2.7.2 is hereby modified by deleting the phrase "up to 1,350 units providing".	A minor revision to the unit totals, should plans change for Sydenham Heights Phase 1.

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		monitor the unit numbers and density target through the development approvals process.”		
14	4.2.7.3	“Development beyond 1,350 units in Phase 1 before 2026 will be subject to further assessment and approval in accordance with the projected growth needs, to the satisfaction of the City. No development will be permitted beyond Phase 1 as shown on Schedule ‘A2’ until development in Phase 1 is substantially complete, there is justification for additional development and the necessary water and wastewater infrastructure construction has proceeded such that Phase 2 can be adequately serviced. No amendment will be required to the plan for additional growth beyond Phase 1 provided the development is within the servicing capacity and the above-noted criteria have been satisfied.”	Section 4.2.7.3 is hereby modified by deleting the first sentence of this subsection. The deleted first sentence previously read as follows: “Development beyond 1,350 units in Phase 1 before 2026 will be subject to further assessment and approval in accordance with the projected growth needs, to the satisfaction of the City.”	The reference to 2026 relates back to the former County Official Plan, which had a planning horizon of 2026, which then had growth projections tied to that date. Given the changes in the County’s planning horizon and the City’s population projections, the reference to 1,350 units and a horizon of 2026 may simply no longer be valid. The key portion of this section remains intact i.e. development in phase 2 does not occur until phase 1 is substantially constructed.
15	4.3.2.3	“Where a development within the West Harbour Planning Area is proposed and a parkland dedication exceeding the requirements of Section 9.7.4 of this Plan is agreed upon, the City may provide that Section 9.1.5 of this Plan respecting a by-law for increased density applies subject to the requirements of the Planning Act. It is acknowledged that the City has entered into a lease agreement with Transport Canada for the East and West waterfront lands.”	Subsection 4.3.2.3 is hereby deleted.	This section of the Plan needed to be updated based on the provincial changes to section 37 of the <i>Planning Act</i> regarding bonusing.
16	7.1.2.8(f)	“Using the provisions of Section 37 of the <u>Planning Act</u> in order to maintain the integrity of identified built heritage resources;”	Subsection 7.1.2.8(f) is hereby deleted, and the remaining subsections are re-lettered accordingly.	This section of the Plan needed to be updated based on the provincial changes to section 37 of the <i>Planning Act</i> regarding bonusing.
17	7.4.2.4(g)	“g. Bonusing.”	Subsection 7.4.2.4(g) is hereby deleted, and the “; and” in subsection (f) is hereby deleted and replaced with a “.”, based on it being the end of this subsection.	This section of the Plan needed to be updated based on the provincial changes to section 37 of the <i>Planning Act</i> regarding bonusing.
18	9.1.5	9.1.5 Bonus Zoning – entire section to be deleted.	Section 9.1.5 is hereby deleted, and the remaining sections are re-numbered accordingly.	This section of the Plan needed to be updated based on the provincial changes to section 37 of the <i>Planning Act</i> regarding bonusing.

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19	4.4.1.3	“In areas designated Waterfront Mixed Use “A” on Schedule ‘A4’; residential, neighbourhood commercial and institutional uses shall be permitted in accordance with Section 3.8 of this Plan. Development in an integrated manner is encouraged providing a wide array of commercial, residential and institutional uses and purposes with intensification over time. Commercial development can serve the needs of the neighbourhood and the City, however the mixed land use designation is not primarily intended for commercial development. This designation strongly encourages medium and high-density residential uses.”	Section 4.4.1.3 is hereby deleted and replaced with the following: “In areas designated Waterfront Mixed Use “A” on Schedule ‘A4’; residential, neighbourhood commercial and institutional uses shall be permitted in accordance with Section 3.8 of this Plan. Development and intensification in an integrated manner is encouraged with the vision of medium and high density residential uses as the primary uses. Commercial and institutional uses are permitted as secondary uses to support the residential uses. This designation strongly encourages medium and high-density residential uses.”	Minor wording changes to add additional clarity to this section.
20	6.1.1.3	“Enhance and expand the natural heritage system outlined on Schedule ‘A’ – Land Use by designating and protecting significant components and natural linkages with other green spaces.”	Subsection 6.1.1.3 is hereby modified by adding the following clause after the end of the existing subsection. “Linkages are mapped in the County Official Plan. Policies for these linkages shall defer to the County Plan, unless otherwise defined by the City.”	A modification to note that there are existing linkages in the City which are mapped in the County Plan.
21	6.1.3.3	“Develop a City Tree By-law that regulates the destruction, injuring or removal of trees in hazard lands, rights of way, public lands and significant woodlots in accordance with the County of Grey Forest Management By-law.”	Subsection 6.1.3.3 is hereby deleted and replaced with the following: “Develop a City Tree By-law that regulates the destruction, injuring or removal of trees in hazard lands, rights of way, public lands and significant woodlots.”	Should the City develop a City Tree By-law, it would not necessarily be ‘in accordance with’ the County Forest Management By-law, which only regulates forests. Instead, the City’s by-law would be ‘complimentary to’ the County’s by-law.
22	6.1.10	“6.1.10.5 Alternative energy systems and renewable energy systems shall locate in accordance with provincial and federal requirements. Within the area of Niagara Escarpment Development Control, a Development Permit is required for any proposed alternative energy systems and renewable energy systems. These systems shall be designed and constructed to minimize impacts on surrounding land uses. Proponents are encouraged to undertake sufficient public notice and consultation to ensure members of the community and the City have sufficient opportunity to provide comment on the proposed facilities to the proponent and/or approval authority. The City will review proposals for such systems to assess impacts on City	Subsection 6.1.10.5 is hereby deleted in its entirety.	Deletion of this subsection based on the repeal of the Green Energy Act.

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		services and infrastructure and in consideration of other policies of this Plan.”		
23	6.1.12 and 6.1.12.1	<p>“The <u>Clean Water Act</u>, 2006, was created to ensure the quality and quantity of municipal drinking water supplies are protected from contamination and other adverse effects due to incompatible land uses and activities. As required by the <u>Clean Water Act</u>, all municipal decisions, including those made under the <u>Planning Act</u> and <u>Condominium Act</u>, will conform to the significant drinking water threat policies found in the Grey Sauble Source Protection Plan-that was approved by the MECP on October 16, 2015.</p> <p>The following policies acknowledge and protect municipal drinking water sources:</p> <ul style="list-style-type: none"> a. Municipal Wellhead Protection Areas (WHPAs), and Municipal Intake Protection Zones (IPZs) as identified through the Drinking Water Source Protection (DWSP) program are shown in the County Official Plan and shall be considered a special protection area within which the requirements of Section 6.1.12b must be fulfilled prior to new development or redevelopment in these areas. b. A Municipal WHPA or Municipal IPZ boundary may be modified by Amendment to the County Official Plan where the geographic extent of the Municipal WHPA or Municipal IPZ is modified through further study or where the use of a municipal well is to be discontinued. Further it is acknowledged that these boundaries may be subject to change or refinement as part of the DWSP process. The City will endeavor to work with the County to keep the information current and will consult with DWSP staff on an application, or site-specific basis, where required. Establishment of a new Municipal WHPA or Municipal IPZ shall be subject to an 	<p>Sections 6.1.12 and 6.1.12.1 are hereby deleted and placed by the following:</p> <p>“The City shall require that all decisions, including those made under the <u>Planning Act</u> and <u>Condominium Act</u>, conform to the significant drinking water threat policies found in the Grey Sauble Source Protection Plan approved by the MECP on October 16, 2015, as may be amended.</p> <p>The following policies acknowledge and protect municipal drinking water sources:</p> <ul style="list-style-type: none"> a. Municipal Intake Protection Zones (IPZs) as identified through the Drinking Water Source Protection (DWSP) program are shown in the County Official Plan and shall be considered a special protection area within which the requirements of Section 6.1.12b must be fulfilled prior to new development or redevelopment in these areas. b. Municipal IPZ boundaries may be modified by Amendment to the County Official Plan where the geographic extent of the Municipal IPZ is modified through further study. Further it is acknowledged that these boundaries may be subject to change or refinement as part of the DWSP process. The City will endeavor to work with the County to keep the information current and will consult with DWSP staff on an application, or site-specific basis, where required. Establishment of a new Municipal IPZ shall be subject to an amendment concurrently with the Class Environmental Assessment process. a. Any <u>Planning Act</u> applications proposed within IPZs are subject to a review by the City and the City’s Risk Management Official to assess the risks of such uses to potentially contaminate groundwater or surface water and, based on this assessment, to determine whether or not a Hydrogeological Study or Environmental Impact Study is required to the satisfaction of the City and the 	Some minor changes to this section to reflect the fact that there are no Municipal Wellhead Protection Areas in the City.

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		<p>amendment concurrently with the Class Environmental Assessment process.</p> <p>c. Any <u>Planning Act</u> applications proposed within the Municipal WHPAs or Municipal IPZs are subject to a review by the City and the City's Risk Management Official to assess the risks of such uses to potentially contaminate groundwater or surface water and, based on this assessment, to determine whether or not a Hydrogeological Study or Environmental Impact Study is required to the satisfaction of the City and the City's Risk Management Official. A Hydrogeological Study or Environment Impact Study must be completed by qualified individuals.</p> <p>Where an Environmental Impact Study or Hydrogeological Study is required to identify any impacts or mitigation measures on the Municipal WHPAs or Municipal IPZs; such studies will be scoped based on the nature of the development being proposed."</p>	<p>City's Risk Management Official. A Hydrogeological Study must be completed by qualified individuals.</p> <p>Where a Hydrogeological Study is required to identify any impacts or mitigation measures on Municipal IPZs; the study will be scoped based on the nature of the development being proposed."</p>	
24	9.9.1.1 and 9.9.1.2	<p>9.9.1.1 "The City shall monitor and review this Plan in accordance with the requirements of the <u>Planning Act</u> including but not limited to a review every five years. The City may review any other master plans or studies in coordination with the review of the Official Plan."</p> <p>9.9.1.2 "The ten-year review of this Plan shall meet the public meeting requirements of the <u>Planning Act</u> and be held by City Council or a designated Committee of Council."</p>	<p>Subsections 9.9.1.1 and 9.9.1.2 of the Plan are hereby deleted and replaced by the following:</p> <p>9.9.1.1 "The City shall monitor and review this Plan in accordance with the requirements of the <u>Planning Act</u>. An initial review will be completed 10 years into the Plan, with subsequent reviews every five years thereafter. The City may choose to review the Plan more frequently than the requirements of the <u>Planning Act</u>. The City may review any other master plans or studies in coordination with the review of the Official Plan."</p> <p>9.9.1.2 "The five and ten-year reviews of this Plan shall meet the public meeting requirements of the <u>Planning Act</u> and be held by City Council or a designated Committee of Council."</p>	As per section 26(1.1) of the Planning Act, an official plan shall be reviewed within 10 years after it comes into effect, and every 5 years thereafter.

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25	Schedule C	Correction of a minor mapping error.	Schedule C is hereby deleted by a new Schedule C. Link to modified Schedule C	A minor mapping change to correct the former railway that inadvertently 'ended' at Highway 26 on the adopted Schedule C.
26	Schedule A2	Correction of a minor mapping error.	Schedule A2 is hereby deleted by a new Schedule A2. Link to modified Schedule A2	On the adopted Schedule A2 there was a trail missing south of 8 th Street East.