

**Document 1 – Details of Recommended Official Plan Amendment 46  
to the  
Official Plan for the  
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. 46 to the Official Plan for the City of Ottawa.

PART B and C – THE AMENDMENT constitutes Amendment 46 to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

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**PART A – THE PREAMBLE**

1. Purpose

The purpose of this Official Plan amendment is to make changes to both text and schedules. The primary purpose of the changes are to update the Official Plan to be consistent with the Provincial Planning Statement, 2024. There are also minor housekeeping amendments included.

2. Location

The amendment affects lands city-wide.

3. Basis & Background

The Provincial Planning Statement (PPS), 2024 came into effect on October 20, 2024, replacing the Provincial Policy Statement, 2020. The PPS 2024 provides direction on matters related to land use planning in Ontario and must be implemented through municipal planning policies, such as Ottawa's Official Plan. All municipal planning decisions must be consistent with the PPS 2024, therefore, staff have initiated a review of the Official Plan to determine any amendments that may be required.

In addition, direction was provided in March 2023 for staff to prepare a series of three Official Plan Amendment "omnibus" reports for the purposes of implementing the approved Official Plan. The third omnibus of minor amendments is also included.

4. Rationale

The rationale for each amendment is presented in the "Description / Rationale" columns of Appendix A: Volume 1 Amendments; Appendix B: Volume 2 Amendments; and Appendix C: Omnibus Amendments.

**PART B – THE AMENDMENT**

1. Introduction

The amendments described in Part C constitute a series of amendments of the changes to make the Official Plan consistent with the Provincial Planning Statement, 2024 and of minor Omnibus amendments. These amendments constitute Amendment No. 46 to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

See: Part C:

- Appendix A, columns "OP Section" and "Official Plan Amendment"
- Appendix B, column: "Official Plan Amendment".
- Appendix C, columns: "Volume and Section, Schedule or Annex" and "Official Plan Amendment"
- Appendix D: Schedule Amendments
- Appendix E: Schedule Additions or Replacements

- Appendix F: Annex Additions

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

**PART C – THE APPENDICES**

## Appendix A: Volume 1 Amendments

Number	OP Section	<p style="text-align: center;"><b>Official Plan Amendment</b></p> <p style="text-align: center;">Unless otherwise indicated, <b><u>bold and underline</u></b> indicates new text, <del>strikethrough</del> indicates removed text</p>	Description / Rationale
1.1	Entire Plan	Every instance of Provincial Policy Statement is deleted and replaced with <b><u>Provincial Planning Statement</u></b> .	To reflect the correct name.
1.2	2.2.1	<p>Section 3 outlines the growth projection within Ottawa to 2046 with over half of urban residential growth occurring within the built-up area. Intensification in this Plan incorporates the definition of intensification <b><u>and the concept of strategic growth areas</u></b> in the Provincial <del>Policy</del> <b>Planning</b> Statement, the relationship of redevelopment to its surrounding and future context and how community infrastructure and other neighbourhood amenities within a walking distance are to improve over the life of this Plan. However, growth and development within the built-up area is not only about the numerical targets of intensification and simply increasing urban density. Intensification is about guiding the evolution of neighbourhoods into complete 15-minute neighbourhoods, which includes ensuring that the services, parks, recreational facilities, public spaces, infrastructure and other elements of a complete neighbourhood, are keeping up with the increases in population. Intensification acknowledges the multiple facets of city-building that not only adds people but considers other components in planning for liveable complete neighbourhoods, in line with our goal of becoming the most liveable mid-sized city in North America.</p> <p>Policy Intent:            1) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods</p> <p>The growth management strategy includes a 60 per cent intensification target by 2046. This means that by 2046, 60 per cent of all new dwelling units will be built in existing neighbourhoods as opposed to undeveloped greenfield lands.</p> <p>This Plan envisions directing residential intensification towards <b><u>the strategic growth areas of</u></b> Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. It will also contribute to the needs of an increasingly diverse population with a range of abilities, incomes, ages and cultural needs by enhancing accessibility to more vibrant areas with social interaction, cultural organizations, health services and community facilities;</p>	To reference the new PPS concept of strategic growth areas.
1.3	2.2.2	<p>4) Integrate economic activities with residential and other land uses</p> <p>An employment area is generally a cluster of employment uses, such as traditional business parks built for manufacturing, warehousing, logistics, fuel depots; and <del>corporate office parks for</del> research and development <b><u>in connection with manufacturing</u></b>. The Provincial <del>Policy</del> <b>Planning</b> Statement requires municipalities to protect and preserve employment areas for current and future use. In jurisdictions whose economies are more heavily reliant on manufacturing, warehousing and other high-impact activities, this protection serves to maintain a supply of suitably located and suitably priced lands for these types of jobs and to protect them from residential development pressures.</p>	<p>To align with PPS Policy 2.8.2 3. a) and the updated definition for employment areas.</p> <p>This update clarifies that research and development in employment areas must be in connection with manufacturing.</p>

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1.4	3.1	<p><i>Section 3.1 is deleted in its entirety and replaced with the following text:</i></p> <p><b>3.1 Designate Sufficient Land for Growth</b></p> <ol style="list-style-type: none"> <li>1) The projected population, housing, and employment for the time horizon of this Plan is established in Table 1.</li> <li>2) Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for the time horizon of this Plan.</li> <li>3) The urban area and villages shall be the focus of growth and development and correspond to the settlement area concept in the Provincial Planning Statement. The boundaries of the urban area and villages are shown on Schedule A and Schedules B1 through B9. The urban area and villages shall provide for a minimum of 15 years of residential development opportunities through land use permissions or the commencement of a secondary planning process.</li> <li>4) This Plan is based on the following household growth allocations from 2018 to 2046: <ol style="list-style-type: none"> <li>a) 93 per cent within the urban area where: <ol style="list-style-type: none"> <li>i) 47 per cent is through intensification, being the urban area that is built-up or developed as of July 1, 2018; and</li> <li>ii) 46 per cent is within the greenfield portion of the urban area;</li> </ol> </li> <li>b) 7 per cent within the rural area where: <ol style="list-style-type: none"> <li>i) 5 per cent is within the villages; and</li> <li>ii) 2 per cent is outside of villages.</li> </ol> </li> </ol> </li> </ol> <p>Figure 6</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="416 1036 792 1425"> <p><b>Geographical Growth Areas</b></p> <p>Legend:  <span style="display: inline-block; width: 10px; height: 10px; background-color: darkgrey; border: 1px solid black;"></span> Urban, Built-up Area  <span style="display: inline-block; width: 10px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span> Urban Greenfield Area  <span style="display: inline-block; width: 10px; height: 10px; background-color: orange; border: 1px solid black;"></span> Rural, Villages  <span style="display: inline-block; width: 10px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Rural, non-Villages</p> </div> <div data-bbox="833 1036 1182 1425"> <p><b>Growth Allocation by Area</b></p> <p>47% Urban, Built-up Area Within the built-up portion of the urban area.</p> <p>46% Urban Greenfield Area Within the greenfield portion of the urban area.</p> <p>5% Rural, Villages Within the villages of the rural area.</p> <p>2% Rural, non-Villages Outside of villages in the rural area.</p> </div> </div>	<p>OP Section 3.1 incorporates consistent language from PPS sections 2.1 and 2.3 in relation to growth forecasts and settlement area expansions.</p> <p>OP Section 3.1 further implements these sections of the PPS by identifying the role of comprehensive Official Plan updates and consideration of applications for urban and village area boundary expansions. Section 3.1 also carries forward Council's direction to protect agricultural lands, the natural heritage system, and development distances from aggregates.</p>

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		<p>5) Updates to the time horizon of this Plan and the associated population, housing, and employment projections in Table 1 shall only occur through an Official Plan update under Section 26 of the <i>Planning Act</i> so that one single set of growth projections is used to update the corresponding City master plans through a single holistic and orderly process.</p> <p>6) The consideration of urban area and/or village expansion to accommodate the growth projections between the 15-year minimum to the end time horizon of Table 1 should occur through an Official Plan update under Section 26 of the <i>Planning Act</i> so that a single comparative process identifies the lands best suited to implement the strategic directions of this Plan and is cost efficient.</p> <p>7) Applications for urban area or village expansions may be considered in between Official Plan updates under Section 26 of the <i>Planning Act</i> to maintain the 15-year minimum of residential development opportunities.</p> <p>8) To address the importance of the agricultural and aggregate industries, and the natural heritage system to the economy and identity of the city of Ottawa, this Plan goes beyond the minimum standards of the Provincial Planning Statement. To protect lands with these uses and features from development that would reduce, preclude or hinder their continued use or be incompatible for reasons of public safety or damage to property, future growth through applications for urban or village expansion is not permitted on any of the following:</p> <ul style="list-style-type: none"> <li>a) Lands designated Agricultural Resource Area</li> <li>b) Lands identified as part of the Natural Heritage System Core Area Overlay or the Natural Heritage System Linkage Area Overlay as shown on the applicable Schedule C11 – Natural Heritage System, however minor site-specific adjustments may occur along the boundaries to reflect the results of more detailed field investigations</li> <li>c) Lands within 300 metres from a Sand and Gravel Resource Overlay, unless no conflict is demonstrated</li> <li>d) Lands within 500 metres from a Bedrock Resource Overlay, unless no conflict is demonstrated</li> </ul> <p>9) Lands with proximity to a goods movement highway interchange, including future interchanges, are protected for future Industrial and Logistics uses and any residential development adjacent to such lands should incorporate any appropriate proximity-mitigation measures or features deemed necessary commensurate to the Industrial and Logistics uses solely within the residential portion of development. The extent of the area to be protected for future Industrial and Logistics shall consider the suitability and the land need of the candidate lands for Industrial and Logistics that is commensurate to accommodate projected employment including Industrial and Logistics uses, or the strategic importance of the location for future Industrial and Logistics and the targeted uses. The extent of the area to be protected for Industrial and Logistics may be delineated through:</p> <ul style="list-style-type: none"> <li>a) An Official Plan update under Section 26 of the <i>Planning Act</i> that updates growth projections in Table 1 to this Plan and adds lands to the settlement area, or</li> <li>b) An Official Plan Amendment application to expand a settlement area in proximity to a goods movement highway interchange.</li> </ul>	

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		<p>10) Applications for a contiguous expansion to the urban area or village shall assess the following criteria to provide Council with sufficient information in their consideration of the application:</p> <ul style="list-style-type: none"> <li>a) There is insufficient land within the urban area and villages to accommodate the following thresholds as applicable: <ul style="list-style-type: none"> <li>i) The ability of projected housing growth as identified in Table 1 without amendment</li> <li>ii) 15 years of projected housing growth on existing designated and available lands as identified in Table 1 without amendment;</li> <li>iii) the projected employment growth to the time horizon identified in Table 1;</li> </ul> </li> <li>b) The infrastructure and public service facilities required to support the expansion lands shall: <ul style="list-style-type: none"> <li>i) Have sufficient existing or planned capacity to support the expansion lands, including confirmation from providers of applicable public service facilities;</li> <li>ii) Be financially viable over their lifecycle, which includes the costs associated with the new or additional area to be serviced, the cost of any upgrades required to provide the necessary capacity to support the lands, and the costs associated with the operation, maintenance, and replacement of infrastructure;</li> <li>iii) Protect health, safety, and the natural environment;</li> </ul> </li> <li>c) Where sufficient servicing capacity does not exist, or is not planned, the City will identify the required off-site infrastructure and costs. The applicant is required to fund the entire costs of all required off-site infrastructure.</li> <li>d) Impacts on the agricultural system are avoided and, where avoidance is not possible, minimized and mitigated to the extent feasible in accordance with Section 4.13 of this Plan;</li> <li>e) The lands comply with the minimum separation distance formulae;</li> <li>f) The proposal provides for the phased progression of urban development by maintaining a geographically contiguous urban area or village;</li> </ul> <p>11) Notwithstanding policy 10 b) i), applications for a new urban community or village must demonstrate that infrastructure and public service facilities to support the proposed addition are planned or available, including confirmation from providers of applicable public service facilities.</p> <p>12) Where contiguous expansion lands are added to the urban area or a village in accordance with the policies of this section, the Future Neighbourhood Overlay shall be applied to the expansion area and, for the purposes of Section 5.6.2 of this Plan, the lands shall be considered to be within Category 1. The addition of a new urban community or village shall also require a Future Neighbourhood Overlay and a new Category may be applied with specific policies similar to the Tewin new community.</p> <p>13) To reduce greenhouse gas emissions through land-use, transportation and energy planning consistent with Council-approved greenhouse gas reduction targets, projected demand for urban expansion will be reported on as part of the Climate Change Master Plan's annual status updates considering the following objectives:</p> <ul style="list-style-type: none"> <li>a) Alignment with local energy utilities to help control the cost of distribution, facilitate on-site generation and support local distributed energy;</li> </ul>	

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		<ul style="list-style-type: none"> <li>b) Energy efficient built forms and proximity to a mix of land uses;</li> <li>c) Maximize the energy and emission reduction performance of new development or modifications to existing development; and</li> <li>d) Access to sustainable modes of travel as well as infrastructure to support the electrification of private and public vehicles.</li> </ul>	
1.5	3.2	<p><i>The following text is inserted following Section 3.1:</i></p> <p><b>3.2 Growth Within the Urban Built-up Area</b></p> <p>One of the strategic directions of this Plan is to accommodate a significant amount of growth through the built-up portion of the urban area, otherwise known as intensification. Different areas of the built-up urban area play different roles to accommodate intensification. Strategic growth areas provide access for new growth to existing services and amenities and provide opportunities for affordable housing or housing that is relatively more affordable than other areas. Major Transit Station Areas are catchment areas within a walking distance to light-rail or bus rapid transit and may include strategic growth areas to support transit ridership. Neighbourhoods also provide opportunities for new larger dwellings to locate close to existing amenities and services to provide options for households with larger dwelling needs through intensification, rather than higher priced large apartment dwellings or greenfield portions of the urban area.</p> <p><b>3.2.1 Strategic Growth Areas</b></p> <p>The majority of high-rise and mid-rise intensification will focus in strategic growth areas comprised of the Hub and Corridor designations due to their existing and planned functions as areas of mixed uses, services, and amenities, including access to varying degrees of transit. The greatest building heights are generally located in Hubs, and gradually decrease towards Mainstreets and Minor Corridors.</p> <ul style="list-style-type: none"> <li>1) The Hub and Corridor designations are strategic growth areas to accommodate residential and non-residential growth through intensification by providing access to existing services and transit and supports an evolution towards 15-minute neighbourhoods.</li> <li>2) Locating mid- and high-rise buildings to these strategic growth areas provides opportunities for increasing the range and mix of housing options and supports the provision of housing that is more affordable relative to other locations while also providing access to public transit.</li> <li>3) Master plans for infrastructure, transportation, parks, facilities, and other capital works that support existing and future population and jobs, should prioritize those projects within these strategic growth areas.</li> </ul>	<p>OP Section 3.2 represents the growth management framework for the built-up urban area, commonly referred to as intensification.</p> <p>A new introduction paragraph describes the general framework for how the built-up urban area will accommodate growth to implement the strategic directions in OP section 2.</p> <p>New OP section 3.2.1 corresponds to PPS section 2.4.1 regarding General Policies for Strategic Growth Areas.</p> <p>This section implements the policies for strategic growth areas in the PPS, which is a defined term where within the urban area, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. The OP identifies the Hub and Corridor designations as the corresponding strategic growth areas to accommodate these forms of intensification.</p>

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		<p>4) Section 4.6 Urban Design describes how development within Hubs and Corridors are to transition to adjacent areas.</p> <p>5) Section 5 Transects describes the general built form characteristics, including minimum and maximum building heights, for Hubs and Corridors by the transect that they are within.</p> <p>6) Section 6 Urban Designation describes the function of Hubs and Corridors, including their strategic purpose, land use permissions, and guidance for how development should occur within the designation.</p> <p><b>3.2.2 Major Transit Station Areas (MTSAs) and Protected Hubs as Protected Major Transit Station Areas (PMTSAs)</b></p> <p>Major Transit Station Areas (MTSAs) are areas that are intended to enable transit-supportive development and support 15-minute neighbourhoods. An MTSA is a catchment area that is a 500- to 800-metre radius from an existing rapid transit station and stop, or unbuilt stations and stops that have funding and where the locations have a high degree of certainty, usually resulting from an environmental assessment or an approved functional design study.</p> <p>To support Ottawa’s rapid transit, MTSAs are intended to capture on average approximately 13,500 people and jobs; however, some will be substantially lower or higher depending on the characteristics within an MTSA. As a catchment area, MTSAs include a mix of urban designations and strategic growth areas, such as Hubs, Mainstreets, Minor Corridors, Neighbourhoods, and areas within the Evolving Neighbourhood Overlay. Each of these designations play different roles in supporting potential transit riders, with Hubs and Corridors accommodating the majority of the planned growth.</p> <p>Protected Hubs are Hub designations that are identified for the purposes of delineating a Protected Major Transit Station Area (PMTSA) under the <i>Planning Act</i> where the inclusion of affordable housing dwellings is authorized.</p> <p>1) Schedule C1 identifies MTSA boundaries around higher order transit, being light-rail transit (O-Train) stations and bus transit stops that operate within a partial or completely dedicated right-of-way. The minimum number of people and jobs, collectively, per hectare that are planned to be accommodated within these areas are identified in Section 3.2.3, Table 3a.</p> <p>2) MTSAs associated with higher order transit shall generally plan for a density of 160 people and jobs per hectare throughout the area. Differing densities may be allocated within MTSAs by areas or designations to achieve the overall density target or target ridership of people and jobs. Lower targets may be established where:</p>	<p>New OP Section 3.2.2 corresponds to PPS section 2.4.2 regarding Major Transit Station Areas.</p> <p>This section implements the major transit station area policies of the PPS, which is a defined term being a higher order transit station or stop within the urban area and the surrounding area that is approximately a 500 to 800 metre radius from that station or stop. The OP identifies existing light rail station or bus transit stop within a dedicated right-of-away, or future station or stop that will be within a dedicated right-of-way that is funded and where there is a high degree of certainty on the location of that station or stop in order to determine the associated 500 to 800 metre radius catchment area.</p> <p>Section 3.2.2 includes the PPS assigned people and jobs per hectare density for Ottawa’s higher-order transit system and the PPS criteria to request a lower density.</p> <p>The majority of growth within MTSAs are intended to occur within any Hub and Corridor designations within the station catchment area, with Neighbourhoods continuing their existing role for more gentle forms of intensification and potential for new large dwellings.</p> <p>Staff interpreted the provision of severely restricted to be designations that are not strategic growth areas within Volume 1 of the Official Plan. Where secondary plans currently restrict development within these strategic growth areas, staff propose amendments to increase their</p>

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		<ul style="list-style-type: none"> <li>a) new development is prohibited, severely restricted and not reasonably achievable on a significant portion within the MTSA, or</li> <li>b) there are a limited number of residents and jobs associated with the built form but a major trip generator such as post-secondary institution, shopping mall, tourism attraction, or recreational facility, or a feeder service exists that sustains high ridership at the station or stop.</li> <li>3) MTSA's are not land use designations and their delineation does not confer any new permissions, nor alter existing land use permissions, unless otherwise noted. Any development on lands within the boundary of MTSA's is subject to the applicable transect and designation policies, including minimum and maximum building heights, large dwelling requirements and targets, and target densities, or secondary plan if applicable. This Plan intends for the allocation of growth, either through maximum building height and/or target densities, within MTSA's to be commensurate with the applicable transect and designations or secondary plan in Table 3a.</li> <li>4) The redevelopment of existing low-density employment uses such as auto wreckers, warehousing and storage facilities, and auto-oriented uses such as gas stations, service centres, drive-through establishments, and surface parking lots in MTSA's to more denser residential and non-residential built forms will facilitate the evolution towards a more transit supportive MTSA and 15-minute neighbourhood.</li> <li>5) A review of existing secondary plans, new secondary plans, and development on sites within an MTSA are opportunities to improve existing transportation connections to the station or stop and should plan and design multimodal access to transit, commensurate to the level of the planning project or where feasible. New transportation connections or improvements to existing transportation connections should consider a range of mobility needs and can include active transportation infrastructure such as sidewalks, bicycle lanes, e-Ride lanes, secure bicycle and/or e-Ride parking, and pick-up/drop-off areas.</li> <li>6) An owner or occupant of a building or structure within a MTSA is not required to provide and maintain parking facilities outside of a public right-of-way, other than parking facilities for bicycles.</li> <li>7) New MTSA's or a review of existing MTSA's and their boundaries may only occur through a municipally initiated Official Plan update under Section 26 of the <i>Planning Act</i>.</li> <li>8) Protected Hubs shown on the B-series schedules are Hub designations within an MTSA and identify the areas of an MTSA that are considered a PMTSA under the <i>Planning Act</i>. Section 6.1.2 provides additional policies for Protected Hubs as PMTSA's.</li> </ul>	<p>development potential to accommodate the assigned growth within the associated transit catchment area, while considering the existing lot patterns and sizes.</p> <p>Section 3.2.2 also clarifies the identification of protected major transit station areas under the <i>Planning Act</i> to authorize inclusionary zoning due to the similarity in labels. Protected major transit areas do not necessarily correspond to the same area as a major transit station area and instead are intended to reflect those Hub designations within a major transit station area as the Hub designations have the best potential to implement inclusionary zoning for affordable housing. Protected major transit stations are referenced as Protected Hubs in the OP to assist with establishing a link to the boundaries of a Hub designation rather than the boundaries of a major transit station area. Section 6.1.2 provides specific policies in relation to Protected Hubs as being the delineation of protected major transit station area in the OP.</p> <p>Policy 6) implements the concept of no minimum parking requirements within a MTSA that was introduced through Bill 185, and as per subsection 16(22) of the <i>Planning Act</i></p>
1.6	Schedule C1	<p><i>As shown in Appendix E of this Official Plan Amendment, Volume 1, Schedule C1 – Protected Major Transit Stations (PMTSA) is replaced by Schedule C1 – Major Transit Station Areas</i></p>	<p>PMTSA's are now shown as Protected Hubs in the Schedule B series of Maps. MTSA's are a new PPS requirement and have repurposed this schedule to reflect.</p>

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1.7	Schedule B1 through B8	<p><i>Schedules B1 through B8 are amended to distinguish between Hubs and Protected Hubs as identified in the proposed amendments in Table 3a, and clarify that Evolving Neighbourhood Overlay policies do not apply to Hubs or Protected Hubs by removing the Evolving Neighbourhood Overlay hatch pattern from the Hub designation and adding "Protected Hubs" in the legend.</i></p>																														
1.8		<p>The existing Section 3.2 is moved to a new Subsection 3.2.3 and is amended as follows:</p> <p><b><del>3.2</del> 3.2.3 Support Intensification</b></p> <p>This Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area and 46 per cent of city-wide dwelling growth to the greenfield portion of the urban area. Growth within the built-up portion of the urban area represents 51 per cent of urban area growth from 2018 to 2046. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.</p> <p>3) The vast majority of residential intensification shall focus within <b>strategic growth areas and</b> 15-minute neighbourhoods, which are comprised of Hubs, Corridors, <del>and</del> lands within the <b>Evolving Neighbourhood Overlay</b> <del>designations that are adjacent to them</del> as shown on Schedules B1 through B8.</p> <p>9) The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in Table <b>2a and by transect and designations in Table 2b.</b></p> <p>Table 2a</p> <table border="1" data-bbox="370 1032 1739 1252"> <thead> <tr> <th colspan="2">Residential Intensification Targets</th> </tr> <tr> <th></th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Ground-oriented / Large-household dwellings</td> <td align="right">49,000</td> </tr> <tr> <td>Apartment / Small-household dwellings</td> <td align="right">43,000</td> </tr> <tr> <td><b>Total Dwellings</b></td> <td align="right"><b>92,000</b></td> </tr> </tbody> </table> <p>Table 2b</p> <table border="1" data-bbox="370 1317 1739 1490"> <thead> <tr> <th colspan="5">Large Household Dwelling Requirements and Targets for Residential Intensification</th> </tr> <tr> <th rowspan="2">Applicable Area</th> <th colspan="2">Hubs and Mainstreets</th> <th colspan="2">Minor Corridors and Neighbourhoods</th> </tr> <tr> <th>Minimum</th> <th>Target</th> <th>Low-rise Target</th> <th>Mid-and-High-rise Target</th> </tr> </thead> <tbody> <tr> <td><b>Downtown Core</b></td> <td align="center">5 per cent</td> <td align="center">10 per cent</td> <td align="center">25 per cent</td> <td align="center">5 per cent</td> </tr> </tbody> </table>	Residential Intensification Targets			TOTAL	Ground-oriented / Large-household dwellings	49,000	Apartment / Small-household dwellings	43,000	<b>Total Dwellings</b>	<b>92,000</b>	Large Household Dwelling Requirements and Targets for Residential Intensification					Applicable Area	Hubs and Mainstreets		Minor Corridors and Neighbourhoods		Minimum	Target	Low-rise Target	Mid-and-High-rise Target	<b>Downtown Core</b>	5 per cent	10 per cent	25 per cent	5 per cent	<p>To accommodate new section 3.2.1 and 3.2.2, the current section 3.2 is renumbered to section 3.2.3.</p> <p>Amendments in section 3.2.3 reflect the implementation of section strategic growth areas and major transit station areas to support intensification.</p> <p>Current tables 3a and 3b have been reorganized by relocating the large household dwelling requirements and targets to a new Table 2b so that there is a more clear connection to the intensification targets for large-household dwellings in Table 2a. New table 2b carries forward the existing large-household dwelling requirements and targets currently in Tables 3a and 3b.</p>
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		Blair	160	13,200	As per Inner East Lines 1 and 3 Secondary Plan in Volume 2A; 250 for unspecified areas in the secondary plan within Protected Hub on Schedules B2 and B3		40 to 60	Protected Hub	
		Cyrville	160	8,100			60 to 80	Protected Hub	
		St. Laurent	160	14,600			60 to 80	Protected Hub	
		Tremblay	160	18,500			60 to 80	Protected Hub	
		Hurdman	160	10,900			60 to 80	Protected Hub	
		Lees	160	5,600	250	n/a	n/a	n/a	Protected Hub
		uOttawa	160	13,100	350	120	100	80 to 120	Protected Hub
		Downtown stations	160	37,600	350	160	120	120	Protected Hub
		Pimisi	160	14,500	250	120	100	80 to 120	Protected Hub
		Bayview	160	15,000	250	120	100	80 to 120	Protected Hub
		Tunney's Pasture	160	20,400	250	120	100	60 to 80	Protected Hub
		Westboro	160	18,800	n/a	120	100	80	n/a
		Kichi Zibi	160	9,700	n/a	120	100	80	n/a
		Sherbourne	160	16,500	As per the Sherbourne and New Orchard Secondary Plan in Volume 2A			80	Station Area in Secondary Plan
		New Orchard	160	15,500				60 to 80	Station Area in Secondary Plan
		Lincoln Fields	160	12,100	250	120	n/a	60 to 80	Protected Hub
		Iris	100	9,400	n/a	120	100	40 to 60	n/a
		Algonquin	160	17,800	150	n/a	n/a	n/a	Protected Hub
		Pinecrest-Queensview	160	20,700	250	120	100	60 to 80	Protected Hub
		Bayshore	160	10,200	250	n/a	n/a	40 to 60	Protected Hub
		Moodie	30	1,100	n/a	n/a	n/a	40 to 60	n/a
		<b>O-Train LRT Lines 2 and 4, north to south</b>							
		Corso Italia	160	14,100	250	120	100	80 to 120	Protected Hub
		Dow's Lake	160	15,500	250	120	100	80 to 120	Protected Hub
		Carleton	60	4,500	n/a	n/a	n/a	60 to 80	n/a
		Mooney's Bay	160	14,200	150	n/a	100	40 to 60	Protected Hub

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		Walkley	160	14,400	n/a	120	100	40 to 60	n/a	<p>The footnotes are the same as the footnotes within the current Table 3a, with revisions in footnote 1 to reflect the MTSA density of people and jobs and footnote 3 to reflect the revision for Protected Hubs or as noted within a Secondary Plan as the identification of a PMTSA.</p> <p>New Table 3b now reflects the minimum density targets by designation outside of MTSA's. For example, there are currently Hubs not within a MTSA and not assigned density targets in new Table 3a. The proposed density targets in Table 3b reflect the existing density targets for Hubs and Neighbourhoods by transect. Minimum density targets for Minor Corridors are new and reflect the mid-point between Mainstreets and Neighbourhoods, with the</p>	
		Greenboro	160	6,500	150	n/a	n/a	40 to 60	Protected Hub		
		South Keys	160	11,400	150	120	n/a	40 to 60	Protected Hub		
		Uplands	30	400	n/a	n/a	n/a	n/a	n/a		
		Leitrim	25	900	n/a	n/a	n/a	40 to 60	n/a		
		Riverside South TC	160	18,600	150	n/a	n/a	40 to 60	Protected Hub		
		<b>Rapid Bus Transitway, Inner and Outer Urban Transect</b>									
		Smyth	160	1,200	n/a	n/a	n/a	40 to 60	n/a		
		Riverside	160	3,300	n/a	n/a	100	40 to 60	n/a		
		Pleasant Park	160	10,600	n/a	n/a	100	60	n/a		
		Billings Bridge	160	11,400	150	120	n/a	60	Protected Hub		
		Heron	140	4,200	n/a	n/a	100	60	n/a		
		<b>Rapid Bus Transitway, Suburban West Transect</b>									
		Eagleson	50	1,200	n/a	n/a	n/a	40 to 60	n/a		
		Kanata TC	160	19,800	As per the Kanata Town Centre Secondary Plan in Volume 2A			40 to 60	Protected Hub		
		Palladium	160	6,900	250	n/a	n/a	40 to 60	Protected Hub		
		<b>Rapid Bus Transitway, Suburban South Transect</b>									
		Fallowfield	20	800	n/a	n/a	n/a	40 to 60	n/a		
		Longfields North	80	6,400	n/a	n/a	n/a	40 to 60	n/a		
		Strandherd TC	140	10,100	150	n/a	n/a	40 to 60	Protected Hub		
		Barrhaven TC	160	25,900	150	n/a	n/a	40 to 60	Protected Hub		
		Longfields South	100	3,200	n/a	n/a	100	40 to 60	n/a		
		Beatrice	110	8,600	n/a	n/a	100	40 to 60	n/a		
		Nepean Woods	130	8,600	n/a	n/a	100	40 to 60	n/a		
		Riverview	100	7,100	n/a	n/a	100	40 to 60	n/a		

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		<p>1 Measured in people and jobs per gross hectare. Gross hectares refers to the area within the designation including non-developable lands such as roads and parks but excluding water features such as the Ottawa River.</p> <p>2 Net hectare refers to privately owned lands prior to any potential severance or land division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.</p> <p>3 The delineation of a Protected Major Transit Station Area (PMTSA) as identified on the applicable Volume 1 B-series Schedule or Volume 2A Secondary Plan for the implementation of inclusionary zoning policies.</p> <p><i>Table 3b is deleted and replaced with the following:</i></p> <p><b>Table 3b</b></p> <table border="1" data-bbox="370 630 1704 841"> <thead> <tr> <th colspan="5">Minimum Residential Density Targets Outside of an MTSA, Dwellings per Net Hectare<sup>1</sup></th> </tr> <tr> <th>Transect</th> <th>Hub</th> <th>Mainstreet</th> <th>Minor Corridor</th> <th>Neighbourhood</th> </tr> </thead> <tbody> <tr> <td>Downtown Core</td> <td>350</td> <td>160</td> <td>120</td> <td>80 to 120</td> </tr> <tr> <td>Inner Urban</td> <td>250</td> <td>120</td> <td>100</td> <td>60 to 80</td> </tr> <tr> <td>Outer Urban</td> <td>200</td> <td>120</td> <td>100</td> <td>40 to 60</td> </tr> <tr> <td>Suburban</td> <td>150</td> <td>120</td> <td>80</td> <td>40 to 60</td> </tr> </tbody> </table> <p>1 Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.</p> <p>12) The densities in Tables 3a and 3b, <b><u>in addition to</u></b> <del>and</del> the overall Growth Management targets in <del>Table 2</del> <b><u>Tables 2a and 2b</u></b>, shall be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise and:</p> <ul style="list-style-type: none"> <li>a) Shall permit intensification such that the average area density generally meets or exceeds the applicable density targets;</li> <li>b) Subject to a), may establish minimum density requirements per parcel to implement the provisions of Tables 3a <del>and 3b</del> <b><u>in on</u></b> larger sites intended for redevelopment within Hubs and Mainstreets;</li> <li>c) May determine different maximum built form permissions, <del>and</del> minimum density requirements where applicable, <b><u>and large dwelling household requirements and targets</u></b> as appropriate to lot fabric, neighbourhood context, <b><u>and/or</u></b> servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities.</li> <li>d) May establish a minimum floor area for large dwellings; and</li> <li>e) May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.</li> </ul>	Minimum Residential Density Targets Outside of an MTSA, Dwellings per Net Hectare <sup>1</sup>					Transect	Hub	Mainstreet	Minor Corridor	Neighbourhood	Downtown Core	350	160	120	80 to 120	Inner Urban	250	120	100	60 to 80	Outer Urban	200	120	100	40 to 60	Suburban	150	120	80	40 to 60	<p>exception of the downtown transect where the target is the same as Mainstreets in other transects.</p> <p>Policy 2 within the current section 3.2, which is not proposed to be amended, notes that minimum density targets and maximum building heights play different roles in guiding development, where minimum densities establish a minimum starting point for development intensity and maximum building heights establishes a height limit of that intensity.</p> <p>Amendments to policy 12 are updates to reflect the other amendments proposed in this section.</p>
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1.9	3.4	<p>8) To support villages as the focus areas of rural growth, a country lot subdivision may be transferred to a different location within the Rural Countryside area through new applications for plan of subdivision and Zoning By-law amendment, provided all of the following conditions are met:</p> <ul style="list-style-type: none"> <li>a) The application in the former location is eligible for consideration for a country lot estate subdivision as per Section 9.2.3, policy 4 in Volume 1 and Area-specific policy 30.1 in Volume 2C, and no development of any kind or local street construction has occurred;</li> <li>b) The new location abuts <del>a</del> <b><u>the boundary of a village and does not preclude a potential future village expansion on municipal services</u></b>, or is clustered adjacent to existing country lot subdivisions that existed as of November 4, 2022, and new applications for plan of subdivision and Zoning By-law amendment are submitted to finalize the relocation and decommission as per sub-clause e), as applicable;</li> <li>c) <del>Notwithstanding Subsection 9.2.3, Policy 5), if on private services,</del> <b><u>Where the proposed new location abuts a village boundary</u></b> the area of each proposed new lot shall be no less than 0.4 ha <b><u>and have private individual services</u></b>; <del>but if full municipal services are available for the new lots subject to Policy d) below, lot sizes may be reduced;</del></li> </ul> <p><b><u>Where the proposed new location is clustered with adjacent country lot subdivisions then the minimum lot area shall be 0.8 hectares.</u></b></p> <ul style="list-style-type: none"> <li>d) <del>Development</del> <b><u>It can be demonstrated that the proposed lots, in the new location, can be adequately</u></b> <del>shall be serviced by adequate water quality and quantity, including municipal services if the City confirms there is sufficient capacity;</del> <b><u>pursuant to the requirements of Section 4.7.2 policies 15) and 16, and)</u></b> <del>shall not adversely affect the water and wastewater systems of nearby development; and, notwithstanding condition c)</del> may require lot sizes greater than 0.4 ha <b><u>for lots abutting a village and 0.8 ha for lots within a cluster of country lot subdivisions</u></b>;</li> <li>e) If the subdivision in the former location has been registered then the subject lands are formally de-registered at the Land Registry Office prior to the registration of the subdivision in the new location;</li> <li>f) The lands in the former location are rezoned to remove <del>the</del> <b><u>any land use, built form, and lot size permissions pertaining to the</u></b> country lot subdivision <del>s zoning permissions and implement the land use and lot creation permissions of the underlying designation,</del> and such rezoning must occur prior to or may be concurrent with the rezoning for the new location;</li> <li>g) New development shall comply with the provincial minimum distance separation formulae, in accordance with provincial regulations, <b><u>as amended by the Province from time to time</u></b>, <del>shall not encroach on the buffer from an urban boundary,</del> and shall <del>comply with all other policies</del> <b><u>include a specific review of relevant protection of health and safety policies</u></b> in Section 10;</li> </ul>	<p>With the establishment of a new process for settlement area expansions, this policy, which permitted approved country lot subdivisions to relocate adjacent to all villages, is modified to reflect a transfer of privately serviced lots to privately serviced lots.</p>

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		<p>h) The proposed development is integrated with the abutting village, or an existing country lot subdivision, through a fully-connected street grid and pathway network so that development is contiguous throughout the village, or an existing country lot subdivision, by providing connections and walkable opportunities to village core areas and other amenities, and adjacent neighbourhoods; <b>and</b></p> <p>i) Provided the conditions of Policies c) and d) are met, the newly located transferred subdivision may qualify for a greater number of lots than the original subdivision, provided the total area of the transferred subdivision does not exceed that of the original subdivision. If the lot transfer produces a smaller amount of lots <b><u>or is smaller in area</u></b> in the new location than the amount <b><u>or area</u></b> in the original location, the remaining lots <b><u>or area</u></b> may not be transferred and shall be rescinded concurrent with draft approval of subdivision in the new location.</p>	
1.10	3.5	<p><del>8) The City plans, protects and preserves the employment areas noted in Policy 7) above for current and future employment uses that are sector specific through an comprehensive review process. Applications to remove land within these employment areas or to convert them by adding non-employment uses shall only be considered at the time of the comprehensive review as required by the Planning Act. Applications received between comprehensive reviews shall be considered premature unless Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert lands in employment areas shall be contingent upon the Official Plan comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion. Lands not expressly deemed as employment areas for the purposes of the Provincial Policy Statement may evolve over time without the need for a comprehensive review.—</del></p> <p><del>9) A comprehensive review to assess requests</del> <b><u>An Official Plan Amendment to remove convert</u></b> lands in <b><u>industrial/employment areas</u></b> <del>to other purposes</del> shall <b><u>demonstrate</u></b> <del>consider such matters as</del> <b><u>all of the following</u></b>:</p> <p><del>a) Whether the lands in employment areas being proposed for conversion are unsuited for employment purposes and whether there are practical means to make them suitable;</del></p> <p><del>b) Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;</del></p> <p><del>c) The current supply of developable land within the urban boundary, its distribution within the city and its potential to be developed for housing, employment and other purposes;</del></p> <p><b><u>a) The need of the proposed use and the inability of the proposed use to locate within the current supply of developable land in the urban area and villages;</u></b></p> <p><b><u>b) The suitability of the lands to be removed for the proposed uses in relation to the remaining industrial/employment area;</u></b></p> <p><b><u>c) The suitability of the lands to be removed for industrial/employment area uses and how they could be made suitable;</u></b></p>	<p>To align with PPS Policy 2.8.2 5., Official Plan Section 3.5 is updated to allow for the consideration of applications to remove or convert employment lands outside of a comprehensive Official Plan update.</p> <p>Policy 8 outlines the process that applicants will need to undertake to determine whether the proposed removal or conversion would negatively impact the City's ability to accommodate projected employment growth.</p> <p>Policy 12) is updated to clarify that the criteria are intended to be evaluated as part of an application to amend the Zoning By-law, and that d) applies to both Industrial and Logistics and Mixed Industrial designations. The policy is also re-numbered to reflect other amendments to the section.</p> <p>Other minor terminology changes to align with that of the PPS are also included.</p>

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		<p><b><u>d) That the presence of the proposed uses will not preclude or hinder the ability of any existing businesses or future industrial/employment area uses to obtain a Provincial Environmental Compliance Approval, or the establishment of new industrial/employment area uses;</u></b></p> <p><b><u>e) The ability of the remaining industrial/employment area vacant land supply to accommodate the industrial-related component of the employment projections of this Plan;</u></b></p> <p><del>f) f)</del> The distribution of employment areas throughout the city;</p> <p><del>e) g)</del> The ability to provide sufficient opportunities for the clustering of areas of like employment;</p> <p><del>f) h)</del> The sufficiency of the supply of optimum-sized employment areas land parcels for the range of employment uses anticipated by this Plan;</p> <p><del>g) i)</del> The preservation of lands for employment uses in areas close to highway interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses;</p> <p><del>h) j)</del> The preservation of employment lands close to essential linkages, such as supply chains, service providers, markets, last-kilometre delivery networks and necessary labour pools;</p> <p><del>i) k)</del> The demand that proposed non-employment use(s) will create for additional community infrastructure in addition to those required by employment uses and the cost of providing the same, including any mitigation deemed necessary to address any negative effects on employment uses in matters such as those listed in Policy <del>j) l)</del> below; and</p> <p><del>j) l)</del> The impact the proposed use(s) would have on the viability of any remaining employment areas or existing employment, including all of the following:</p> <ul style="list-style-type: none"> <li>i) Incompatibility of land use;</li> <li>ii) The ability to provide appropriate buffering of employment uses from surrounding non-employment uses on and off-site;</li> <li>iii) Affordability (such as land and lease costs) for employment purposes;</li> <li>iv) Market acceptance/competitiveness (attractiveness of the employment areas lands in the marketplace for continued development for employment uses);</li> <li>v) Removal of key locations for employment uses;</li> <li>vi) Reduction or elimination of visibility of employment areas lands or uses</li> <li>vii) Reduction in optimum size (of either individual employment land parcels or the overall employment areas);</li> <li>viii) Interference with the function of the employment areas (such as restricting operating hours or delivery times or affecting the capacity of the transportation network due to characteristics of the employment uses such as noise or emissions or heavy equipment operation); and</li> <li>ix) Accessibility to the employment areas, ability to provide for a variety of employment options, parcels and maintenance of the identity of the Industrial and Logistics uses or area.</li> </ul> <p><i>Renumber subsequent policy</i></p>	

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		<p><del>11) 42)</del> Major Office development shall play a fundamental role in supporting and increasing the ridership of the rapid transit and street transit network and shall be located in areas directly served by stations and stops on this network. Except where currently permitted by zoning, the City shall only permit new Major Office development in the following locations, <b><u>subject to an amendment to the Zoning By-law:</u></b></p> <ul style="list-style-type: none"> <li>a) The Downtown Core;</li> <li>b) Hubs;</li> <li>c) On land fronting Corridors that are transit priority corridors as designated on Schedules B1 through B8, or have a frequent street transit route, or where a primary building entrance is within 800 metres walking distance of an existing or planned rapid transit station;</li> <li>d) Industrial designation where a primary building entrance is within 800 metres walking distance of an existing or planned rapid transit station or 400 metres walking distance of a transit priority Corridor;</li> </ul> <p><b><u>12) On lands within 300 metres of an Industrial and Logistics or Rural Industrial and Logistics designation, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long- term economic viability of employment uses within the designation, in accordance with provincial guidelines.</u></b></p> <p><i>Renumber subsequent policy</i></p>	
1.11	4.2	<p><del>Affordable housing is defined by the Provincial Policy Statement as the least expensive of:</del></p> <ul style="list-style-type: none"> <li><del>a) Housing for which a low and moderate income household pays no more than 30 per cent of the household's gross annual income for home ownership or rental housing, or</del></li> <li><del>b) A unit for which the rent is at or below the average market rent of a unit in the regional market area. Low to moderate income households are those with incomes in the lowest 60 per cent of the income distribution for the regional market area. In the case of ownership housing, this calculation will include households with incomes in the lowest 60 percent of the income distribution; and in the case of rental housing, this calculation will include households with incomes in the lowest 60 percent of the income distribution for renter households.</del></li> </ul>	The Official Plan defines affordable housing differently than the PPS, so the PPS definition included in the preamble of Section 4.2 is deleted to avoid confusion.
1.12	4.2.2	<p>4) In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that <del>20</del> <b><u>10 to 15</u></b> per cent of all new residential units be affordable. Of all affordable units, <del>70</del> <b><u>65</u></b> per cent are to be targeted to households whose needs fall within the definition of core affordability, and the remaining <del>30</del> <b><u>35</u></b> per cent are to be targeted to households whose needs fall within the definition of market-affordability.</p>	This amendment aligns the Official Plan's affordable housing targets with those of the City's 10-Year Housing and Homelessness Plan.
1.13	4.5.1	<p>Conserving cultural heritage resources and honouring Ottawa's diverse cultural communities forms an integral part of the City's planning and decision-making. Cultural heritage resources include: built heritage resources such as listed and designated properties, cultural heritage landscapes, archaeological resources, <del>artifacts, monuments and other types of sites that are of cultural value to a community</del></p> <p>.....</p>	These amendments are primarily to reflect changes in the PPS terminology and definitions, in addition to reflect recent changes to the <i>Ontario Heritage Act</i> .

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		<p>1) <del>The City will</del> <b><u>Identification identify</u></b> and <del>evaluation of</del> <b><u>evaluate of</u></b> properties and areas of potential cultural heritage value <b><u>or interest</u></b>, <del>shall be</del> consistent with <b><u>the Ontario Heritage Act and</u></b> provincial <b><u>policy</u></b>.  <del>regulations and will include the consideration of design or physical value; historical or associative value; and contextual value</del></p> <p>2) The Heritage Management Plan will <b><u>further</u></b> define the vision, policies, tools and strategies to guide the City's heritage conservation program. The Plan will ensure that the City's heritage program is inclusive, reflects best practice and the diversity of <b><u>cultural</u></b> heritage resources throughout the city.</p> <p>3) <del>Individual buildings, structures, and sites</del> <b><u>Significant built heritage resources and cultural heritage landscapes</u></b> shall be <b><u>considered for</u></b> <del>designated</del> <b><u>designation</u></b> as properties of cultural heritage value <b><u>or interest</u></b> under Part IV of the Ontario Heritage Act.</p> <p>4) <b><u>Significant cultural landscapes</u></b>, <del>G</del>groups of buildings, <del>or and</del> areas of the city shall be designated as Heritage Conservation Districts under Part V of the Ontario Heritage Act, as shown on Annex 3.</p> <p>.....</p> <p><b><u>8) The City may develop strategies to proactively conserve built heritage resources or cultural heritage landscapes that may have potential cultural heritage value, but have not yet been evaluated, in collaboration with communities where possible and appropriate. These strategies may include, but are not limited to, developing and maintaining a publicly accessible inventory of properties or areas of the city that may have potential cultural heritage value or interest but do not have status under the Ontario Heritage Act. Properties included in this inventory may be evaluated and, where appropriate, listed on the City's Heritage Register or designated under Parts IV or V of the Ontario Heritage Act.</u></b></p> <p><i>Renumber subsequent policies</i></p> <p><del>10-11</del> The City shall immediately consider for the designation of any <del>resource of cultural heritage value</del> <b><u>built heritage resources and cultural heritage landscapes</u></b> under the Ontario Heritage Act if that resource is threatened with demolition.</p>	
1.14	4.5.3	<p><i>Following Policy 4)</i></p> <p><b><u>5) The City encourages the retention and conservation of built heritage resources and cultural heritage landscapes located on properties not designated under Parts IV or V of the Ontario Heritage Act. Where a development application is anticipated or proposed on a property without status under the Ontario Heritage Act, the City may consider listing the property under Section 27 of the Ontario Heritage Act or designating the property under Parts IV or V of the Ontario Heritage Act, in accordance with the legislated procedures, regulations, and limitations of the Ontario Heritage Act.</u></b></p> <p><del>5) 6)</del> The City may enter into registered agreements with the owners of designated properties if the City deems that financial securities are required from an owner to ensure the retention and conservation of heritage</p>	<p>This amendment provides consistency with Bill 23 changes to the <i>Ontario Heritage Act</i> (OHA) related to prescribed events/limitation on issuing Notice of Intention to Designate (NOID). With the PPS 4.6 policy change from "Significant" to "Protected", staff have identified a need for a policy that gives authority to give a property status under the OHA when appropriate.</p> <p>Further, amendments are made to include "cultural</p>

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		<p>properties as part of a development approval. The amount of financial securities shall be based on the costs associated with the conservation of the heritage resource, its rehabilitation and reconstruction.</p> <p><del>6)</del> <b>7)</b> The City shall enhance the surroundings of publicly- and privately-owned built heritage resources <b><u>and cultural heritage landscapes</u></b> when undertaking its capital works and maintenance projects. This may be achieved through such means as street improvements, tree planting, underground wiring, and the provision of street furniture, lighting, signage and other streetscape or landscape components, consistent with the heritage character of the area, with reasonable limitations based on the context and scope of work involved.</p> <p><del>7)</del> <b>8)</b> The City shall protect, improve and manage City-owned built heritage resources <b><u>and cultural heritage landscapes</u></b> in a manner that achieves or supports the heritage objectives of this Plan and sets an example of leadership in the conservation and stewardship of heritage resources.</p> <p><del>8)</del> <b>9)</b> The City shall designate City-owned built heritage resources <b><u>and cultural heritage landscapes</u></b> that meet the criteria under the Ontario Heritage Act where appropriate and may prepare conservation plans for their maintenance.</p> <p><i>Renumber subsequent policies</i></p>	<p>heritage landscapes” to be consistent with the PPS terminology.</p>
1.15	<b><u>4.13 - new</u></b>	<p><i>A new section 4.13 is added with the following text:</i></p> <p><b>4.13 Agricultural System</b></p> <p>The agricultural system as defined by the <i>Provincial Planning Statement</i> is a system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. The two key components of the agricultural system are the agricultural land base and the agri-food network.</p> <p>WHAT WE WANT TO ACHIEVE</p> <ol style="list-style-type: none"> <li>1) Maintain and enhance the agricultural land base</li> <li>2) Support the long-term prosperity of the agri-food network</li> <li>3) Establish the requirements for agricultural impact assessments</li> </ol> <p><b>4.13.1 Maintain and enhance the agricultural land base</b></p> <ol style="list-style-type: none"> <li>1) The agricultural land base is comprised of all lands within the Agricultural Resource Area designation, in addition to lands within the Rural Countryside designation that are being used for agricultural production. Lands with the Agricultural Resource Area and Rural Countryside designations are shown on Schedules B4 and B9.</li> </ol>	<p>PPS 2024, Section 4.3.1 Policy 1) now requires all municipalities to use an Agricultural Systems approach.</p> <p>OP Section 4.13 has been added based on the agricultural systems approach <a href="#">implementation procedures</a> created for the Greater Golden Horseshoe municipalities.</p> <p>Note: the “What we want to Achieve” piece is a separate table in the right margin</p> <p>Subsection 4.13.1, Policy 1) clarifies which lands form the agricultural land base. The Agricultural Resource Area designation in the Official Plan is already identified as prime agricultural areas for the purposes of the PPS, while the Rural Countryside designation meets the “rural lands” definition within the PPS.</p> <p>Policies 3) through 6) reflect the requirements in the provincial guidance issued for the GGH.</p>

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		<p>2) In addition to the policies of this section, the Agricultural Resource Area and Rural Countryside designations are subject to the policies in Section 9 of this Plan.</p> <p>3) The City shall maintain and enhance the geographic continuity of the agricultural land base with neighbouring municipalities and its functional connections to the agri-food network.</p> <p>4) Agricultural uses, agriculture-related uses, and on-farm diversified uses shall be generally permitted in the agricultural land base, subject to the policies in Section 9 of this Plan and in accordance with provincial guidance.</p> <p>5) Uses not described in Policy 4) above should be located outside the agricultural land base. Where non-agricultural or agriculture-related uses are proposed within the agricultural land base, impacts on the agricultural system shall be avoided and, where avoidance is not possible, minimized and mitigated.</p> <p><b>4.13.2 Support the long-term prosperity of the agri-food network</b></p> <p>1) The agri-food network includes elements important to the viability of the agri-food sector, including but not limited to infrastructure, agricultural services, farm markets, and distributors. These elements may be mapped by the City, the Province, the federal government, by non-government organizations including but not limited to ConnectON, or some combination thereof.</p> <p>2) Where a non-agricultural use is proposed on or adjacent to a site that forms part of the agri-food network, the proposed use shall avoid and, where avoidance is not possible, minimize and mitigate impacts on the agricultural system.</p> <p>3) Uses that contribute to healthy communities and a prosperous agri-food network, including but not limited to community gardens, farmer markets and indoor and outdoor crop production in urban areas and villages, are encouraged where appropriate.</p> <p>4) The City shall seek to support and foster the long-term economic prosperity and productive capacity of the agri-food network through rural economic development, consultation with the agriculture community, consideration of impacts on the agri-food network in decision making, among other agriculture-focused strategies and initiatives.</p> <p><b>4.13.3 Establish the requirements for agricultural impact assessments</b></p> <p>1) An agricultural impact assessment shall be required as part of a complete application in the following circumstances:</p> <p>a) Where a new or expanded non-agricultural use is proposed within the Agricultural Resource Area designation;</p> <p>b) Where adjustments or expansions are proposed to the settlement area in accordance with the policies in Section 3.1 of this Plan;</p>	<p>Subsection 4.13.2 sets out the policies pertaining to the agri-food network and reflects the direction in PPS Policies 4.3.1.1 and 4.3.6.1. It also specifies that mapping of agri-food assets may be established, however, the specifics of such mapping may vary.</p> <p>Subsection 4.13.3, added to the new agricultural systems section, establishes the circumstances when the completion of an agricultural impact assessment is required. Such policies were required by the provincial <a href="#">implementation procedures</a> for the agricultural systems approach.</p> <p>Policy 1) describes the circumstances where an AIA will always be required, while Policy 2) describes the circumstances where staff may request the completion of an AIA. These policies were informed by the provincial implementation procedures, the <a href="#">Draft AIA Guidance Document</a>, and the <a href="#">Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas</a>.</p> <p>Finally, Policy 4) ensures that, prior to the City of Ottawa creating terms of reference for AIAs, applicants must still reference any existing provincial guidance when completing an AIA.</p>

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		<ul style="list-style-type: none"> <li>c) Where an infrastructure project occurs within or crosses any land within the Agricultural Resource Area designation;</li> <li>d) Where a mineral aggregate extraction operation is proposed in the Agricultural Resource Area designation; and</li> <li>e) Any other circumstance as required by provincial guidance.</li> </ul> <p>2) In addition to the circumstances described in Policy 1), an agricultural impact assessment may be required as part of a complete application in the following circumstances:</p> <ul style="list-style-type: none"> <li>a) Where a new or expanded non-agricultural use is proposed within the Rural Countryside designation where the site is currently used for agricultural production;</li> <li>b) Where a new or expanded non-agricultural uses abuts, interfaces with, or is in close proximity to lands used for agricultural production;</li> <li>c) Where a new or expanded non-agricultural use is proposed on or adjacent to a site that forms part of the agri-food network;</li> <li>d) Where a mineral aggregate extraction operation is proposed in the Rural Countryside designation where the site is currently used for agricultural production;</li> <li>e) Any other circumstances where, at the sole discretion of the City, the size, scale, nature, location, or type of use is such that an agricultural impact assessment is required to demonstrate how impacts on the agricultural system are avoided and, where avoidance is not possible, minimized and mitigated.</li> </ul> <p>3) Notwithstanding Policies 1) and 2) above, new or expanded agriculture-related uses or on-farm diversified uses may be permitted without the completion of an agricultural impact assessment where the proposal complies with the underlying zoning.</p> <p>4) Agricultural impact assessments shall be completed in accordance with the policies of this Plan, provincial guidance, and the approved terms of reference or other applicable documents.</p>	
1.16	5.1.4	<p>1) Maximum <del>and minimum</del> building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:</p> <ul style="list-style-type: none"> <li>a) <del>Up to 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned O-Train station, between 4 storeys and</del> <b>Up to</b> High-rise inclusive;</li> <li>b) Despite Policy a), greater heights, in accordance with Subsection 5.1.3, Policy 1) may be considered subject to a zoning amendment on: <ul style="list-style-type: none"> <li>i) Lands that contain or are adjacent to, and within 100 metres walking distance of an O-Train station; or</li> <li>ii) North of Nepean Street.</li> </ul> </li> <li>e) <del>Outside the area described by a) and b), not less than 3 storeys and not more than 6 storeys; and</del></li> </ul>	<p>Previously, the Official Plan had height minimums for the Hub designation in each transect, in addition to height minimums for PMTSAs, which superseded the Hub height minimums in almost all cases.</p> <p>With the PMTSA policies being repurposed, the height minimums that previously applied to PMTSAs are instead being moved to apply to Hubs city-wide, eliminating the requirement for transect-specific height minimums within Hubs.</p>

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		<p><del>d) c)</del> In order to provide a transition from the Hub to the adjacent built form, despite Policy <del>e) a)</del>, on lands within and abutting the boundary of the Hub, heights may be restricted to the maximum height permitted by the Zoning By-law on the lands in the abutting designation.</p>	<p>Previously, the Official Plan had height minimums for the Hub designation in each transect, in addition to height minimums for PMTSAs, which superseded the Hub height minimums in almost all cases.</p>
1.17	5.2.3	<p>1) Within Hubs, permitted building heights, are as follows:</p> <p>a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, <del>not less than 3 storeys and</del> up to High-rise;</p> <p>b) High-rise 41+ where permitted by a secondary plan;</p> <p>c) Outside the area described by Policy a), <del>not less than 3 storeys and</del> up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and</p> <p>d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.</p>	<p>With the PMTSA policies being repurposed to accommodate the new MTSA's, the height minimums that previously applied to PMTSAs are instead being moved to apply to Hubs city-wide, eliminating the requirement for transect-specific height minimums within Hubs.</p>
1.18	5.3.3	<p>1) Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:</p> <p>a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, <del>at least 3 storeys and</del> up to High-rise; and</p> <p>b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.</p>	
1.19	5.6.2	<p>The Future Neighbourhood Overlay is applied to lands that have been added to the urban <del>boundary or village areas</del> to accommodate <del>City projected</del> growth <del>in the Suburban Transect</del>. The Future Neighbourhood Overlay is intended to guide development in these areas towards creating walkable 15-minute neighbourhoods that are well served by rapid transit.</p> <p>The following categories apply to the Future Neighbourhood Overlay as indicated in the B-series of schedules:</p> <p><b>Category 1</b> – New urban expansion area</p> <p><b>Category 2</b> – <del>New</del> <u>New</u> <del>Tewin new</del>-community</p> <p><b>5.6.2.1 Create new 15-minute neighbourhoods supported by transit and infrastructure</b></p> <p>1) <b><u>The Future Neighbourhood Overlay shall be applied to any lands added to the urban or village areas.</u></b> Development may only receive draft approval or final approval on land within the Future Neighbourhoods Overlay once the overlay has been removed through an Official Plan amendment. Removal of the overlay can only occur once the policies of this section have been satisfied.</p> <p>2) <del>The</del> <b><u>For lands within Suburban Transect, the</u></b> underlying designation within the Future Neighbourhoods Overlay is Neighbourhood. <b><u>For lands within the Rural Transect, the underlying designation within the</u></b></p>	<p>The Future Neighbourhood Policies are amended to account for scenarios in which lands are added to the village areas.</p>

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		<p><b><u>Future Neighbourhoods Overlay will be determined at the time of the addition, which will reflect the land use categories within the applicable village plan.</u></b> Through the Official Plan amendment to remove the overlay, other designations may be established, where applicable, and shall be consistent with designations of the parent Official Plan.</p> <p>14) The <b><u>new</u></b> Tewin <del>new</del> community will consist of a net developable area of 445.35ha. A preliminary location for Tewin is shown on Schedule C17. The exact boundary will be adjusted/finalized through the approval of the community design plan and applicable studies. There shall be no net increase in the developable area resulting from the adjustments to the boundary <del>-consistent with section 1.1.3.9 of the Provincial Policy Statement.</del></p> <p>15) Technical and financial requirements outlined in Annex 10 and 12 are required before Council approves a secondary plan for the Category 2 – <b><u>new</u></b> Tewin <del>new</del> community in addition to the policies of this section and Section 12.</p>	
1.20	5.6.3.1	<p>7) Aggregate extraction may be permitted as an interim use in the Agricultural Resource Area outside of the mineral aggregate overlay subject to the <b><u>completion of an agricultural impact assessment and subject to the</u></b> lands being rehabilitated to an agricultural condition, with soils of equivalent or better quality than prior to the extraction, as shall be documented prior to the commencement of aggregate extraction operations. Rehabilitation to agriculture will be the first priority. Nevertheless, complete agricultural rehabilitation may not be required where:</p> <ul style="list-style-type: none"> <li>a) There is a substantial quantity of mineral aggregate resources below the water table warranting extraction;</li> <li>b) The depth of the planned extraction makes restoration of pre-extraction agricultural capability unfeasible;</li> <li>c) Hydrogeological investigations demonstrate to the satisfaction of the City that agricultural rehabilitation is not desirable due to groundwater protection requirements; and</li> <li>d) The City has determined a suitable alternative post-extractive use in conformity with the policies in this Plan.</li> </ul>	To reflect the new requirements under PPS policy 4.5.4.
1.21	<b><u>6.1</u></b>	<p>6.1 Hubs</p> <p>With the exception of designations that identify lands for industrial uses that generate impacts, urban designations are not based on land use but, rather, on their urban function. Lands in the city have a hierarchy of importance based on their function and on the intensity of their use. Many types of land uses can exist as part of the function of each designation.</p>	<p>Policy 1) in Section 6.1.1 is amended to clarify that Hubs are designated at the discretion of the City, as opposed to MTSA's which are designated in accordance with the policies in the PPS.</p> <p>Additionally, Policy 3) is amended to require that visitor parking spaces are required only where the proposal includes parking facilities.</p>

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		<p>Hubs are areas <b><u>intended for high density development</u></b> centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.</p> <p>Hubs <del>that</del> are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the <del>Provincial Policy Statement</del> <b><u>Planning Act</u></b> are referred to and shown as <b>Protected Hubs</b>.</p> <p>Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher- density and mixed-use communities around transit stations.</p> <p>WHAT WE WANT TO ACHIEVE</p> <p>1) Define the Hubs and set the stage for their function and change over the life of this Plan</p> <p><del>2) Set out the direction for Protected Major Transit Station Areas (PMTSAs)</del></p> <p><b>6.1.1 Define the Hubs and set the stage for their function and change over the life of this Plan</b></p> <p>1) Hubs are defined areas that <del>may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:</del></p> <ul style="list-style-type: none"> <li>a) <del>Hubs generally</del> <b>Generally</b> include lands <del>up to 600 metre radius or 800 metres</del> <b>within</b> walking distance, <del>whichever is greatest, from</del> <b>of</b> an existing or planned rapid transit station <del>or major frequent street transit stop,</del> and are shown on the B-series of schedules;</li> <li>b) Despite Policy a), the specified walking distance may <del>be reduced</del> <b>consider</b> where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and</li> <li>c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.</li> </ul> <p>3) Development within a Hub: [...]</p> <ul style="list-style-type: none"> <li>g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate: <ul style="list-style-type: none"> <li>i) <del>Reduction or e</del>Elimination of on-site minimum parking requirements;</li> <li>ii) Maximum limits on parking supply;</li> <li>iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;</li> </ul> </li> </ul>	<p>New Policy 7) is based on the current policy 4 in Section 6.1.2 PMTSAs is now intended to apply to all Hubs within a MTSA to establish the minimum building heights that discourages low-rise building heights closest to a transit station within a Hub designation.</p>

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		<p>iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;</p> <p>v) Establishment of residential on-street parking permit zones; and</p> <p>vi) Despite the above, visitor parking shall continue to be required for high-density residential uses <b><u>where parking facilities are provided</u></b>, in order to prevent visitor demand for parking from creating undue demand on public parking facilities;</p> <p><b><u>7) The minimum permitted building heights within Hubs, unless otherwise specified by the appropriate transect policies, secondary plan or area-specific policy, shall be as follows:</u></b></p> <p><b><u>a) When within a Major Transit Station Area and within a 300 metre radius or 400 metres walking distance, whichever is greatest, of the associated transit station, not less than 4 storeys; and</u></b></p> <p><b><u>b) Outside the area described by Policy a), not less than 2 storeys.</u></b></p>	
1.22	6.1.2	<p><i>Section 6.1.2 is deleted in its entirety and replaced with the following:</i></p> <p><b>6.1.2 Protected Hubs are Protected Major Transit Station Areas</b></p> <p>1) Protected Hubs shown on the B-series Schedule represents the delineation of higher order transit stations as a protected major transit area where inclusionary zoning as per section 4.2.5 is authorized.</p> <p>2) A Protected Hub is the same land use designation as a Hub and references to the term ‘Hub’ throughout this Plan include Protected Hubs. Protected Hubs only differ from other Hubs as being the areas where inclusionary zoning may be authorized. The policies of section 6.1.1 apply to Protected Hubs.</p> <p>3) Secondary Plans in Volume 2A may also specifically identify and delineate higher order transit stations or stops as a protected major transit station area, along with the minimum number of people and jobs per hectare, minimum densities for new buildings, and permitted land uses.</p> <p>4) The minimum number of people and jobs, collectively, per hectare that are planned to be accommodated within these areas are identified in Section 3.2.3, Table 3a, as per the column “Target Density within the MTSA”.</p> <p>5) The minimum densities for new buildings within these areas are identified in Section 3.2.3, Table 3a, as per the column “Minimum Density Targets by Designation, dwellings per net hectare, Hub”.</p> <p>6) The land uses that are permitted within Protected Hubs are the same as those that are permitted within Hubs as per section 6.1.1 policy 4.</p> <p>7) New or expanded Protected Hubs may be considered by amendment to this Plan or through a secondary plan. At such time, considerations for a new or expanded Protected Hub shall:</p> <p>a) Consider how the area to be added and the surrounding lands will support and not undermine the long-term vision for the Protected Hub, including the ability to utilize inclusionary zoning;</p>	<p>Currently Section 6.1.2 of the Official Plan provides direction for Protected Major Transit Station Areas (PMTSAs) as per subsection 16(15) of the <i>Planning Act</i>. Currently most Hub designations are PMTSAs. With a new section 3.2.2 for Major Transit Station Area (MTSA) policies to be consistent with Section 2.4.2 of the PPS and revised Schedule C1 that shows MTSA, PMTSAs are re-labeled to Protected Hubs to reduce confusion between a PMTSA and MTSA which are not the same concepts.</p> <p>Protected Hubs are those Hub designations that are identified as PMTSAs under the <i>Planning Act</i> for the purposes of where inclusionary zoning policies may be applied and include policies that establish the minimum number of residents and jobs collectively per hectare, permitted uses, and minimum densities within buildings.</p> <p>Policy 7) carries over the current Policy 5), reworded to apply to Protected Hubs rather than PMTSAs.</p>

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		<ul style="list-style-type: none"> <li>b) Ensure that the area to be added does not undermine the goal of developing an intense and concentrated development or the reasonably hinder the use of inclusionary zoning;</li> <li>c) Demonstrate that the area to be added does not include lands on which development is otherwise prohibited through other policies or severely restricted portions of land, for example major urban greenspaces;</li> <li>d) Demonstrate that rapid transit infrastructure and service is available at the time of designation;</li> <li>e) Assess the pedestrian accessibility and continuity of the proposed area from the transit station;</li> <li>f) For new Protected Hubs, identify the appropriate densities in Section 3.2.3, Table 3a to support existing and planned investments in transit; and</li> <li>g) Where overlap occurs between Industrial and Logistics and the Mixed Industrial areas and the candidate Protected Hub area, the former area policies take precedence to ensure the protection and preservation of the City's finite industrial land base and areas that provide affordable rents for businesses and services that can not otherwise compete with other uses in Hubs or Corridors.</li> </ul>	
1.23	6.2	<p>The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. <b><u>Corridors are identified as strategic growth areas for the purposes of the Provincial Planning Statement.</u></b></p>	To reflect the role of Corridors as a strategic growth area as per PPS section 2.4.1.
1.24	6.4	<p>2) The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:</p> <ul style="list-style-type: none"> <li>a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;</li> <li>b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;</li> <li>c) Auto service and body shops, heavy equipment and vehicle sales and service;</li> <li><del>d) Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;</del></li> <li><b><u>ed) Offices that are accessory to a primary use permitted in a) through <del>ed</del>c), including trades and contractors that have offices associated with a warehouse use, such as carpenters, plumbers, electricians, and heating, ventilation and air conditioning.</u></b></li> </ul>	Consistent with PPS section 2.8.2. Policy 3 c), OP section 6.4 Policy 2) f) is updated to explicitly require that accessory office is permitted only where a primary use is an employment area use.
1.25	6.4.2	<p><b><u>4) Where Corridors intersect or overlap with an Industrial and Logistics designation, the policies and permitted uses of the Industrial and Logistics designation shall prevail, however:</u></b></p>	Within the Official Plan, several Corridors intersect or overlap with parcels in the Industrial and Logistics designation. To ensure land use compatibility and to maintain the viability of employment areas per PPS Policy

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		<p><b><u>a) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Corridor; and</u></b>  <b><u>b) Subject to a), transit shall be prioritized along Corridors.</u></b></p>	2.8.2. Policy 4., Official Plan Policies in Section 6.4.2 are updated to clarify that the industrial designation policies in the event of a conflict between those and the Corridor.
1.26	6.5	<p>Mixed Industrial areas are clusters of economic activity that are less impactful and provide a broader range of non-residential uses than Industrial areas. These areas can provide a transition between Industrial and Logistics areas and Neighbourhoods, Hubs or Corridors, and provide a supply of land for non-residential sensitive uses and smaller-scale light industrial and commercial uses. <del>This designation corresponds to the office activities within employment areas as defined within the Provincial Policy Statement.</del> Where applicable, these areas can contribute to 15-minute neighbourhoods through the location of neighbourhood-based uses.</p>	An outdated reference is removed from the preamble to reflect the updated employment area references and policies in PPS Section 2.8.2.
1.27	9.1	<p>Farmland accounts for approximately 40 per cent of Ottawa’s Rural area and is <del>required by the Provincial Policy Statement</del> to be protected for long-term use for agricultural production by limiting development that would compromise productivity of these operations. These lands are comprised of Class 1, 2 and 3 soils, as identified through a Land Evaluation and Area Review (LEAR) study. Lands designated Agricultural Resource Area may also include lands with other classes of soil in order to recognize their part in an agricultural system <b><u>and, for the purposes of the Provincial Planning Statement, are considered to be prime agricultural areas.</u></b> Ottawa’s agri-economy is a mix of agricultural operations including cash crop and livestock across approximately 1000 farm holdings, varying in size, and is a valuable industry which plays an important role to ensuring food security in the region.</p>	Clarifying that the Agricultural Resource Area designation is considered to be prime agricultural areas as defined by the PPS.
1.28	9.1.1	<p>2) The City shall only consider the removal of land from an Agricultural Resource Area designation to allow the expansion of a settlement area or identification of a new settlement area through <del>a comprehensive review by addressing the matters required by the Provincial Policy Statement</del> <b><u>an Official Plan update in accordance with Section 26 of the Planning Act.</u></b></p>	Consistent with PPS Section 4.3.4 for removal of land from Prime Agricultural <u>Areas</u> , and proposed amendments in OP Section 3.1 for the consideration of settlement area expansions that goes beyond the minimum standards of the PPS, this amendment clarifies that only a settlement area expansion through an Official Plan update in accordance with Section 26 of the <i>Planning Act</i> can remove lands from the Agricultural Resource Area designation.
1.29	9.1.1	<p>3) Official Plan amendments <del>for the removal to update the evaluation</del> of land <del>from within</del> an Agricultural Resource Area designation, <del>outside of a comprehensive review and</del> that does not constitute <b><u>an</u></b> urban</p>	Consistent with PPS Section 4.3.4 for the removal of land from Prime Agricultural <u>Areas</u> , Policy 3) is updated to

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		<p>or village expansion, shall only be considered where it is demonstrated that the land does not meet the requirements for an Agricultural Resource Area through:</p> <ul style="list-style-type: none"> <li>a) A municipal-wide Land Evaluation and Area Review; or</li> <li>b) An area-specific assessment, where the area is equal to or greater than 250 hectares, <del>or where an area of less than 250 hectares is agreed to by the City.</del> The assessment will demonstrate that: <ul style="list-style-type: none"> <li>i) Based upon new information, related to one or more LEAR factors, the lands <b><u>do not meet the definition and</u></b> are not part of a prime agricultural area <b><u>as defined by the Provincial Planning Statement;</u></b> and</li> <li>ii) Any re-designation avoids the potential for adverse impacts to any adjacent agricultural land and operations, or if unavoidable, such adverse impacts are mitigated to the extent feasible.</li> </ul> </li> </ul> <p><b><u>4) Lands designated as Agricultural Resource Area are considered to be part of the agricultural system and are subject to the applicable policies in Section 4.11 of this Plan.</u></b></p> <p><b><u>5) Development in Agriculture Resource Area designation, including new or expanding livestock facilities, shall comply with the minimum distance separation formulae and guidelines as amended by the Province from time to time.</u></b></p>	<p>clarify that a LEAR or area specific assessment is not a removal land within a prime agricultural area but an assessment on whether lands should be within a prime agricultural area based on new information.</p> <p>New Policy 4) is added to reference the agricultural systems concept consistent with PPS Section 4.3.1.</p> <p>New Policy 5) is added to be consistent with PPS Section 4.3.2 Policy 3).</p>
1.30	9.1.3	<p>1) Residential uses in Agricultural Resource Areas shall <b><u>only</u></b> be permitted <del>either</del> in the <b><u>following</u></b> forms <del>of:</del></p> <ul style="list-style-type: none"> <li>a) A <del>detached principal</del> dwelling on a lot fronting an existing public road; <del>and/or</del> <b><u>and up to two additional residential units, provided that, where two additional residential units are proposed, at least one of these additional residential units is located within or attached to the principal dwelling, and any additional residential units:</u></b> <ul style="list-style-type: none"> <li>i) <b><u>Comply with the minimum distance separation formulae;</u></b></li> <li>ii) <b><u>Are compatible with, and would not hinder, surrounding agricultural operations;</u></b></li> <li>iii) <b><u>Have appropriate sewage and water services;</u></b></li> <li>iv) <b><u>Address any public health and safety concerns;</u></b></li> <li>v) <b><u>Are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and</u></b></li> <li>vi) <b><u>Minimize land taken out of agricultural production.</u></b></li> </ul> </li> </ul>	<p>Policy adjusted to reflect the requirements in PPS Section 4.3.2 Policy 5.</p>
1.31	9.2.2	<p><b><u>4) Development in the Rural Countryside designation, including expanding livestock facilities, shall comply with the minimum distance separation formulae and guidelines as amended by the Province from time to time.</u></b></p>	<p>New policy to be consistent with PPS Section 4.3.1 Policy 3.</p>

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1.32	9.3.2	<p>1) The following uses are permitted in Rural Industrial and Logistics areas</p> <p>a) Heavy and light industrial uses, such as value-added processing, fabrication, manufacturing, equipment and supply centres, machine and vehicle sales and servicing, landscape and construction yards, nurseries;</p> <p>b) Transportation, distribution, warehouse and large-scale storage operations;</p> <p>c) Uses that are noxious by virtue of their noise, odour, dust or other emissions or that have potential for impact on air quality or surface water or groundwater, such as salvage or recycling yards, composting or waste transfer facilities; concrete plants; the treatment of aggregate products; and abattoirs; where they shall not be located adjacent to a highway unless suitable screening and landscaping are provided; and</p> <p>d) <del>Commercial uses that primarily provide services to employees of the Rural Industrial and Logistics area or the travelling public such as a restaurant, gas station, a retail store up to 300 square metres of gross leasable space or similar uses.</del> A commercial use involving the display and sale of products manufactured or warehoused on the site are permitted provided that the retail floor space does not exceed the greater of 300 square metres or 25 per cent of the gross floor area of the building</p> <p>2) Residential, institutional and other sensitive uses that would conflict with or be negatively affected by the operations of these industrial uses are prohibited.</p> <p>3) To avoid adverse effects on sensitive uses and to protect the long term economic viability of industrial uses and major facilities, the Province's Land Use Compatibility Guidelines shall be applied to the development of major facilities and/or sensitive land uses in proximity of a major facilities as outlined in the guidelines.</p> <p><b><u>4) Notwithstanding the uses listed in Policy 1), legally existing uses on October 20, 2024, are also permitted and minor expansions of those uses may be considered.</u></b></p>	<p>Consistent with PPS Section 2.8.2 for Employment Areas. The reference to commercial uses in Policy 1 d is removed as such uses in Employment Areas must be associated with a primary employment use.</p> <p>New policy 4 is added to recognize legally existing uses that do not conform to the Official Plan as a result of the PPS 2024.</p>
1.33	11.4	<p><b><u>6) The City shall collaborate with school boards to facilitate early and integrated planning for schools and associated childcare facilities.</u></b></p>	<p>To reflect the PPS requirement under Section 3.1 Policy 5.</p>
1.34	11.6	<p><b><u>18) The boundaries of transect areas and overlays shall not be modified unless through an Official Plan update in accordance with Section 26 of the Planning Act.</u></b></p> <p><b><u>19) Notwithstanding Policy 18) above, new land may be added to the Suburban Transect and Future Neighbourhood Overlay through an approved settlement area expansion in accordance with Section 3.1. Lands may only be removed from the Future Neighbourhood Overlay in accordance with the policies in Section 5.6.2.</u></b></p>	<p>Consistent with the PPS removal of the “comprehensive Official Plan review concept” and consistent with potential settlement area changes in Section 3.1 that may impact the boundary of the Suburban and Rural Transects.</p>
1.35	12.1	<p>7) Secondary plans and area-specific policies shall take into consideration, and generally be consistent with, the policies of this Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan. <del>The following are matters that may only be considered as part of a comprehensive review of the Official Plan, changing the boundary of a transect area or removing an Overlay, other than the Future Neighbourhood Overlay.</del></p>	<p>Policies prohibiting the modifications of transect boundaries and overlays outside of a comprehensive review are amended to reflect the amended Official Plan policies concerning the Future Neighbourhood Overlay and the ability to consider settlement area expansions</p>

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			outside of a Section 26 Official Plan update that also changes Transect boundaries..
1.36	13, Table 10	<ul style="list-style-type: none"> <li>• Adverse <del>effects</del> <b><u>effect</u></b></li> <li>• <b><u>Agricultural impact assessment</u></b></li> <li>• <b><u>Agri-food network</u></b></li> <li>• Areas of natural and scientific interest (<del>ANSI</del>)</li> <li>• <b><u>Complete communities</u></b></li> <li>• <del>Comprehensive review</del></li> <li>• <b><u>Designated and available</u></b></li> <li>• <b><u>Energy storage system</u></b></li> <li>• <b><u>Higher order transit</u></b></li> <li>• <b><u>Low- and moderate-income households</u></b></li> <li>• <b><u>Low impact development</u></b></li> <li>• <b><u>Major transit station area</u></b></li> <li>• <b><u>Multimodal</u></b></li> <li>• <b><u>Public service facilities</u></b></li> <li>• <del>Recreation</del></li> <li>• <b><u>Strategic growth areas</u></b></li> <li>• <b><u>Watershed planning</u></b></li> </ul>	Table 10 contains all the definitions where the Official Plan uses the same definition as the PPS. Amendments are made to the table to reflect new, removed, and modified changes to the definitions within the PPS, where the intent of the Official Plan policies remain unchanged.
1.37	13. Definitions	<p><del>Low impact development: A stormwater management strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible. LID comprises a set of site design strategies that minimize runoff through distributed, small-scale structural practices that mimic natural or predevelopment hydrology through the processes of infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. These practices can effectively remove nutrients, pathogens and metals from runoff, and they reduce the volume and intensity of stormwater flows.</del></p>	The definition of low impact development is deleted as it is now a term defined by the PPS.

Appendix B: Volume 2 Amendments

Number	<p align="center"><b>Official Plan Amendment</b></p> <p align="center">Unless otherwise indicated, <b><u>bold and underline</u></b> indicates new text, <del>strikethrough</del> indicates removed text</p>	Description / Rationale
<p><b>Alta Vista – Faircrest Heights – Riverview Park Secondary Plan</b></p>		
<p>2.1</p>	<p>Section 2: Policies</p> <p><del>Low-Rise-Development</del> <b><u>Corridors</u></b></p> <p><del>1) The following portions of arterials, major collector and collector streets shown on Schedule A – Designation Plan, are designated for low-rise neighbourhood development. In determining the acceptability of low-rise neighbourhood growth proposals, lot sizes in the immediate surrounding blocks of the proposed growth will be considered representative of the typical lot size of the surrounding area. Where lot sizes vary as a result of redevelopment, street trees at the same interval as the established street tree alignment must be provided in order to maintain streetscape continuity:</del></p> <p><del>a) South side of the Smyth Road Mainstreet from Alta Vista Drive to Faircrest Heights Park; and</del></p> <p><del>b) Alta Vista Drive from Dale Avenue to Heron Road, excluding that portion of Alta Vista Drive from the Green Transportation and Utility Corridor to Smyth Road; and</del></p> <p><del>e) Pleasant Park Road Minor Corridor from Riverside Drive to the Green Transportation and Utility Corridor; and</del></p> <p><del>d) Heron Road from Bank Street Secondary Plan boundary to east of the Heron Corridor; and</del></p> <p><del>e) Kilborn Avenue Minor Corridor from Blossom Drive / Utah Street to Green Transportation and Utility Corridor and Featherston Drive.</del></p> <p><b><u>1) The Corridor designation applies to any lot abutting a Corridor as identified on Schedule A – Designation Plan, subject to:</u></b></p> <p><b><u>a) A maximum depth of 120 metres from the centreline of the street identified as a Corridor;</u></b></p> <p><b><u>b) Where part of a lot lies beyond the maximum depths specified in Policy a) that part of the lot is excluded from the Corridor designation; and</u></b></p> <p><b><u>c) Despite Policy b) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;</u></b></p> <p><b><u>d) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block;</u></b></p>	<p>Adding a new Corridors designation to reflect the status of the designation as a strategic growth area as noted in Volume 1 of the Official Plan.</p> <p>Consistent with PPS Section 2.4.1, the Corridor designation is added to identify the appropriate type and scale of development within strategic growth areas and the transition of built form to adjacent areas.</p> <p>Consistent with PPS Section 2.4.2, the Corridor designation is added to plan for land uses and built form that supports the achievement of the minimum density targets within MTSAs.</p> <p>Consistent with the Minor Corridor designations in other neighbourhoods, the amendment proposes permitting development up to 6-storeys for properties fronting onto Pleasant Park Road, Kilborn Avenue, and Heron Road within the secondary plan. Although Smyth Road has a Mainstreet designation on Schedule B3 Outer Urban Transect, the amendment recognizes the existing low-rise built form on lots that are approximately 30 metres in depth and proposes built-forms up to 6-storeys for properties fronting onto Smyth Road as well.</p>
<p>2.2</p>	<p>Section 2: Policies</p> <p><del>3) On Mainstreets and Minor Corridors, the Zoning By-law shall:</del></p> <p><del>a) Prohibit new automobile-oriented land uses and development forms, including but not limited to:</del></p> <p><del>i) Automobile service stations; and</del></p>	<p>Corridors are considered strategic growth areas in the Alta Vista / Faircrest Heights / Riverview Park Secondary Plan. The amendment supports the new Corridor designation by establishing the built form and transition direction.</p>

	<p><del>ii) Automobile dealerships, except automobile showrooms entirely contained within a building; and</del></p> <p><del>iii) Drive-through facilities; and</del></p> <p><del>iv) Surface parking lots as a main use of land; and</del></p> <p><del>v) Mini-storage warehouses, except as ancillary uses to major residential development.</del></p> <p><del>b) Permit only the types of retail operations that are clearly neighbourhood-serving, daytime businesses, and intended to be accessed on foot or by active and sustainable transportation modes</del></p> <p><b>3) Development within the Corridor designation:</b></p> <p><b><u>a) shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.</u></b></p> <p><b><u>b) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;</u></b></p> <p><b><u>c) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;</u></b></p> <p><b><u>d) For sites generally of greater than one hectare in area or 100 metres in depth:</u></b></p> <p><b><u>i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and</u></b></p> <p><b><u>ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and</u></b></p> <p><b><u>e) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.</u></b></p>	
2.3	<p>Section 2: Policies, <i>add a new Policy 4.</i></p> <p><b><u>4) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:</u></b></p> <p><b><u>a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;</u></b></p> <p><b><u>b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or</u></b></p> <p><b><u>c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.</u></b></p>	Supports the new Corridor designation by specifying the permitted uses.
2.4	<p>Section 2: Policies, <i>add a new Policy 5</i></p> <p><b><u>5) Along Corridors, permitted building heights, subject to appropriate height transitions and setbacks shall not be less than 2 storeys and up to 6 storeys.</u></b></p> <p><i>Renumber subsequent policies.</i></p>	Supports the new Corridor designation by specifying the permitted building heights.
2.5	<p>Section 2: Policies, <i>add a new Policy 11.</i></p>	Building heights are increased to 27 storeys on 1245 Kilborn Avenue to recognize the opportunity for higher densities while

	<b>11) Notwithstanding Section 2, Policy 3) a), building heights up to 27 storeys are permitted at 1245 Kilborn Place, provided there is an appropriate transition to any abutting low-rise areas.</b>	maintaining computability with the adjacent low-rise areas to assist in achieving the minimum transit ridership established by the PPS.
2.6	<i>Schedule A of this Official Plan Amendment, secondary plan Schedule A – Designation Plan is amended by deleting the “Roads designated for Low-Rise Neighbourhood development” designation, and replacing with a Neighbourhood designation or Corridor designation as shown in Appendix D.</i>	
<b>Bank Street South Secondary Plan</b>		
2.7	2.2 Built Form 10) A maximum floor space index (FSI) of 2.0 is permitted for properties <del>zoned as Arterial Mainstreet</del> <b>with a Mainstreet Zone</b> or any successor zone <b>that implements the Mainstreet designation in Volume 1 of the Official Plan</b> . In order to reduce the presence of surface parking, if 80% of the <b>provided</b> parking is provided below grade, or if the <del>required and provided-existing</del> parking is reduced by an equivalent amount, the maximum FSI is 3.5.	This policy is updated to remove language referencing required parking as that the subject lands are within the Greensboro MTSA and as per subsection 16(22) <i>Planning Act</i> no policy may require the provision of parking.
<b>Carleton Heights Secondary Plan</b>		
2.8	2.4 Neighbourhood 2) The Neighbourhood Mid-Rise designation generally permits a built form of up to six full storeys. This area includes most of the community’s townhouse dwellings and includes ground-oriented multi-unit dwellings and apartment dwellings. Along Mainstreets <del>and Minor Corridors</del> , greater heights and non-residential uses, such as schools, places of worship, and public utility installations, compatible with a dense mixed-use urban environment may be permitted.	The reference to Minor Corridor is removed from the Neighbourhood designation as the Minor Corridor is proposed to be added as a separate designation.
2.9	2.4 Neighbourhood 4) The Neighbourhood Low-Rise designation generally permits a built form of four full storeys. Neighbourhood Low-Rise areas will predominately feature single-detached and semi-detached dwellings and may also include other typologies consistent in form. Along Mainstreets <del>and Minor Corridors</del> , greater densities and non-residential uses, such as schools, places of worship, and public utility installations, compatible with a dense mixed-use urban environment, may be permitted.	The reference to Minor Corridor is removed from the Neighbourhood designation as the Minor Corridor is proposed to be added as a separate designation.
2.10	<i>Add a new Section 2.5:</i> <b><u>2.5 Minor Corridor</u></b> <b><u>1) The Minor Corridor designation, as shown on Schedule A – Designation Plan, applies to any lot abutting a Minor Corridor as shown on Schedule B2 – Inner Urban Transect and Schedule B3 – Outer Urban Transect in Volume 1 of the Official Plan, subject to:</u></b> <b><u>a) A maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;</u></b> <b><u>b) Where part of a lot lies beyond the maximum depths specified in Policy a) that part of the lot is excluded from the Minor Corridor designation; and</u></b> <b><u>c) Despite Policy b) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;</u></b>	Adding a new Corridors designation to reflect the status of the designation as a strategic growth area as noted in Volume 1 of the Official Plan.  Consistent with PPS Section 2.4.1, adding a Corridor designation to identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas.  Consistent with the Minor Corridor designations in other neighbourhoods, the amendment

	<p><b><u>d) Where a side street intersects with a Minor Corridor, the Minor Corridor designation may include one or more lots on the side street so as to extend the Minor Corridor designation along the side street to the average depth of the Minor Corridor designation along the rest of the Minor Corridor block;</u></b></p>	<p>proposes permitting development up to 6-storeys for properties fronting onto Prince of Wales Drive, Meadowlands Drive, and Baseline Road east of Prince of Wales Drive.</p>
2.11	<p>2.5 Minor Corridor, <i>add a new Policy 2:</i></p> <p><b><u>2) Development within the Minor Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Minor Corridor, subject to building setbacks where appropriate. Further, development:</u></b></p> <p><b><u>a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Minor Corridor designation meets abutting designations;</u></b></p> <p><b><u>b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;</u></b></p> <p><b><u>c) For sites generally of greater than one hectare in area or 100 metres in depth:</u></b></p> <p><b><u>i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and</u></b></p> <p><b><u>ii) Where development is proposed to occur in phases, may be required to build phases closest to the Minor Corridor before phases located at the back of the site, subject to any overlay that may apply; and</u></b></p> <p><b><u>d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.</u></b></p>	<p>Corridors are strategic growth areas in the Carleton Heights Secondary Plan. The amendment supports the new Corridor designation by establishing the built form and transition direction.</p>
2.12	<p>2.5 Minor Corridor</p> <p><b><u>3) Minor Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through an amendment to the Zoning By-law:</u></b></p> <p><b><u>a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;</u></b></p> <p><b><u>b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or</u></b></p> <p><b><u>c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.</u></b></p>	<p>Minor Corridors are considered strategic growth areas in the Carleton Heights Secondary Plan. Supports the new Corridor designation by specifying the permitted uses.</p>
2.13	<p>2.5 Minor Corridor</p> <p><b><u>4) Along Minor Corridors, permitted building heights, subject to appropriate height transitions and setbacks shall be a minimum of 2 storeys and up to 6 storeys.</u></b></p>	<p>Supports the new Corridor designation by specifying the permitted building heights.</p>
2.14	<p><i>As shown in Appendix D, Schedule U of this Official Plan amendment, secondary plan Schedule A – Designations</i></p>	<p>To add Minor Corridor as a designation on Schedule A – Designation Plan to the Carleton Heights Secondary Plan and to redesignate lands along the Minor Corridors from Neighbourhood Low-Rise and Neighbourhood</p>

		Mid-Rise to Minor Corridor where appropriate, as described in Section 2.5 Policy 1
<b>Central and East Downtown Core Secondary Plan</b>		
<b>2.15</b>	<p>2.2 Local Mixed Use</p> <p>2) Non-residential uses will be restricted to small-scale commercial uses <b>that integrate with a dense, urban environment, with a strong emphasis on uses that serve the local community and contribute to 15-minute neighbourhoods.</b> <del>Uses such as restaurants, retail stores and retail food stores, more appropriately located on Corridors, as designated on Schedule B1—Downtown Core Transect of the Official Plan, will not be permitted, except within landmark buildings, as described in Subsection 4.4.9, of this secondary plan.</del></p>	Amend the Local Mixed-Use designation in the secondary plan to permit uses that are consistent with the 15-minute neighbourhood policies in Volume 1, Section 2 of the Official Plan, which are not currently permitted within this designation.
<b>2.16</b>	<p>2.2 Local Mixed Use</p> <p>3) Permitted non-residential uses shall be restricted to the first two floors and the basement <del>and will not occupy more than half of the gross floor area of the building.</del></p>	Amend the Local Mixed-Use designation in the secondary plan to reduce restrictions on 15-minute neighbourhood policies in Volume 1, Section 2 of the Official Plan.
<b>2.17</b>	<p>4.4.9 Land Use and Site Development</p> <p>Centretown Neighbourhood Character Areas</p> <p>37) In Minor Corridors identified in Volume 1 of the Official Plan, denser <del>low-rise</del> <b>built</b> forms are permitted. Small-scale, neighbourhood-oriented commercial uses are also permitted on properties fronting these streets.</p>	This amendment provides consistency with the proposed changes to building heights along Minor Corridors within the secondary plan.
<b>2.18</b>	<p>4.4.9 Land Use and Site Development</p> <p>Centretown Neighbourhood Character Areas</p> <p>38) New development in the Local Neighbourhood designation of the Neighbourhood Character Area shall be compatible with the prevailing pattern of development along the street in the immediate vicinity, in terms of front and side yard setbacks and massing. <del>The maximum height shall be the lesser of 14.5 metres or four storeys, except for the interior low-rise neighbourhood areas in the Golden Triangle east of Elgin Street where the maximum height shall be 11 metres, as identified on Schedule C—Maximum Building Heights.</del></p>	This amendment provides consistency with the proposed changes to building heights along Minor Corridors within the secondary plan and with the existing maximum building heights as shown on Schedule C..
<b>2.19</b>	<p>4.4.9 Land Use and Site Development</p> <p>Centretown North Character Area</p> <p>39) The predominant land use designation in the North Character Area is Local Neighbourhood, as identified on Schedule B - Designation Plan. <b>In the Local Mixed-Use designation,</b> <del>Non-residential uses are restricted to the first two floors of a building and cannot occupy more than 50 per cent of its gross floor area in R4 and R5 zoned areas.</del></p>	Amend the Local Mixed-Use designation in the secondary plan to reduce restrictions on 15-minute neighbourhood policies in Volume 1 of the Official Plan.
<b>2.20</b>	<p>4.4.9 Land Use and Site Development</p> <p>Centretown Central Character Area</p> <p>44) Consistent with the eclectic nature of the Central Character Area, it comprises several land use designations, as identified on Schedule B - Designation Plan, including the following mixed-use designations:</p>	The Local Mixed-Use designation in the secondary plan does not permit uses that would be consistent with the 15-minute neighbourhood policies in Volume 1 of the Official Plan, and therefore requires an amendment to permit those uses.

	<p>c) Local Mixed-Use – This applies to portions of the Centretown Central Character Area historically occupied by houses and other low-rise housing forms that have been partially converted to commercial uses and to adjacent neighbouring properties where such conversions are appropriate. Non-residential uses shall be restricted to small-scale commercial uses <b>that integrate with a dense, urban environment, with a strong emphasis on uses that serve the local community and contribute to 15-minute neighbourhoods.</b> <del>such as personal services, medical facilities, offices and small-scale institutional uses, such as licensed childcare centres.</del> Uses such as restaurants, retail stores and retail food stores, more appropriately located on a Corridor, will not be permitted, except within landmark buildings. Permitted non-residential uses shall be restricted to the first two floors and the basement <del>and shall not occupy more than 50 per cent of the gross floor area of the building</del>, with the exception of those existing buildings containing legally established non-residential uses existing at the date of adoption of the Official Plan. The expansion of legally established non-residential uses shall be subject to appropriate limits. The Local Mixed-Use designation also permits <del>low-rise</del> residential buildings and apartment buildings that do not contain non-residential uses.</p>	
2.21	<p>4.4.9 Land Use and Site Development</p> <p>45) The Centretown Central Character Area <b>as shown on Annex 1 – Centretown Character Areas</b> also includes properties designated Local Neighbourhood, where the permitted uses <del>shall be restricted to</del> <b>contribute to 15-minute neighbourhoods</b> <del>low-rise forms.</del></p>	<p>The Local Mixed-Use designation in the secondary plan does not permit uses that would be consistent with the 15-minute neighbourhood policies in Volume 1 of the Official Plan, and therefore requires an amendment to permit those uses.</p>
2.22	<p>4.4.9 Land Use and Site Development</p> <p>46) A variety of mid-rise and low-rise buildings shall be encouraged in the Centretown Central Character Area <b>as shown on Annex 1 – Centretown Character Areas</b>. Schedule C - Maximum Building Heights identifies maximum heights <del>of up to nine storeys as permitted.</del> Where a building greater than six storeys is proposed adjacent to a property where the maximum height is four storeys or adjacent to built heritage resources, a stepping of heights or increased setbacks should be provided to achieve an appropriate transition. Buildings shall be restricted to <del>five</del> <b>six</b> storeys along Elgin Street.</p>	<p>This amendment provides consistency with the proposed changes to building heights along Minor Corridors within the secondary plan.</p>
2.23	<p>4.7.8 Building Heights</p> <p>129) Within the Sandy Hill Character Area <b>as shown on Schedule A – Character Areas</b>, any maximum building heights permitted in the Zoning By-law that exceed the heights indicated on Schedule <del>B</del> <b>C – Maximum Building Heights</b> as of the date of adoption of this Secondary Plan will continue to apply. Any increases beyond these maximum heights will require an Official Plan Amendment. <b>Notwithstanding, heights up to nine storeys may be considered on Laurier Avenue East through an amendment to the Zoning By-law.</b></p>	<p>This amendment provides consistency with the proposed changes to building heights along Minor Corridors within the secondary plan.</p>
2.24	<p><i>As shown in Appendix D, Schedule B of this Official Plan amendment, secondary plan Schedule B – Designation Plan is amended.</i></p>	<p>The Downtown Mixed-Use designation is amended to include the areas designated Hub in Volume 1 of the Official Plan.</p>
2.25	<p><i>As shown on Appendix D, Schedule C1 and C2 of this Official Plan amendment, secondary plan Schedule C – Maximum Building Heights is amended.</i></p>	<p>Given the strategic growth areas identified in Volume 1 of Ottawa’s Official Plan, consistent with direction in the PPS 2024, amendments are required to ensure the secondary plan is consistent with those documents. This includes</p>

		ensuring greater heights are permitted in Hubs than on adjacent Corridors, with those Corridors permitting greater heights than adjacent Neighbourhoods. These amendments also aim to preserve the intent of the secondary plan and the general distribution of density.
<b>Kanata Town Centre Secondary Plan</b>		
2.26	Replace all references to “ <del>Low-rise Employment Area</del> ” with “ <b><u>Low-Rise Light Industrial and Commercial Area</u></b> ”	In the Kanata Town Centre Secondary Plan, the “Low-rise Employment Area” designation is to be replaced with the “Low-Rise Light Industrial and Commercial Area” designation. The designation is primarily intended for commercial development and was not intended to be an employment area for the purposes of the PPS. This re-naming is intended to avoid confusion and misinterpretation.
2.27	Replace “ <del>Low-rise Employment Area</del> ” with “ <b><u>Low-Rise Light Industrial and Commercial Area</u></b> ” on secondary plan Schedule A - Designation Plan	
<b>Old Ottawa East Secondary Plan</b>		
2.28	<p>2.1 Land Designation and Design Policies</p> <p>2) Notwithstanding the provision for greater building heights set out in the Official Plan, no buildings will be allowed higher than <del>six</del> <b><u>nine</u></b> storeys <del>and 20 metres</del> within the area of this secondary plan.</p> <p>3) To reduce the impact on adjacent low-rise areas, building setbacks will be required from both the front and rear property lines <b>for all development within the Mainstreet designation. A front building setback will be required</b> above the first, second, third or fourth floor of all new <b><u>mid-rise</u></b> buildings, within the Mainstreet designation. The City will implement these setbacks <b><u>and setbacks</u></b> through the Zoning By-law.</p>	<p>Permits the heights of Main Street commensurate to its role as a strategic growth area.</p> <p>Implements the policies of the strategic growth areas of the Mainstreet and Minor Corridor designations to be consistent with the PPS while incorporating elements of compatibility in the secondary plan.</p>
2.29	<p>2.1 Land Designation and Design Policies</p> <p>7) The Traditional Mainstreet zoning <b><u>or its successor</u></b> will permit <del>for</del> the minimum density requirements of the Official Plan while ensuring compatibility with the adjacent neighbourhoods through setbacks <b><u>and setbacks</u></b> of the building mass at grade and above the fourth floor.</p>	Replaces a reference to an existing zone with its successor in the new Zoning By-law.
2.30	<p>2.1 Land Designation and Design Policies, <i>add new Policy 8)</i></p> <p><b><u>8) The permitted heights within the Mainstreet designation are shown on Schedule A – Designation Plan. The permitted uses shall be consistent with Section 6.2 of Volume 1 of the Official Plan. Institutional uses are also permitted.</u></b></p> <p><i>Renumber subsequent policies</i></p>	Institutional parcels abutting the Mainstreet Corridor are re-designated to Mainstreet. A small portion of 140 Main Street (Immaculata High School) is removed from the secondary plan as the developable area of the parcel is nearly entirely outside of the secondary plan. These

		changes are intended to ensure consistency with policies for Public Service Facilities in the PPS.
2.31	<i>Section 2.4 Intensification Target is deleted in its entirety.</i>	The intensification targets are out-of-date in relation to permissions for additional residential units granted under the <i>Planning Act</i> and the implication that there is a maximum threshold for growth within strategic growth areas.
2.32	3.1 Policy Area 1 – Hawthorne Avenue – Colonel By to Main Street 4) Develop the south side of this corridor in accordance with the <del>Traditional Mainstreet zoning</del> <b><u>Mainstreet zoning and the applicable design guidelines.</u></b> <del>With lot depths ranging from 26 to 30 metres,</del> <b><u>In this area,</u></b> the stepped building envelope massing <del>is important to achieve</del> <b><u>shall assist in achieving</u></b> compatibility with the low-rise neighbourhood on Graham Avenue to the south.	The amendment strengthens the relationship of stepped building envelope massing for compatibility.
2.33	3.2 Policy Area 2 - Main Street south of Highway 417 to Springhurst Avenue (east side) and Clegg Street (west side) 9) The De Mazenod School / St. Nicholas Adult High School (88 Main Street / 20 Graham Avenue) <b><u>and</u></b> Church of Holy Canadian Martyrs (100 Main Street) <del>and Immaculata High School (140 Main Street)</del> properties have deep lots with the potential to develop both adjacent to the street and to the rear of the property. For these properties the Mainstreet designation, shown on Schedule A - Designation Plan, will only apply to the portion of the properties abutting Main Street to a depth that is consistent with the abutting properties, <del>currently zoned Traditional Mainstreet.</del>	The zone is irrelevant to the objective of aligning the designation to the abutting lot depths.  The reference to Immaculata High School is deleted for consistency with the removal of a portion of this property from the secondary plan. The developable area of the parcel is already nearly entirely outside of the secondary plan.
2.34	3.2 Policy Area 2 - Main Street south of Highway 417 to Springhurst Avenue (east side) and Clegg Street (west side) 10) <del>Achieve the intensification target while maintaining</del> <b><u>Intensification should maintain</u></b> compatibility with the flanking lots within the adjacent residential neighbourhoods <del>by adhering to the Traditional Mainstreet zone building envelope.</del>	Reference to the intensification targets is out-of-date in relation to permissions for additional residential units granted under the <i>Planning Act</i> and the implication that there is a maximum threshold for growth within strategic growth areas.
2.35	3.3 Policy Area 3 - East side of Main Street, Springhurst Avenue to Clegg Street 19) Promote a Vibrant and Thriving Mainstreet  c) <del>Maintain</del> <b><u>Permit</u></b> a maximum height of <del>six</del> <b><u>nine</u></b> storeys and mix of uses in the built form of the properties designated Mainstreet <del>with a general lot depth of 40 metres,</del> <b><u>subject to lot depths that can accommodate the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved plans and design guidelines.</u></b>	The amendment permits full mid-rise on a Mainstreet consistent with the strategic growth area.
2.36	3.4 Policy Area 4 – Old Ottawa East Residential Neighbourhoods – including Archville, Spenceville and Rideau Gardens	The amendment establishes that intensification within the neighbourhoods should be limited to a low-rise built-form.

	23) <del>Maintain the general character of</del> <b>Permit intensification through low-rise</b> built forms <del>of in</del> these neighbourhoods <del>as expressed by the existing zoning.</del>	
2.37	3.4 Policy Area 4 – Old Ottawa East Residential Neighbourhoods – including Archville, Spenceville and Rideau Gardens 25) <del>Intensify</del> <b>Additional levels of intensification in</b> these neighbourhoods <del>primarily at their edge, as a transition to denser development sites and where they abut an arterial or collector road. Notwithstanding this, building heights will be maintained at low-rise levels overall.</del> <b>will occur along Lees and Main Street south of Clegg with heights up to four storeys permitted as shown on Schedule B – Permitted Building Heights.</b>	Permits the heights of Lees and Main Street south of Clegg commensurate to its role as a strategic growth area.
2.38	3.5 Policy Area 5 – North of Highway 417 29) <del>The</del> Neighbourhood Mid-Rise <del>area is permitted</del> <b>designation permits</b> a maximum height of six storeys <del>and a target density of 150 units per hectare,</del> <b>subject to lot depths that can accommodate the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.</b>	Deletes a reference to density that is unclear as it does not specify whether it is a minimum or is meant to be addressed on a per-lot basis. Density targets should be used as minimums to establish the minimum starting point for the intensity of development.
2.39	<i>As shown in Appendix D, Schedule E of this Official Plan amendment, secondary plan Schedule A – Designation Plan is amended.</i>	Changes to the designation plan provide the Mainstreet designation to all properties fronting a Mainstreet with some properties receiving a dual designation between Mainstreet and Institutional. A small portion of 140 Main Street (Immaculata High School) is removed from the secondary plan as the developable area of the parcel is nearly entirely outside of the secondary plan. These changes are intended to ensure consistency with policies for Public Service Facilities in the PPS.
2.40	<i>As shown in Appendix E, secondary plan Schedule B – Maximum Building Heights is deleted and replaced.</i>	Maximum buildings heights for the entirety of the secondary plan area is proposed rather than just the area east of Main Street between des Oblats Avenue and Hazel Street, consistent with other secondary plans.
2.41	<i>Schedule B2 Volume 1 of the Official Plan is amended by adding the portion of 140 Main Street removed from the Old Ottawa East Secondary Plan to the Rideau Canal Special District.</i>	This amendment is necessary for consistency with changes to the boundaries of the secondary plan as described above. A small portion of 140 Main Street (Immaculata High School) is removed from the secondary plan as the developable area of the parcel is nearly entirely outside of the secondary plan.

**Orleans Corridor Secondary Plan**

2.42	<p>5.1 Station Core</p> <p>3) <b>Permitted uses include residential, commercial, and office, with <del>New-new</del> development <del>will be</del> primarily in the form of mixed-use high-rise and mid-rise buildings, consistent with Schedule B – Maximum Building Heights.</b></p>	<p>The designation policies within the Orleans Corridor Secondary Plan are amended to reflect the minimum density targets established in Table 3A in Volume 1 of the Official Plan and the Station Core land use in the Secondary Plan as a protected major transit area under the <i>Planning Act</i>.</p>
2.43	<p>5.1 Station Core, <i>new policy 10</i>:</p> <p><b><u>10) The Station Core designation is planned for a minimum density target of 250 dwellings per net hectare. Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.</u></b></p>	<p>The designation policies within the Orleans Corridor Secondary Plan are amended to reflect the minimum density targets established in Table 3A in Volume 1 of the Official Plan and the Station Core land use in the Secondary Plan as a protected major transit area under the <i>Planning Act</i>.</p>
2.44	<p>5.1 Station Core, <i>new policy 11</i>:</p> <p><b><u>11) Each Station Core:</u></b></p> <ul style="list-style-type: none"> <li><b><u>a) is considered a Protected Major Transit Station Area under the <i>Planning Act</i> for the purposes of implementing inclusionary zoning policies;</u></b></li> <li><b><u>b) shall collectively achieve a minimum density target of 400 people and jobs per hectare;</u></b></li> <li><b><u>c) achieve the following minimum dwelling density targets per Station Core area on privately owned lands prior to any potential severance or land division and excludes private road areas that provide the same function of a public right-of-way for any new residential building or mixed-use building containing residential uses;</u></b> <ul style="list-style-type: none"> <li><b><u>i) Trim: 350 dwellings per hectare</u></b></li> <li><b><u>ii) Place d’Orléans: 150 dwellings per hectare</u></b></li> <li><b><u>iii) Jeanne d’Arc: 250 dwellings per hectare</u></b></li> </ul> </li> </ul>	<p>The designation policies within the Orleans Corridor Secondary Plan are amended to reflect the minimum density targets established in Table 3A in Volume 1 of the Official Plan and the Station Core land use in the Secondary Plan as a protected major transit area under the <i>Planning Act</i>.</p>
2.45	<p>5.2 Station Periphery, <i>new policy 9</i>:</p> <p><b><u>9) The Station Periphery designation is planned for a minimum density target of 120 dwellings per net hectare. Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.</u></b></p>	<p>The designation policies within the Orleans Corridor Secondary Plan are amended to reflect the minimum density targets established in Table 3A in Volume 1 of the Official Plan.</p>
2.46	<p>5.3 St. Joseph Mainstreet, <i>new policy 5</i>:</p> <p><b><u>5) The St. Joseph Mainstreet designation is planned for a minimum density target of 120 dwellings per net hectare. Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.</u></b></p>	<p>The designation policies within the Orleans Corridor Secondary Plan are amended to reflect the minimum density targets established in Table 3A in Volume 1 of the Official Plan.</p>
2.47	<p>5.4 O-Train Minor Corridor, <i>new policy 5</i>:</p>	<p>The designation policies within the Orleans Corridor Secondary Plan are amended to reflect</p>

	<b>5) The O-Train Minor Corridor designation is planned for a minimum density target of 10 dwellings per net hectare. Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.</b>	the minimum density targets established in Table 3A in Volume 1 of the Official Plan.
2.48	5.9 Neighbourhoods, <i>new policy 4</i> : <b>4) The Neighbourhoods designation is planned for a minimum density target of 40 to 60 dwellings per net hectare, where the higher densities in the range should generally occur on larger lots. Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.</b>	The designation policies within the Orleans Corridor Secondary Plan are amended to reflect the minimum density targets established in Table 3A in Volume 1 of the Official Plan.
<b>Riverside South Secondary Plan</b>		
2.49	2.5 Industrial and Logistics Designation 1) Permitted uses in the Industrial and Logistics designation <b>shall be consistent with Section 6.4 of Volume 1 of the Official Plan</b> <del>include heavy and light industrial uses such as construction, distribution, emergency services, heavy equipment and vehicular sales and service, manufacturing, office, research and development, trades and contractors, utilities, and warehousing</del> , provided they are compatible with aircrafts and the operations of the Ottawa Macdonald-Cartier International Airport.	As an employment area under the PPS, amendments are required for the land use permissions to be consistent with Section 2.8.2 of the PPS.
2.50	2.5 Industrial and Logistics Designation 2) Ancillary non-residential uses such as commercial, retail, and personal services intended to service the employment in this area are permitted. These will generally be no more than 750 square metres per occupancy. <del>a) Sensitive uses such as places of worship, schools, and residential care facilities are not permitted.;</del> <del>and</del> <del>b) Licensed child care centres are permitted as an ancillary use, provided the primary use is not noxious. Entrances and outdoor play areas should locate away from roads and loading and parking areas.</del>	As an employment area under the PPS, amendments are required for the land use permissions to be consistent with Section 2.8.2 of the PPS. PPS policy 2.8.2 3. b), prohibits child car centres even as ancillary uses.
<b>Sherbourne and New Orchard Secondary Plan</b>		
2.51	Section 3: Land Designation Policies Station Area 1) Redevelopment of properties designated Station Area must meet all of the following: a) Contain a mix of land uses, <b>including residential, commercial, and office</b> , with a majority or entirety of ground floor space, facing the mainstreet, occupied by retail or commercial uses directly accessed from the sidewalk.	Amendments to the secondary plan propose the Station Area designation to be a PMTSA to better the existing affordable housing policies within the Plan. The specification of land uses is a requirement under subsection 16(15) of the <i>Planning Act</i> to be identified as a PMTSA..
2.52	Section 3: Land Designation Policies Station Area 2) The Station Area closest to Sherbourne Station contains lands that front onto Richmond Road and Cleary Avenue. Redevelopment in this area will meet all of the <b>following</b> below: a) <del>Be mid-rise</del> <b>Buildings heights shall be limited generally between six to nine up to 18</b> storeys <del>in height</del> .	Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, the height permissions for the Station Area designation closest to Sherbourne Station are increased. The height permissions are scaled up proportionally, with the maximum permitted

	<p><del>b) Despite Policy 2 a) above, sites which have zoning that allows a greater height, prior to the adoption of this secondary plan, are grandfathered their height permissions.</del></p> <p>e) <b>b)</b> Despite Policy 2 a) above, an increased building height to a maximum of <del>12</del> <b>27</b> storeys will be considered, on a case-by-case rezoning application, where all of the following considerations are included <del>in such requests:</del></p> <ul style="list-style-type: none"> <li>i) The provision <b>and type</b> of parking <del>is and the manner in which parking is proposed to be</del> provided, with a preference for no parking spaces <del>being provided</del> for the <del>number of</del> units or uses within the additional gross floor area <del>measured from the pre-zoning as-of-right permitted height</del> and with preference to parking being located within the building and located below grade.</li> <li>ii) The provision of affordable housing</li> <li>iii) A setback along the front lot line above the fourth storey that results in a clear demarcation of the lower and upper sections of the building and results in reducing wind velocity at ground level.</li> </ul>	<p>height being 27 storeys, subject to the same criteria as previously applied.</p>
<p><b>2.53</b></p>	<p>Section 3: Land Designation Policies</p> <p>Station Area</p> <p>4) The Station Area adjacent to New Orchard Station contains lands that front onto Richmond Road, New Orchard Avenue and Ambleside Drive. Redevelopment in this area will <del>meet all of the below: a) permit be with</del> buildings up to <del>20</del> <b>27</b> storeys in height, <del>in accordance with Section 4: Built Form, Policy 6) and Schedule C—Density Redistribution Plan.</del></p> <p><del>b) Be in accordance with the provisions of Policy 1) above.</del></p> <p><del>c) Primarily be in the form of low-rise buildings that frame the street frontage for redevelopment on lands that front onto Ambleside Drive.</del></p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities Policy 4) is amended to remove references to the Density Redistribution Plan that restricts development potential.</p>
<p><b>2.54</b></p>	<p>Section 3: Land Designation Policies, <i>new policy 5:</i></p> <p>Station Area</p> <p><b>5) Each Station Area:</b></p> <ul style="list-style-type: none"> <li><b><u>a) is considered a Protected Major Transit Station Area under the Planning Act for the purposes of implementing inclusionary zoning policies;</u></b></li> <li><b><u>b) shall collectively achieve a minimum density target of 400 people and jobs per hectare;</u></b></li> <li><b><u>c) achieve a minimum density target of 250 dwellings per hectare on privately owned lands prior to any potential severance or land division and excludes private road areas that provide the same function of a public right-of-way for any new residential building or mixed-use building containing residential uses.</u></b></li> </ul>	<p>Amendments to the secondary plan propose the Station Area designation to be a PMTSA to better the existing affordable housing policies within the Plan. The specification of collective density and densities on privately owned land are requirements under subsection 16(15) of the <i>Planning Act</i> to be identified as a PMTSA..</p>
<p><b>2.55</b></p>	<p>Section 3: Land Designation Policies</p> <p>Mainstreet</p> <p><del>6-5) Redevelopment of this area will be with mid-rise buildings of five or six. The maximum permitted building height in the Mainstreet designation is nine</del> storeys. <del>Any increase in height beyond what is permitted in the parent Official Plan are only permitted for lots identified for Density Redistribution in accordance with Schedule C—Density Redistribution Plan. East of</del></p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, Policy 5) is re-numbered and amended to increase the permitted heights in the Mainstreet designation to nine storeys. Policy 9) is amended to apply only to the Low-Rise Park Frame designation.</p>

	<p><u>Woodroffe Ave, new development should achieve a minimum density target of 200 dwellings per hectare, and west of Woodroffe Avenue new development should achieve a minimum density target of 120 dwellings per hectare on privately owned lands prior to any potential severance or land division and excludes private road access that provide the same function of a public right-of-way for any new residential building or mixed-use building containing residential uses.</u></p> <p><i>Re-number subsequent policies</i></p>	
2.56	<p>Section 3: Land Designation Policies</p> <p>Low- and Mid-Rise Park Frame</p> <p><del>10</del> 9) Redevelopment <del>of in</del> the <del>low-rise properties</del> <b><u>Low-Rise Park Frame designation</u></b> will be low-rise buildings.</p>	Policy 9) is re-numbered and amended to clarify that the application of the policy is for properties within the Low-Rise Park Frame designation, and not low-rise buildings generally.
2.57	<p>Section 3: Land Designation Policies</p> <p>Low- and Mid-Rise Park Frame</p> <p><del>11</del>10) Redevelopment <del>of in</del> the <del>mid-rise properties</del> <b><u>Mid-Rise Park Frame designation</u></b> will <del>generally be</del> <b><u>satisfy the following policies:</u></b></p> <p><del>a) Buildings of up to six storeys; at 150 Woodroffe Avenue,</del></p> <p><del>b) Provided that an adequate setback along any lot line abutting a low-density neighbourhood zone is provided, generally in the range of 7.5 metres or greater;</del></p> <p><b><u>c) An appropriate transition shall be provided to the public realm;</u></b></p> <p><b><u>d) For properties between Redwood Avenue and Sherwood Road:</u></b></p> <p><b><u>i) A focal point in the building design at the corner of both Sherbourne Road and Byron Avenue and at the corner of and Redwood Avenue and Byron Avenue will be included within the design of the building; and</u></b></p> <p><b><u>ii) Every reasonable effort must be made to retain the trees that line Redwood Avenue.</u></b></p>	Policy 10) is re-numbered and amended to permit mid-rise buildings in the Mid-Rise Park Frame designation, while retaining some of the location-specific policies that currently exist.
2.58	<p>Section 3: Land Designation Policies</p> <p>Low- and Mid-Rise Park Frame</p> <p><del>11) Despite Policy 10) above, the properties facing Byron Avenue between Redwood Avenue and Sherbourne Road are permitted to redevelop with buildings of up to six storeys to a general depth of 45 metres from Byron Avenue, provided all of the following are met:</del></p> <p><del>a) A focal point in the building design at the corner of both Sherbourne Road and Byron Avenue and at the corner of and Redwood Avenue and Byron Avenue is included within the design of the building.</del></p> <p><del>b) Building heights step down from six storeys beyond 45 metres from Byron to reach a maximum of three storeys where the lot approaches Keenan Avenue.</del></p> <p><del>c) Every reasonable effort must be made to retain the existing trees that line Redwood Avenue.</del></p>	The location-specific sub-policies contained in Policy 11 have been incorporated into the policy above.

<p><b>2.59</b></p>	<p>Section 3: Land Designation Policies</p> <p>Institutional Area</p> <p>21) Any major redevelopment or changes in use of lands designated Institutional are encouraged to follow the requirements of the Section 3: Land Designation Policies, Policies 18) and 20) a) to c) with a maximum building height limit of <del>five</del><b>nine</b> storeys. <b><u>Any mid-rise development must provide an appropriate transition to the public realm.</u></b></p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, Policy 21) is amended to permit mid-rise buildings in the Institutional designation in order to align with the adjacent Mid-Rise Park Frame designations.</p>
<p><b>2.60</b></p>	<p>Section 4: Built Form</p> <p><del>Density Redistribution</del> <b><u>Height Exceptions</u></b></p> <p><del>Certain sites within the Planning Area 979 Richmond Road and 993 Richmond Road are identified as appropriate sites for density redistribution greater heights than the heights permitted by the underlying designation. Density redistribution is to allow the as-of-right permitted density in the underlying zoning to be redistributed to reflect the built form principles of this secondary plan and other urban design guidelines of the City.</del></p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, the policies on density redistribution are amended.</p>
<p><b>2.61</b></p>	<p>Section 4: Built Form</p> <p><del>Density Redistribution</del> <b><u>Height Exceptions</u></b></p> <p>6) <del>Council The City may consider heights of up to 18 storeys approve a built form design that deviates from the maximum building height provisions described in Section 3: Land Designation Policies, for properties</del> <b><u>for the sites at 979 Richmond Road and 993 Richmond Road identified on Schedule C – Density Redistribution Plan through an amendment to the Zoning By-law</u></b>, provided all of the following conditions are met, as prerequisite requirements:</p> <ul style="list-style-type: none"> <li>a) The lot is a minimum of 2000 square metres in size.</li> <li>b) The floor plate for a residential tower is generally a maximum of 750 square metres in size.</li> <li>c) The lot must abut at least two public realms (such as roads paths or greenspaces).</li> <li>d) The proposed development does not exceed <del>the maximum height allowance established by this secondary plan, as detailed in Schedule C – Density Redistribution Plan.</del> <b><u>18 storeys in height.</u></b></li> <li>e) The proposed development provides a minimum 200 square metres of Privately-Owned Public Spaces.</li> <li>f) The proposed development achieves the built form principles found in Section 4: Built Form, Policies 1) to 3), as applicable.</li> </ul>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, the policies on density redistribution are amended.</p>
<p><b>2.62</b></p>	<p>Section 4: Built Form, delete policy 7:</p> <p><del>Density Redistribution</del> <b><u>Height Exceptions</u></b></p> <p><del>7) To protect the established characteristics and pattern of existing neighbourhood areas within and adjacent to the planning area, this secondary plan identifies properties that are not appropriate for density redistribution based on circumstances and context of the lots, as shown in Schedule C – Density Redistribution Plan.</del></p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, the policies on density redistribution are amended.</p>
<p><b>2.63</b></p>	<p><i>Secondary plan Schedule C – Density Redistribution Plan, is deleted in its entirety.</i></p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, the policies on density redistribution are amended.</p>

**Richmond Road / Westboro Secondary Plan**

<p><b>2.64</b></p>	<p>Section 2: Unifying Vision, Overlying Objectives and Principles</p> <p>5) Achieve compatible intensification on key redevelopment sites by:</p> <ul style="list-style-type: none"> <li>a) Providing appropriate setbacks and transition in building heights, <del>including lower heights along the edges of neighbourhoods</del>; and</li> <li>b) Contributing to the restoration of the urban fabric and introducing transit-supportive development. The future Westboro O-Train Station area has the greatest potential for intensification in the form of high-rise buildings with appropriate transition to their surroundings, <del>while the future Kichi Sibi O-Train Station has more limited potential</del>; and</li> <li>c) Conforming to the <del>maximum recommended</del> general <del>maximum</del> building height ranges for each sector, <b>as described in section 5 of this secondary plan</b>. <del>High-mid-rise and</del> High-rise buildings will be limited to sites that are compatible with adjacent uses, such as the Capital Greenspace, sites that have deeper lots, or sites that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings; and</li> <li>d) <del>Conforming to</del> <b>Considering</b> the CDP design guidelines respecting built form, shared use of facilities, setbacks, relationship of the building to the adjacent neighbourhood's character, <b>and conforming to</b> other policies of the Official Plan aimed at achieving compatible development while minimizing impacts on adjacent residential neighbourhoods; and the High-Performance Design Standards that ensure sustainable and climate resilient design; and</li> </ul>	<p>Amending section 2 Policy 5) a) to remove restrictions consistent with subsection 16(3) of the <i>Planning Act</i> regarding restrictions for residential units.</p> <p>Policy b) is amended to remove a reference to the limited intensification potential for the future Kichi Sibi O-Train Station, consistent with achieving minimum MTSA densities as per PPS Section 2.4.2.</p> <p>Policy c) is amended to clarify the link to the general building height ranges in section 5 of the secondary plan.</p>
<p><b>2.65</b></p>	<p>Section 4: Land Designation Policies</p> <p>2) Redevelopment is supported on Richmond Road and Scott Street, which are designated as Mainstreet Corridors in <b>Volume 1</b> of the Official Plan, in order to optimize the use of land through increased building height and density. Development proposals will be evaluated based on the objectives of this secondary plan and applicable Council- approved design guidelines. This secondary plan supports building heights generally in the range of four to six storeys, <b>unless otherwise specified in this secondary plan</b>. Greater building heights will be considered in any of the following circumstances:</p> <ul style="list-style-type: none"> <li>d) The development incorporates facilities, amenities, or services that <del>that</del> support the goals for Mainstreet Corridors as per <b>Volume 1</b> of the Official Plan including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; and</li> </ul>	<p>Section 4 Policy 2 is amended to recognize the recommended height increases to achieve the minimum MTSA densities as per the PPS Section 2.4.2.</p>
<p><b>2.66</b></p>	<p>Section 4: Land Designation Policies, <i>new policy 3</i>:</p> <p><b>3) The maximum permitted building height is 27 storeys in the Mainstreet designation on Scott Street.</b></p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, Section 4, Policy 3 permits building heights of up to 27 storeys in the Mainstreet designation on Scott Street.</p>
<p><b>2.67</b></p>	<p>Section 4: Land Designation Policies, <i>new policy 4</i>:</p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, Section 4, Policy 4</p>

	<p><b><u>4) For the lots in the Mainstreet designation on Richmond Road, the maximum permitted building heights are as follows:</u></b></p> <p><b><u>a) 9 storeys for areas that are greater than 45 metres from a lot line abutting Richmond Road; and</u></b></p> <p><b><u>b) 6 storeys for all areas not described by a).</u></b></p>	establishes maximum height permissions along the Mainstreet on Richmond Road by lot depth.
2.68	<p>Section 4: Land Designation Policies, <i>new section 4.3 and new policy 5:</i></p> <p><b><u>4.3 Minor Corridors</u></b></p> <p><b><u>5) Churchill Avenue, McRae Avenue, and Kirkwood Avenue are designated as Minor Corridors. Unless otherwise specified in this secondary plan, these areas shall be subject to the Minor Corridor policies in Volume 1 of the Official Plan and any applicable Council- approved design guidelines.</u></b></p>	New section 4.3 and policy 5 aligns the permissions along Minor Corridors with Volume 1 as established strategic growth areas consistent with PPS Section 2.4.1.
2.69	<p>Section 4: Land Designation Policies</p> <p>4.3 Minor Corridors, <i>new policy 6:</i></p> <p><b><u>6) For lots in the Minor Corridor designation, the maximum permitted building heights are as follows:</u></b></p> <p><b><u>a) 9 storeys for lots abutting McRae Avenue; and</u></b></p> <p><b><u>b) 6 storeys for lots abutting Churchill Avenue and Kirkwood Avenue.</u></b></p>	Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, new Policy 6) permits building heights of up to 9 storeys along McRae Avenue Minor Corridor.
2.70	<p>Section 4: Land Designation Policies, <i>new section 4.3 and new policy 7:</i></p> <p><b><u>4.4 Neighbourhoods</u></b></p> <p><b><u>7) For lands designated Neighbourhood, the Zoning By-law shall permit building heights up to four storeys.</u></b></p>	Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, policy 7) permits building heights of up to 4 storeys in Neighbourhoods representing the upper end of the Neighbourhood minimum density target range in the Inner Urban Transect.
2.71	<p>Section 5: Land Use Strategy and <del>Maximum</del>-Building Height Ranges</p> <p>The Richmond Road / Westboro Secondary Plan land use strategy is based on the division of the planning area into distinct sectors as shown on Schedule A - Planning Area Sectors. The strategy sets out policy directives for each sector's land use character and <del>appropriate general</del> <b><u>establishes any</u></b> building height <del>range</del> <b><u>exceptions</u></b>. Schedule C - Maximum Building Height graphically depicts the general maximum building height ranges set out by the policies <del>for key potential redevelopment sites in the planning area</del>. <b><u>Where the heights shown on Schedule C and the policies of this secondary plan conflict, the greater heights supersede.</u></b></p>	The Section 5 heading and introductory paragraph is amended to clarify the determination of applicable building heights within the secondary plan.
2.72	<p>5.1: Skead Street Area (Sector 1)</p> <p>1) <del>Protect</del> <b><u>Development should generally reflect</u></b> the low-rise neighbourhood character of this sector until such time as redevelopment opportunities in other sectors have been more fully realized.</p>	This amendment clarifies the intent of the policy to guide development rather than restricting development.

<p><b>2.73</b></p>	<p>5.2: Maple Lawn / 495 Richmond Area (Sector 2)</p> <p>2) Encourage new <b>mid-rise</b> mixed-use buildings along Richmond Road, <del>generally in the four- to six-storey range,</del> with <b>higher residential buildings high-rise building heights up to 27 storeys</b>, permitted <del>to the rear of the lots where there is minimal impact on the nearby low-rise neighbourhood</del> <b>where there is a 45-metre buffer from both Richmond Road and Dominion Avenue,</b> and where development is permitted on the Rochester Field parcel. This will provide a transition in building height from Richmond Road to the Capital Greenspace;</p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, specify a maximum high-rise building height that is generally consistent in height and location with the existing high-rise building.</p>
<p><b>2.74</b></p>	<p>5.4: East Village (Sector 4)</p> <p>8) Encourage the evolution of the East Village to a Mainstreet Corridor character as an extension to Westboro Village and a link to the West Wellington traditional mainstreet east of Island Park Drive, recognizing the varying character of the existing buildings and lot and block sizes:</p> <ul style="list-style-type: none"> <li>a) <del>Maintain maximum building heights at four storeys where lots are less than 45 metres in depth and abut low-rise neighbourhoods, and generally up to six storeys, depending on lot depth and</del> <b>Ensure</b> the application of built form policies in Section 4.6 of the Official Plan; and [...]</li> <li>e) Promote a gateway feature, such as a landmark building, at the Richmond Road / Island Park Drive intersection that is distinctive in form and detail compared with surrounding buildings, and represents exceptional quality in architecture and public realm design and execution, including materiality; <del>and</del></li> <li>f) <del>Despite Schedule C – Maximum Building Height the maximum permitted height for the property municipally known as 89 Richmond Road is 20 metres or six storeys.</del></li> <li>g) <del>Despite Schedule C and the provisions of Section 5.4(8)(4), the maximum permitted height for the property municipally known as 70 Richmond Road and 376 Island Park Drive is nine storeys. (By-law 2023-237)</del></li> </ul>	<p>Sections 5.4 and 5.5 are modified to align with the more general changes to building heights and those shown on Schedule C – Maximum Building Height.</p>
<p><b>2.75</b></p>	<p>5.5: Scott Street / Westboro O-Train Station Area (Sector 5)</p> <p>10) Ensure that new development is <del>generally in the form of high low-rise and mid-rise buildings and is</del> compatible with and provides an appropriate transition to the adjacent low-rise neighbourhood;</p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, the amendment removes the low-rise development restrictions in proximity to a transit station.</p>
<p><b>2.76</b></p>	<p><del>5.6: Future Westboro O-Train Station Area (Sector 5)</del></p> <p>12) Recognize the 250 Lanark Avenue site as <del>a regeneration-an intensification</del> <b>an intensification</b> opportunity, with the south half, closest to the future O-Train station, as an appropriate location for high-rise buildings. The <del>north half should be developed in the form of high low-rise and low mid-rise buildings, generally in the range of four to six storeys, and must,</del> <b>south half of the site shall permit building heights up to 40 storeys, and the north half of the site shall permit building heights that</b> provide an appropriate transition to the adjacent low-rise neighbourhood, <del>which includes consideration for sun and shadow impacts, demonstrated through a sun / shadow study.</del> A mix of uses, including residential and office uses are encouraged, with offices concentrated to the south;</p>	<p>Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, high-rise buildings are permitted on the south side of the site. Language referencing sun and shadow impacts have been removed to be consistent with the proposed regulations relating to complete application that is associated with the 2025 Provincial Bill 17 to remove the ability to request these studies (ERO 025-0462).</p>

2.77	<b>15.2) Recognize the Bloomfield Yards site at 320 Bloomfield Avenue as an opportunity for intensification. Buildings heights up to nine storeys are permitted.</b>	Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, mid-rise buildings are permitted at this location.
2.78	<del>5.7</del> <b>5.6:</b> Westboro Beach (Sector 6)  17) Maintain the area as a <b>generally</b> low-rise neighbourhood, and, specifically for the <del>Bloomfield Yards and the</del> Jules Leger Centre, <del>support low-rise residential zoning up to four storeys</del> <b>permit building heights up to nine storeys, provided there is an appropriate transition to,</b> <del>compatible with</del> the adjacent low-rise neighbourhood, <del>if redevelopment is proposed</del>	Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, 5.6 Policy 17 is modified to allow for greater heights, subject to appropriate transition.
2.79	<del>5.8</del> <b>5.7:</b> McRae and Churchill Avenues (Sector 7)  18) Support the redevelopment of Churchill and McRae Avenues for <del>high-low-rise and low</del> <b>mid-rise</b> , mixed-use buildings;	Consistent with PPS Section 2.4.2 to achieve assigned MTSA densities, 5.7 is amended to be consistent with the amendment to permit mid-rise buildings up to 9 storeys on McRae Avenue and 6-storeys on Churchill Avenue.
2.80	<i>Secondary plan Schedule C – Maximum Building Heights is deleted and replaced as indicated in Appendix E of this Official Plan amendment.</i>	Amend the permitted heights in the secondary plan to be consistent with PPS Section 2.4.2 to achieve assigned MTSA densities.  Correct a consolidation error for a portion of 529 Richmond Road, where the designation of 7 to 9 storeys was accidentally removed during an update for an unrelated OPA
<b>Rockcliffe Park Secondary Plan</b>		
2.81	4.1 Residential Areas and Density 4) Residential areas permit single-detached dwellings, <del>secondary</del> <b>additional</b> dwelling units, coach houses, home occupations and accessory uses.	Policies 4 and 5 implements the <i>Planning Act</i> changes through Bill 23 to permit additional residential dwellings where a single-detached, semi-detached, or rowhouse is permitted on a municipally serviced lot.
2.82	4.1 Residential Areas and Density 5) Residential Multi-Unit areas permit single-detached, semi-detached, duplex and row dwellings as well as apartments, <b>additional dwelling units and coach houses</b> . The height, massing, setbacks and parking areas of any development in the area shall be compatible with the adjacent development and will be established in the City's Zoning By-law.	Policies 4 and 5 implements the <i>Planning Act</i> changes through Bill 23 to permit additional residential dwellings where a single-detached, semi-detached, or rowhouse is permitted on a municipally serviced lot.
2.83	4.1 Residential Areas and Density, <i>new policy 6:</i>	Consistent with PPS Section 2.4.1, Policy 6) b) is amended to increase building height

	<p><b><u>6) The following applies to properties on Beechwood Avenue / Hemlock Road within the Rockcliffe Park Heritage Conservation District (HCD):</u></b></p> <p><b><u>a. Intensification is encouraged to be achieved through context-sensitive infill that meets the objectives of the HCD Plan and conserves the cultural heritage value and attributes of the HCD.</u></b></p> <p><b><u>b. Between Acacia Avenue and Juliana Road, maximum building heights shall not exceed 6 storeys;</u></b></p> <p><b><u>c. Between Juliana Road and Lansdowne Road South, maximum building heights shall not exceed 4 storeys.</u></b></p>	<p>permissions on Beechwood Avenue between Acacia Avenue and Juliana Road. This segment is a Mainstreet Corridor and strategic growth area in Volume 1.</p> <p>Policy 6) c) is amended to increase building height permissions on Hemlock Road between Juliana Road and Lansdowne Road South. This segment is a Minor Corridor and strategic growth area in Volume 1.</p>
2.84	<p>4.1 Residential Area and Density, <i>new policy 7:</i></p> <p><b><u>7) To support and implement Policies 5 and 6, the following additional direction applies to properties on Beechwood Ave/Hemlock Road within the Rockcliffe Park Heritage Conservation District:</u></b></p> <p><b><u>a. Achieve Compatibility by employing measures such as, but not limited to: setting back upper floors, limiting overall heights including roof top mechanical penthouses, appropriate siting, incorporating articulation of building mass, referencing similar materials, datum lines, or architectural elements seen in the HCD.</u></b></p> <p><b><u>b. Achieve sensitivity to the character of the HCD by maximizing areas of soft landscaping and limiting hard surfacing, retaining mature trees, maintaining a green buffer, particularly where it borders the neighbourhood fabric, and incorporating informal landscape elements found in the HCD such as dry stack stone walls or field stone pathways ; and</u></b></p> <p><b><u>c. North of Juliana Road to Lansdowne Road South, development should maintain a dense green buffer between Beechwood Avenue/Hemlock Road through the retention of trees and provision of various plantings and other soft landscaping;</u></b></p>	<p>Policy 7) is added to establish criteria for compatibility between any proposed development and the Heritage Conservation District.</p>
2.85	<p><i>As Shown in Appendix D, Schedule F, secondary plan Schedule A – Designation Plan is amended.</i></p>	<p>Amend the permitted heights in the secondary plan to be consistent with PPS Section 2.4.1 to achieve the objectives of strategic growth areas in PPS Section 2.4.1.</p>
<p><b>Stittsville Main Street Secondary Plan</b></p>		
2.86	<p>3.1 Mainstreet</p> <p>1) <del>Notwithstanding any other policy in the Official Plan the maximum</del> <b><u>Minimum</u></b> building heights <b><u>shall generally not be less than 2 storeys</u></b> <del>will be limited to 4 storeys for all buildings</del> <b><u>in the Mainstreet designation. Maximum building heights shall be as follows:</u></b></p> <p><b><u>a) Modest high-rise buildings, generally ranging between 10- and 18-storeys, are permitted in the Crossing Bridge Precinct, provided the following conditions are met:</u></b></p> <p><b><u>i. Buildings must fit within the planned urban context of a predominantly low- to mid-rise Mainstreet and are generally limited to the deepest and largest properties along the Mainstreet;</u></b></p> <p><b><u>ii. Stepbacks are provided in order to transition the tower further away from the Mainstreet to reinforce a low-rise or mid-rise street wall;</u></b></p>	<p>Consistent with achieving the objectives for strategic growth areas in PPS Section 2.4.1, the amendment increases the maximum building heights for lots that can achieve the transition policies in Volume 1 of the Official Plan.</p> <p>The modest high-rise permissions in the Crossing Bridge Precinct allow for high-rise where the lot fabric is suitable. The enabling policies and the retained low-rise permissions in the other precincts implement the direction for</p>

	<p><b><u>b) Four storeys in the Poole Creek Precinct, Village Centre Precinct and the Southern Gateway Precinct.</u></b></p>	<p>the strategic growth area and the Mainstreet Corridor in Volume 1.</p> <p>At the same time, the enabling policies for the modest high-rise work within the framework of the existing secondary plan, which speaks to the existing low-rise buildings and the community desire to maintain a more human -scale village atmosphere.</p> <p>Introducing modest high-rise buildings to the Stittsville Main Street Secondary Plan distributes growth commensurate with building height within the suburban transect context of this Mainstreet corridor.</p>						
<p>2.87</p>	<p>3.2 Neighbourhood Low-Rise</p> <p><del>13) The existing residential zoning shall remain in place for all properties located within this designation.</del></p>	<p>Staff does not recommend retaining protectionist language due to a changing legislative framework that has already made such a policy to not be applicable.</p>						
<p><b>Volume 2C – Area-specific Policies</b></p>								
<p>2.88</p>	<table border="1"> <tr> <th data-bbox="287 852 368 893">8</th> <th data-bbox="368 852 1919 893">Carp Corridor</th> </tr> <tr> <td data-bbox="287 893 368 1062">8.2</td> <td data-bbox="368 893 1919 1062">8.2 On lands designated as Light Industrial Area, permitted uses include light manufacturing operations, warehouse, distribution, storage, recycling, assembly, service and repair, research and development, transportation depots, <del>and</del> showrooms, <del>public services, and institutional uses.</del> Commercial uses are prohibited.</td> </tr> <tr> <td data-bbox="287 1062 368 1230">8.5</td> <td data-bbox="368 1062 1919 1230">On lands designated as Convenience Commercial Area, permitted uses include retail stores, restaurants, personal services, banks, professional offices and gas bars. These uses shall be limited in size as determined by the Zoning By-law. <b><u>Notwithstanding Section 9.3 of Volume 1 of the Official Plan, the lands within the Convenience Commercial Area are not considered an employment area for the purposes of the Provincial Planning Statement.</u></b></td> </tr> </table>	8	Carp Corridor	8.2	8.2 On lands designated as Light Industrial Area, permitted uses include light manufacturing operations, warehouse, distribution, storage, recycling, assembly, service and repair, research and development, transportation depots, <del>and</del> showrooms, <del>public services, and institutional uses.</del> Commercial uses are prohibited.	8.5	On lands designated as Convenience Commercial Area, permitted uses include retail stores, restaurants, personal services, banks, professional offices and gas bars. These uses shall be limited in size as determined by the Zoning By-law. <b><u>Notwithstanding Section 9.3 of Volume 1 of the Official Plan, the lands within the Convenience Commercial Area are not considered an employment area for the purposes of the Provincial Planning Statement.</u></b>	<p>In Volume 2C of the Official Plan, Policy 8.2 of the Carp Road Corridor Area-Specific Policy is updated to exclude public services and institutional uses. This aligns with PPS 2024 Section 2.8.2 3. b), which prohibits public service facilities and institutional uses in employment areas.</p> <p>Policy 8.5 of the Carp Road Corridor Area-Specific Policy is updated to clarify that the lands are not intended to be considered an employment area for the purposes of the PPS. This amendment is necessary to avoid confusion as the underlying designation on Schedule B9 in Volume One is Rural Industrial and Logistics.</p>
8	Carp Corridor							
8.2	8.2 On lands designated as Light Industrial Area, permitted uses include light manufacturing operations, warehouse, distribution, storage, recycling, assembly, service and repair, research and development, transportation depots, <del>and</del> showrooms, <del>public services, and institutional uses.</del> Commercial uses are prohibited.							
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## Appendix C: Omnibus Amendments

Number	Volume and Section, Schedule or Annex	<b>Official Plan Amendment</b> Unless otherwise indicated, <b>bold and underline</b> indicates new text, <del>strikethrough</del> indicates removed text	Description / Rationale
<b>Housekeeping Amendments</b>			
3.1	Volume 2A, Bank Street South Secondary Plan, Subsection 3.1	1) A master concept plan for the entire Billings Bridge Shopping Centre site shall be submitted with proposed development when the FSI for the site exceeds 1.0. The master concept plan shall demonstrate how the redevelopment will unfold to meet the City's intensification targets, to the satisfaction of the <b>Planning, Development and Building Services Department or its successor</b> <del>Planning, Infrastructure and Economic Development Department.</del>	In 2024, the City's planning department became the Planning, Development and Building Services Department (PDBS). This amendment replaces the outdated department name reference.
3.2	Volume 2A, Bank Street South Secondary Plan, Subsection 2.3	22) Development proposals within Nodes and under the zoning designation of Arterial Mainstreet are to be reviewed by the City's Urban Design Review Panel (UDRP). Pre-application consultation is <b>encouraged</b> <del>required</del> . Exemptions of when the UDRP does not require application review are established by the City and should be followed.	The proposed modification is intended to align with Bill 185, which directs that municipalities cannot require pre-application consultation meetings.
3.3	Volume 2A, East Urban Community Phase 3 Secondary Plan, Section 6	6) Pre-consultation, which is <b>encouraged</b> <del>required</del> prior to an application for draft plan of subdivision, <del>will</del> <b>should</b> include OC Transpo and the relevant school boards in order to coordinate bus routes with the design of streets, blocks and pedestrian connections.	The proposed modification is intended to align with Bill 185, which directs that municipalities cannot require pre-application consultation meetings.
3.4	Volume 2A, Mer Bleue Developing Neighbourhood Secondary Plan, Section 5	7) Pre-application consultation, which is <b>encouraged</b> <del>required</del> prior to an application for draft plan of subdivision <del>will</del> <b>should</b> include OC Transpo and the relevant school boards in order to coordinate bus routes with the design of streets, blocks and pedestrian connections.	The proposed modification is intended to align with Bill 185, which directs that municipalities cannot require pre-application consultation meetings.
3.5	Volume 2A, West Downtown Core Secondary Plan, Chapter 1, Dow's Lake Station District, Subsection 9.1.1	9.1.1 Holding Provisions for Zoning Amendment Applications  The City will introduce holding provisions upon considering all Zoning By-law amendment applications that feature a high-profile building and may be considered for medium-profile development proposals. The removal of such holding provisions will not be considered by Council until the policies set out in this secondary plan are implemented and met to the satisfaction of the General Manager of <b>the Planning, Development and Building Services Department or its successor</b> <del>Planning, Infrastructure and Economic Development Department</del> , including the following:  1) Approval of a Site Plan Control application, including the execution of an agreement pursuant to Section 41 of the Planning Act, to the satisfaction of the General Manager of the <b>Planning, Development and Building Services Department or its successor</b> <del>Planning, Infrastructure and Economic Development Department</del> , that will require the implementation of all policies of this secondary plan, including contributions to the public realm improvements outlined in the Preston-Carling Public Realm and Mobility Study and	This amendment updates a reference to the City's planning department name.

		<p>possible municipal infrastructure improvements and fulfilling obligations specified in the relevant policies and By-laws such as the Parkland Dedication By-law.</p> <p>2) Execution of an agreement pursuant to community benefits as per Volume 1 of the Official Plan, Section 11., to the satisfaction of the <b>General Manager of Planning, Development and Building Services Department or its successor</b> <del>General Manager of the Planning, Infrastructure and Economic Development Department</del>, including a detailed breakdown of contributions towards the priority public realm improvement projects within the Dow's Lake Station District as described in Section 9.3.2 of this secondary plan.</p>	
3.6	Volume 2A, West Downtown Core Secondary Plan, Chapter 1, Dow's Lake Station District, Subsection 9.2	<p>3) Proponents of such development will be required to bear the costs to an up-set limit of \$7,000 (subject to Consumer Price Index adjustment) for each sub-committee meeting held to achieve consensus between the subcommittee and the proponent on the final project design. Any differential cost will be borne by the <b>Planning, Development and Building Services Department or its successor</b> <del>Planning, Infrastructure and Economic Development Department</del>.</p>	This amendment updates a reference to the City's planning department name.
3.7	Volume 2A, West Downtown Core Secondary Plan, Chapter 2A: Bayview Station District – Area A, Subsection 4.3	<p>6) At least 70 per cent of the building frontage along Somerset Street West, City Centre Avenue and Bayview Station Road is to be occupied by building facades. Lot width shall be measured at the front yard building setback. A phasing plan, submitted to the satisfaction of the <b>General Manager of Planning, Development and Building Services Department or its successor</b> <del>General Manager, Planning, Infrastructure and Economic Development department</del>, will demonstrate how this policy will be achieved over time.</p>	This amendment updates a reference to the City's planning department name..
3.8	Volume 2A, West Downtown Core Secondary Plan, Chapter 2A: Bayview Station District – Area A, Subsection 4.9	<p>2) On lands zoned with the “-h” holding symbol, the symbol will not be removed until the following are submitted, unless otherwise noted in the zoning, to the satisfaction of the General Manager of <b>Planning, Development and Building Services Department or its successor</b> <del>the Planning, Infrastructure and Economic Development department</del>:</p>	This amendment updates a reference to the City's planning department name.
3.9	Volume 2A, Central and East Downtown Core Secondary Plan, Subsection 4.7.8	<p>129) Within the Sandy Hill Character Area, any maximum building heights permitted in the Zoning By-law that exceed the heights indicated on Schedule <b>B C</b> as of the date of adoption of this Secondary Plan will continue to apply. Any increases beyond these maximum heights will require an Official Plan Amendment.</p>	This amendment corrects an erroneous reference to a schedule in the Central and East Downtown Core Secondary Plan.
3.10	Volume 2A, Central and East Downtown Core Secondary Plan, Subsection 4.4	<p>53) 267 O'Connor Street is a significant site strategically located along O'Connor Street amongst sites developed with buildings of various character and height within the Local Mixed-Use designation of the Centretown Central Character Area. Given its location, context, size and current development conditions comprising a single use non-residential building with extensive surface parking and having frontage on three public streets, redevelopment of the site is encouraged. Such development could make a significant contribution to improving the Centretown Central Character Area and O'Connor Street, and to significantly improving the area's public realm. Such development is encouraged to</p>	This amendment corrects a cross-referencing error. Policy 42 refers to a different character area, whereas policy 44 refers to the appropriate character area and is the appropriate policy.

		include the provision of a park, a key objective of this subsection for this part of Centretown. The determination of the nature and form of development that is consistent with the opportunity and potential exhibited by the site shall be determined through a site-specific re-zoning process and be subject to a specialized design review process within the framework of the City's Urban Design Review Panel. Accordingly, to provide for flexibility in determining an appropriate development, and recognizing the varied context of the site where buildings of various styles and heights are located, the final building height that may be determined through the site specific rezoning will be permitted to exceed the nine storey height limit identified on Schedule C - Maximum Building Heights, while providing for an appropriate building height and mass in order to create a positive street relationship as well as ensure compatibility with surrounding properties, provided an appropriate publicly accessible private open space is included. Any proposal for a building height that would be permitted within the framework of the Landmark Building policies of this subsection will be subject to the policies set out for Landmark Buildings. Notwithstanding Subsection 4.4, Policy 442) c), small retail, cafes and restaurants will be permitted on the first two floors and basement.	
3.11	Volume 2A, Bank Street South Secondary Plan, Subsection 2.3	14) For Nodes, at least 70% of the lot width along Bank Street should be occupied by one or more building wall(s). Lot width should be measured at the front yard building setback. A phasing plan, submitted to the satisfaction of the <del>Planning, Infrastructure and Economic Development Department</del> <b>Planning, Development and Building Services Department or its successor</b> , may demonstrate how this policy will be achieved over time. New buildings framing Bank Street should be built before any other phases. Existing buildings that expand to a maximum 25% of their existing gross floor area and gas bars are exempt from this requirement.	This amendment updates a reference to the City's previous planning department name.
3.12	Volume 2A, Central and East Downtown Core Secondary Plan, 4.4.9.	Policy 55 g) Conform to the built form policies of this Plan applicable to tall buildings (Subsection 4.4 Policy 4144) and Section 4.4 Policy 4348)) where the landmark includes tall building element for residential uses incorporated into the design of a landmark building and only with respect to such uses; and	This amendment corrects a cross-referencing error. The subject policy and its referenced policies were carried forward from the Centretown Secondary Plan; however, the policy numbering was changed during the creation of the new plan, and the reference was not updated.
3.13	Volume 2B, Consolidated Villages Secondary Plan, Schedule M	Replace 'Andrew Simpson Way' with 'Metcalf Farm Drive' and add the omitted Metcalfe Subdivision (D07-16-19-0028) road network to Schedule M – Designation Plan (for Village of Metcalfe) of the Consolidated Villages Secondary Plan.	This amendment corrects a naming error and mapping omission on Schedule M of the Consolidated Villages Secondary Plan. Metcalfe Farm Drive is incorrectly labelled as Andrew Simpson Way, and existing road networks are missing from the schedule.
3.14	Volume 2A, Bank Street in the Glebe	<del>1.3 Details of the Amendment—The Official Plan is proposed to be amended by:—a. Amending the Official Plan, Schedule C16, Table 1—Road of Right of Way Protection, to add the following row:</del>	This amendment corrects an administrative error. The subject policy provides administrative direction to staff to update Volume 1 to reflect the

	Secondary Plan, Subsection 1.3	<table border="1" data-bbox="604 100 1599 289"> <thead> <tr> <th>Road</th> <th>From</th> <th>To</th> <th>ROW to be Protected (m)</th> <th>Classification</th> <th>Sector</th> </tr> </thead> <tbody> <tr> <td>Bank</td> <td>Isabella</td> <td>Holmwood</td> <td>20.5 as per Bank St in the Glebe Secondary Plan</td> <td>arterial</td> <td>urban</td> </tr> </tbody> </table> <p data-bbox="559 297 1731 558"><del>b. Amending Annex 6—Urban Areas Subject to Secondary Plans in order to show the Bank Street in the Glebe Secondary Plan as an implemented secondary plan.—c. Amending City of Ottawa, Volume 2A Urban Secondary Plans as follows and as shown on Schedule A of this amendment: i. Adding the Bank Street in the Glebe Secondary Plan by adding to the Table of Contents of the Secondary Plans, the heading “Bank Street in the Glebe Secondary Plan”; and ii. Adding as a new chapter, following the last approved Secondary Plan in Volume 2A, the “Bank Street in the Glebe Secondary Plan” attached as Part B—The Amendment and Schedule A</del></p>	Road	From	To	ROW to be Protected (m)	Classification	Sector	Bank	Isabella	Holmwood	20.5 as per Bank St in the Glebe Secondary Plan	arterial	urban	new secondary plan. This direction is clerical and should not be contained in the body of the secondary plan. Given that the direction has been carried out, the text should be deleted.
Road	From	To	ROW to be Protected (m)	Classification	Sector										
Bank	Isabella	Holmwood	20.5 as per Bank St in the Glebe Secondary Plan	arterial	urban										
3.15	Volume 2A, Elmvale Acres Secondary Plan, Section 7	<del>2) Any application for site plan control will be subject to public notification and consultation and includes a requirement to hold a community information and comment session. Notification shall be provided according to the City’s Public Notification and Consultation Policy for Development Applications and the Planning Act as amended.</del>	This amendment deletes an outdated and unnecessary policy. The City’s notification and consultation requirements for site plan control depend on the scope of the application, and a community information and comment session is not a strict requirement. The amendment should be deleted as notification and consultation procedures are established in Volume 1 of the Official Plan and should not differ by secondary plan area.												
3.16	Volume 1, Section 6.5.2	1) Uses which are likely to generate noise, fumes, odours or other similar <del>obnoxious</del> <b>noxious</b> impacts, or are hazardous should not be permitted.	This amendment corrects a malapropism. The word “noxious” should be used as it describes harmful impacts in association with certain industrial activities, rather than “obnoxious”, which refers to something that is highly annoying, unpleasant, or objectionable.												
3.17	Volume 1, Subsection 5.4.3	3) Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows: a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise	For improved readability, this amendment proposes to create a unique policy number for Minor Corridor heights in the Suburban Transect. The subject policy is currently embedded within a sub-policy for Mainstreet Corridors. The change is consistent with the formatting for the other policies in the Section.												

		<p>built form in Subsection 4.6.6, Policies 7), 8) and 9); and c) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition.</p> <p><b>4)</b> Along Minor Corridors, subject to appropriate height transitions and setbacks, permitted building heights are up to 4 storeys, however:</p> <p>i) <b>a)</b> Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;</p> <p>ii) <b>b)</b> Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and</p> <p>iii) <b>c)</b> Mid-rise or high-rise buildings may be permitted through a Secondary Plan.</p>	
<b>3.18</b>	Volume 1, Section 6.3.3	<p>3) Where a small-scale non-residential use is currently not permitted as-of-right in the Zoning By-law and is proposed, the City will consider permitting these uses, provided the development meets all of the following:</p> <p>a) They are small scale and serve the surrounding lands;</p> <p>b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;</p> <p>c) They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and</p> <p>e) <b>d)</b> They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area.</p>	This amendment corrects a numbering error. Policy 3) includes sub-policies a) through e), but incorrectly skips d).
<b>3.19</b>	Volume 1, Schedule C2	<i>Replace 'Abbott' with 'Fernbank' and 'Parkdale' with 'Holland' on Schedule C2 of the Official Plan.</i>	This amendment corrects two labelling errors on Schedule C2. The locations of two priority corridors are correctly identified but the street names are incorrect.
<b>3.20</b>	Volume 1, Section 6.6.3.1	<p>6.6.3.1 Ottawa International Airport Economic District:</p> <p>4) Development will be subject to the restrictions imposed by the Airport Vicinity Development Zone as shown on Schedule <del>C13</del><b>C14</b> and as described in Subsection 10.2.2.</p>	This amend corrects a referencing error. Section 6.6.3.1.4) on page 197 incorrectly refers to Schedule C13 (Scenic Routes). It should refer to Schedule C14.
<b>3.21</b>	Volume 1, Section 6.3.2	7) d) Industrial or commercial sites, such as shopping centre redevelopments, that are located within the Neighbourhood designation do not fall under this policy and must rely on the direction of Subsection 3.2, Policy <del>6</del> <b>5</b> ).	This amendment corrects a cross-referencing error. The subject policy provides direction for residential conversions. It currently references 3.2 Policy 6), which deals employment growth and is not relevant to subject policy. It should instead reference Policy 5), which provides further direction for residential conversions.
<b>3.22</b>	Volume 1, Subsection 5.4.5	1) Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2.3, Table <b>3a and 3b</b> . The Zoning By-law shall	This amendment clarifies a table reference. Subsection 3.2 contains Tables 3a and 3b, but no general Table 3. Tables 3a and 3b establishes

		implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:	density targets for Neighbourhoods and is the correct reference in this context.
3.23	Volume 1, Section 4	<b>Table 4</b> <del>Exhibit 18</del> : Road Classification and Function by Transect	This amendment corrects a reference error. The Table of Contents establishes that the Road Classification and Function by Transect table should be titled "Table 4". The table itself is incorrectly labelled as Exhibit 18.
3.24	Volume 2A, West Downtown Core Secondary Plan: Chapter 2A, Subsection 4.5; Chapter 4, Subsection 4.4;	In the West Downtown Core Secondary Plan, replace all references to the Sir John A. Macdonald Parkway with Kichi Zībī Mīkan Parkway.	This amendment updates references to align with name changes made by the National Capital Commission (NCC). In 2023, the NCC voted to rename the Sir John A. Macdonald Parkway to the Kichi Zībī Mīkan Parkway. The NCC owns and maintains the parkway, and so the name change should be reflected in applicable City planning documents.
3.25	Volume 2A, West Downtown Core Secondary Plan: Schedules A, B, C, J, P; Annex 4	<i>Replace all references to the Sir John A. Macdonald Parkway with Kichi Zībī Mīkan Parkway</i>	This amendment updates references to align with name changes made by the National Capital Commission.
3.26	Bank Street South Secondary Plan, Subsection 2.3	22) Development proposals within Nodes and under the zoning designation of Arterial Mainstreet <b>or its successor</b> are to be reviewed by the City's Urban Design Review Panel (UDRP). Pre-application consultation is <del>required</del> <b>encouraged</b> . Exemptions of when the UDRP does not require application review are established by the City and should be followed.	This amendment updates zoning references to account for the future zoning by-law. The secondary plan currently references zones in By-law No. 2008-250. It is anticipated that the names of these zones may change in the new by-law.  Also, the proposed modification is intended to align with Bill 185, which directs that municipalities cannot require pre-application consultation meetings.
3.27	Bank Street South Secondary Plan, Subsection 3.4	30) The maximum building height for residential, non-residential or mixed-use development is 22 metres, approximately a seven- to eight-storey building, depending on their proximity to existing residential development. When adjacent to a low-rise neighbourhood, the maximum permitted building height is 11 metres, approximately a three- to four-storey building and can transition into a 22-metre-tall building when further away from the neighbourhood. Refer to the GMX Subzone <b>or its successor</b> for more details.	This amendment updates zoning references to account for the future zoning by-law. The secondary plan currently references zones in By-law No. 2008-250. It is anticipated that the names of these zones may change in the new by-law.

3.28	Volume 2A, West Downtown Core Secondary Plan, Schedule B - Designation Plan	As shown in Appendix D, Schedule G of this Official Plan amendment, delineate Areas A and B on Schedule B of the West Downtown Core Secondary Plan.	Area A and Area B for Bayview Station District are described in text in the SP. The text also indicates that a map of the policy areas are provided in Schedule B. Area A of the Bayview Station District applies to the lands initially approved Bayview Station District Secondary Plan boundary. Showing the Areas delineation on the Schedule provides greater clarity.						
3.29	Volume 2A, Riverside South Secondary Plan	<p><del>2.1 Change the Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare for the Riverside South TC in Table 3a in Volume 1 from “100” to “160”.</del></p> <p><del>2.2 Update Schedule B4 (Greenbelt Transect) and Schedule B6 (Suburban Southwest Transect) in Volume 1 of the Official Plan to reflect the boundary of the Industrial and Logistics designation found on Schedule A— Designation Plan of the Riverside South Secondary Plan.</del></p> <p><del>2.3 Amend Volume 2C (Area-Specific Policies) to create a new Area-Specific Policy 49 for the unaddressed property identified as PIN 04331-0309, with the following language:</del></p> <p><del>49 PIN 04331-0309— Industrial and Logistics in the Riverside South Secondary Plan</del></p> <p><del>49.1 Notwithstanding the location of the lands within the Greenbelt Transect on Schedule B4, the policies of the Greenbelt Transect do not apply to the portion of the property identified as PIN 04331-0309, east of Limebank Road, that is designated as Industrial and Logistics within the Riverside South Secondary Plan in Volume 2A.</del></p> <p><del>49.2 At the time of a Municipal Comprehensive Review, the City will consider changing the Greenbelt Transect boundary to exclude the portion of the property at PIN 04331-0309 from the Greenbelt Transect, in consultation with the National Capital Commission.</del></p>	This amendment corrects an administrative error. The subject policy provides administrative direction to staff to update the consolidated Official Plan. This direction is clerical and should not be contained in the body of the secondary plan.						
3.30	Volume 2C, Area-Specific Policies	<table border="1" data-bbox="559 971 1696 1411"> <tr> <td data-bbox="559 971 680 1037"><b>##</b></td> <td data-bbox="680 971 1696 1037"><b><u>PIN 04331-0309 – Industrial and Logistics in the Riverside South Secondary Plan</u></b></td> </tr> <tr> <td data-bbox="559 1037 680 1240"><b>##.1</b></td> <td data-bbox="680 1037 1696 1240"><b><u>Notwithstanding the location of the lands within the Greenbelt Transect on Schedule B4, the policies of the Greenbelt Transect do not apply to the portion of the property identified as PIN 04331-0309, east of Limebank Road, that is designated as Industrial and Logistics within the Riverside South Secondary Plan in Volume 2A.</u></b></td> </tr> <tr> <td data-bbox="559 1240 680 1411"><b>##.2</b></td> <td data-bbox="680 1240 1696 1411"><b><u>At the time of a Municipal Comprehensive Review, the City will consider changing the Greenbelt Transect boundary to exclude the portion of the property at PIN 04331-0309 from the Greenbelt Transect, in consultation with the National Capital Commission.</u></b></td> </tr> </table>	<b>##</b>	<b><u>PIN 04331-0309 – Industrial and Logistics in the Riverside South Secondary Plan</u></b>	<b>##.1</b>	<b><u>Notwithstanding the location of the lands within the Greenbelt Transect on Schedule B4, the policies of the Greenbelt Transect do not apply to the portion of the property identified as PIN 04331-0309, east of Limebank Road, that is designated as Industrial and Logistics within the Riverside South Secondary Plan in Volume 2A.</u></b>	<b>##.2</b>	<b><u>At the time of a Municipal Comprehensive Review, the City will consider changing the Greenbelt Transect boundary to exclude the portion of the property at PIN 04331-0309 from the Greenbelt Transect, in consultation with the National Capital Commission.</u></b>	By-law 2024-239 for the Riverside South Secondary Plan incorrectly directed the creation of a new Area-Specific Policy with a number that was already in use, and so the policy has not yet been added to Volume 2C. This amendment provides direction to create an Area-Specific Policy number (## represents what is to be assigned) and to add the text provided in the By-law.
<b>##</b>	<b><u>PIN 04331-0309 – Industrial and Logistics in the Riverside South Secondary Plan</u></b>								
<b>##.1</b>	<b><u>Notwithstanding the location of the lands within the Greenbelt Transect on Schedule B4, the policies of the Greenbelt Transect do not apply to the portion of the property identified as PIN 04331-0309, east of Limebank Road, that is designated as Industrial and Logistics within the Riverside South Secondary Plan in Volume 2A.</u></b>								
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3.31	Volume 1, Subsection 2.2.5	<p>Make the following changes to the "What we want to achieve" textbox:</p> <p><b>1) Application of a gender lens to meet the housing needs of women, Black and</b></p>	This amendment corrects a referencing error. The reference to 9.2.3, Policy 5) should be updated to 4) to align with item 64 in OPA 5,						

		<p><b>racialized communities and new immigrants</b>  <del>1) Meet the housing needs of women and racialized communities</del>  <b>2) Understand and address the specific housing needs of Indigenous peoples</b>  <del>2) Improved mobility options for women and racialized communities</del>  <b>3) Improve mobility options for women and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation</b>  <del>3 4) Improve access to amenities</del></p>	<p>which deleted Policy 5 and re-numbered the remaining policies.</p>												
<p><b>3.32</b></p>	<p>Volume 2C, NEW Area-Specific Policy</p>	<p>In Volume 2C of the Official Plan, add the text detailed in Appendix 1 to Area-Specific Policy 44 - Heron Gate (2851, 2848, 2881 and 2898 Baycrest Drive, 2820 and 2831 Cedarwood Drive and 2816 Sandalwood Drive) replace</p> <table border="1" data-bbox="559 500 1728 636"> <tr> <td data-bbox="559 500 620 636"></td> <td data-bbox="620 500 709 636">44.1</td> <td data-bbox="709 500 1728 636">Place-saver for Area-Specific Policies that are expected to go to Committee and Council in September 2021, which will need to be 32 incorporated into this Official Plan.</td> </tr> </table> <p>with</p> <table border="1" data-bbox="559 685 1728 1494"> <tr> <td data-bbox="559 685 620 753">44</td> <td colspan="2" data-bbox="620 685 1728 753">Heron Gate (2851, 2848, 2881 and 2898 Baycrest Drive, 2820 and 2831 Cedarwood Drive and 2816 Sandalwood Drive)</td> </tr> <tr> <td data-bbox="559 753 620 922"></td> <td data-bbox="620 753 709 922">44.1</td> <td data-bbox="709 753 1728 922"> <p>Introduction</p> <p>The Heron Gate Area-Specific Policies provide the strategic planning direction to guide future the redevelopment of lands within its planning area. The area as identified in Schedules A and B is generally located east of the Heron-Walkley Park.</p> </td> </tr> <tr> <td data-bbox="559 922 620 1494"></td> <td data-bbox="620 922 709 1494">44.2</td> <td data-bbox="709 922 1728 1494"> <p>Vision and Guiding Principles</p> <p>44.2.1 Vision</p> <p>Heron Gate will be comprised of approximately 6,400 units and will be a complete, vibrant and sustainable 15-Minute Neighbourhood that enhances the quality of life for residents, while harmonizing with surrounding communities.</p> <p>44.2.2 Guiding Principles</p> <p>Development or redevelopment of properties within the Heron Gate Planning Area must conform to the following:</p> <ol style="list-style-type: none"> <li>1) Shape a vibrant community identity that enhances the quality of life for all.</li> <li>2) Establish facilities to support the provision of basic needs and services to foster the future for Heron Gate as a safe, healthy, and diverse place.</li> <li>3) Create focal points, places of gathering for the community.</li> <li>4) Design for flexibility to meet the diverse needs of residents.</li> <li>5) Embrace environmental sustainability and social responsibility.</li> </ol> </td> </tr> </table>		44.1	Place-saver for Area-Specific Policies that are expected to go to Committee and Council in September 2021, which will need to be 32 incorporated into this Official Plan.	44	Heron Gate (2851, 2848, 2881 and 2898 Baycrest Drive, 2820 and 2831 Cedarwood Drive and 2816 Sandalwood Drive)			44.1	<p>Introduction</p> <p>The Heron Gate Area-Specific Policies provide the strategic planning direction to guide future the redevelopment of lands within its planning area. The area as identified in Schedules A and B is generally located east of the Heron-Walkley Park.</p>		44.2	<p>Vision and Guiding Principles</p> <p>44.2.1 Vision</p> <p>Heron Gate will be comprised of approximately 6,400 units and will be a complete, vibrant and sustainable 15-Minute Neighbourhood that enhances the quality of life for residents, while harmonizing with surrounding communities.</p> <p>44.2.2 Guiding Principles</p> <p>Development or redevelopment of properties within the Heron Gate Planning Area must conform to the following:</p> <ol style="list-style-type: none"> <li>1) Shape a vibrant community identity that enhances the quality of life for all.</li> <li>2) Establish facilities to support the provision of basic needs and services to foster the future for Heron Gate as a safe, healthy, and diverse place.</li> <li>3) Create focal points, places of gathering for the community.</li> <li>4) Design for flexibility to meet the diverse needs of residents.</li> <li>5) Embrace environmental sustainability and social responsibility.</li> </ol>	<p>This amendment adds a new area-specific policy to implement the Ontario Land Tribunal (OLT) decision for case number OLT-21-001533. The Official Plan Amendment was opened under the previous Official Plan; however, the appeal was not dismissed until after the new Official Plan was adopted by Council.</p>
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				<p>6) Prioritize pedestrians and support multimodal transportation options.  7) Strengthen the quality, utility and character of public spaces.  8) Minimize social impacts during development of the lands.  Provide a mix of unit types to meet a wide range of household structures and affordability.</p>	
		44.3	Policies	<p>44.3.1 Density and Infrastructure  The rate and sequence of growth in the Heron Gate Planning Area shall be phased in a manner as to manage the logical extension of infrastructure (transportation – transit, roads, pedestrian connections and utilities – water, sanitary, sewer, storm drainage) to meet existing and future needs of the Heron Gate Planning Area as each phase progresses. As part of a planning application, technical studies in support of the proposed increase to height or density will be required and shall identify what improvements or upgrades are necessary to support the proposed density at each phase.</p> <p>44.3.2 Heron Road Corridor  Heron Road Corridor is designated on Schedule A - Designation Plan.</p> <p>1) Permitted uses:  a) Low-rise residential up to a maximum of 4 storeys; and  b) Mid-rise residential up to a maximum height of 6 storeys; and  c) Mid-rise and High-rise residential up to 18 storeys, subject to Section 44.4.2 Conditional Height; and  d) Commercial uses fronting Heron Road, subject to Section 44.3.5 Commercial Uses.</p> <p>2) Built Form:  a) In addition to the policies of Section 44.4.0 Built Form, the height of any building must not project into a 45-degree angular plane along Heron Road, as measured from the opposite side of the right of way;  b) The first 20 metres back from Heron Road shall be limited to a maximum of 6 storeys. Roof top amenities may be permitted as projections above the height limit, to be specified in the Zoning By-law.</p> <p>44.3.3 Heron Gate Neighbourhood  Heron Gate Neighbourhood is designated on Schedule A - Designation Plan.</p> <p>1) Permitted uses:  a) Low-rise residential up to a maximum of 4 storeys; and  b) Mid-rise residential up to a maximum height of 8 storeys; and  c) Mid-rise and High-rise residential up to 25 storeys, subject to Section 44.4.2 Conditional Height; and  d) Limited commercial uses which are ancillary to and compatible with residential uses, such as, but not limited to small scale retail or</p>	

personal services. The maximum permitted gross floor area of commercial uses will be determined by the Zoning By-law.

2) Built Form:

- a) In addition to the policies of Section 44.4.0 Built Form, the following policies apply to the Heron Gate Neighbourhood:
  - i) Proposals that retain existing buildings will be designed to integrate the existing building within the proposed redevelopment and complement the adjacent urban fabric; and
  - ii) Building frontages parallel to a public road right-of-way should comprise a minimum of 50 per cent of the lot width in order to achieve a series of continuous building façades (street wall); and
  - iii) Locate buildings close to the street to achieve a continuous street frontage, while allowing space for street trees and other landscaping; and
  - iv) Notwithstanding the above Policies ii and iii, properties may provide for greater front yard setbacks where one of the following is provided: a public art display; the entrance to Privately-Owned Public Spaces (POPS), or a public open space.

44.3.4 Walkley Road Corridor

Walkley Road Corridor is designated on Schedule A - Designation Plan.

1) Permitted uses:

- a) Low-rise residential up to a maximum of 4 storeys; and
- b) Mid-rise residential buildings up to a maximum height of 9 storeys; and
- c) High-rise residential buildings up to a maximum height of 25 storeys are permitted, subject to conformity with Section 44.4.2 Conditional Height; and
- d) Commercial uses fronting Walkley Road, subject to Section 44.3.5 Commercial Uses.

2) Built Form:

- a) In addition to the policies of Section 44.4.0 Built Form, a minimum building height of 3 storeys is required along the Walkley Road frontage.

44.3.5 Commercial Uses

- 1) The following policies apply to all commercial uses within the Heron Gate Planning Area. Commercial spaces in Heron Gate are intended to be neighbourhood-oriented, and meet the immediate needs of the community, such as convenience stores, personal services, grocery, medical, cafés, or restaurants within a short walking distance to encourage reduced vehicle trips. Commercial spaces are encouraged to

				<p>be located in close proximity to each other, to foster enhanced street level activity.</p> <p>2) Commercial uses may only be provided as part of a mixed-use building.</p> <p>3) Pedestrian access to commercial uses must be provided at-grade, and conveniently and easily accessible from a road, Privately-Owned Public Spaces, or park.</p> <p>4) Commercial uses shall provide active frontages, which may include elements such as windows, at-grade entrances, and architectural detail to support an inviting and animated pedestrian realm.</p> <p>5) Auto-oriented uses, such as, but not limited to gas stations and drive-throughs are prohibited.</p> <p>6) Parking, where required, should be minimized and be subject to Section 44.5.5, Policy 4.</p> <p>44.3.6 Institutional Uses</p> <p>1) Schools may be permitted in any designation without the need to amend this area-specific policy but will be subject to further review through a Zoning By-law Amendment application.</p>	
		44.4		<p>Built Form</p> <p>44.4.1 General Policies</p> <p>1) Buildings shall be designed with ground related frontages containing windows and doors (active frontages) facing streets, pathways and open spaces in order to achieve interest and activity.</p> <p>2) Buildings will incorporate vertical and/or horizontal design elements, such as a mixture of setbacks, projections and articulations, along the façade, to create visual interest and maintain the pedestrian scale.</p> <p>3) Building height and massing will avoid or mitigate undue negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces and other residential areas.</p> <p>4) Height and massing transitions shall be achieved through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); and</li> <li>b) Buildings fronting onto public or private internal streets should be setback and provide a stepback above 4 storeys.</li> </ul> <p>5) Low-rise buildings will have a minimum height of two storeys.</p> <p>44.4.2 Conditional Height</p> <p>1) Where an increase to permitted building height through a Zoning By-law Amendment or a Minor Variance is proposed, the following provisions for building and site design applies:</p>	

			<p>a) The height is consistent with the area policies in 44.3.2, 44.3.3, or 44.3.4 of this document; and</p> <p>b) The floor plate for towers should generally be a maximum of 750 square metres; and</p> <p>c) High-rise buildings shall include podiums up to 6 storeys, and incorporate a mixture of setbacks and articulation to define the lower portion, to provide a pedestrian friendly scale and interesting public realm; and</p> <p>d) Building podiums should relate to adjacent buildings through a mix of massing, height, datum lines, and architectural rhythm; and</p> <p>e) Separation distance between towers shall generally be 25 metres. Where proposed development includes a variation to this provision, it shall be demonstrated that the proposed towers or future towers can be off-set to allow for enough space between tower units and that undue shadow impacts are not increased as a result of the proposed variation; and</p> <p>f) The tower portion of a proposed building shall generally be setback a minimum of 12.5 metres from the side and rear property lines or centre line of an abutting public lane; and</p> <p>g) The Zoning By-law will establish performance measures such as minimum yard setbacks, step backs, maximum and minimum building heights, and minimum lot sizes for High-rise buildings.</p> <p>44.4.3 Active Frontages</p> <p>1) The following policies apply to development proposed where a lot line abuts an area identified as Active Frontage, identified in Schedule B - Public Realm and Connectivity:</p> <p>a) All development on the south side of Heron Road and north side of Walkley Road adjacent to an Active Frontage identified in Schedule B - Public Realm and Connectivity, will be designed to animate the public spaces they face through various techniques including incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest to enrich the pedestrian experience, including:</p> <p>i) Provision of entrance doors at grade to promote active street frontages; and</p> <p>ii) Use of high-quality building materials on all elevations facing the public realm; and</p> <p>iii) Provision of a continuous built edge along the street or public space, with building breaks for Privately-Owned Public Space (POPS) or pedestrian through-block connections; and</p> <p>iv) No exterior surface parking between the building and the street; and</p>	
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				<p>v) Provision of individual direct pedestrian access to ground level uses; and  vi) Parking internal to a site being screened from view to any public realm space; and  vii) The public realm includes existing or new trees; and  viii) No direct vehicular access.</p> <p>2) At-grade dwelling units facing public streets shall be accessible from the public street.</p>	
		44.5		<p>Public Realm, Transportation and Circulation</p> <p>44.5.1 Parks</p> <p>1) A central public park of approximately 1.55 hectares will be provided or as according to the City's Parkland Dedication By-law, to the satisfaction of the City.</p> <p>a) The central public park shall be conveyed to the City upon approval of 50 per cent of the planning area.</p> <p>2) The park shall be designed and constructed according to the City's Park Development Manual, to the satisfaction of the City.</p> <p>3) The location of the park identified in Section 5.1, Policy 1. shall be located as shown on Schedules A and B, any changes to Schedules A and B shall be in accordance with the City's Park Development Manual, to the satisfaction of the City.</p> <p>4) The park block shall be conveyed to match elevations of adjacent grades, provide positive surface drainage, provide standard servicing, topsoil and grass.</p> <p>5) The majority of parkland dedication will be satisfied through land conveyance. If additional parkland dedication is required, as per the Parkland Dedication By-law, the proposed park block may be revised, or an additional park block may be identified for dedication, without an amendment to this area-specific policy. The balance owing shall be paid as cash-in-lieu of parkland as applicable.</p> <p>6) Parkland may be permitted in any designation.</p> <p>44.5.2 Privately-Owned Public Spaces (POPS)</p> <p>1) Schedule B identifies three POPS Which are conceptual and will be refined through a detailed design, as part of a planning application process.</p> <p>2) Signage for each POPS is required and shall identify the name and address of the space and shall be placed in visible locations to the public. Signage shall also indicate that the space is open to the public.</p> <p>3) POPS are intended to serve as outdoor open spaces in support of each development phase and are for the exclusive use of the public. No POPS are to be occupied with private space such as outdoor commercial patios.</p>	

- 4) POPS shall be accessible to the public through the registration of a 24-hour Public Access Easement in favour of the City of Ottawa.
- 5) POPS do not count towards parkland dedication.

44.5.3 Public Roads

- 1) New Public Roads will be established as shown on Schedule B Public Realm and Connectivity. Road cross-sections will be refined through detailed design and should include the following within the right-of-way:
  - a) Canopy trees lining the street; and
  - b) Sidewalks along both sides of the road.
- 2) For each phase of development, existing public roads and new public roads will be built or rebuilt to provide enhanced pedestrian comfort and road safety measures including but not limited to, turn lanes, curb bump-outs, raised intersections, mid-block connections, and on-street parking, as required.

44.5.4 Private Roads

- 1) Private roads shall be designed to enhance pedestrian comfort and road safety measures by including trees, curb bump-outs, raised intersections, pedestrian walkways, mid-block connections, and parking.

44.5.5 Parking

- 1) Minimal parking spaces are encouraged throughout the planning area, subject to implementation of Transportation Demand Management measures.
- 2) A parking utilization study may be required where there is a substantial decrease to the required parking rate is proposed.
- 3) Parking, where required should be minimized and must be located below grade or within enclosed at-grade and above-grade parkades separated from a public street, a public park or a POPS by an active use.
- 4) Off-street surface parking is discouraged. Where surface parking is provided, it must be:
  - a) Provided as small, parking lots areas; and
  - b) Treated with landscape medians and tree plantings; and
  - c) Located to the rear or side yard; and
  - d) Screened from view from the street and public areas, with landscaping, fencing, and architectural design features; and
  - e) Provide for pedestrian safety and accessibility.

44.5.6 Pedestrian Connections

- 1) The location of future publicly accessible pedestrian connections shown on Schedule B Public Realm and Connectivity are conceptual. The locations and design of these connections will be established through a planning application process. The following connections shall be provided:

				<p>a) Heron Road Corridor:  i) A minimum of two north/south pedestrian connections along the Heron Road frontage, connecting Heron Road to Public Road A; and  ii) A minimum of one east/west connection east of Sandalwood Drive to Sandalwood Park, and connections internal to the block.</p> <p>b) Heron Gate Neighbourhood  i) A minimum of two connections along the Public Road A frontage, connecting through to Sandalwood Drive and Baycrest Drive; and  ii) A minimum of three connections from Cedarwood Drive to the Heron-Walkley Park; and  iii) A minimum of one connection from Cedarwood Drive through to the area of properties abutting the site to the north west (south of Heron Road, east of the Heron-Walkley Park and west of Baycrest Drive); and  iv) A minimum of one connection from Cedarwood Drive south through to Public Road B.</p> <p>c) Walkley Road Corridor  i) A minimum of one north/south pedestrian connection from Public Road B, between Cedarwood Drive and Baycrest Drive, through to Walkley Road; and  ii) A minimum of one east/west pedestrian connection from Baycrest Drive through to Sandalwood Park; and  iii) A minimum of one north/south pedestrian connection from the pedestrian connection south of Sandalwood Drive, east of Baycrest Drive, through to Walkley Road.</p> <p>2) Publicly accessible pedestrian connections should consider design elements to promote pedestrian comfort and safety such as, but not limited to lighting, decorative paving, landscaping and signage.</p> <p>3) Publicly accessible pedestrian connections shall be accessible to the public through the registration of a 24-hour public access easement in favour of the City or by transferring ownership of the block to the City.</p>	
		44.6	Sustainability	<p>44.6.1 Energy Conservation, Building Design and Landscaping  1) The Heron Gate Planning Area will promote low energy consumption and promote renewable energy systems by supporting energy-efficient buildings and landscaping.</p> <p>44.6.2 Climate Change Adaptation and Resiliency  1) The Heron Gate Planning Area seeks to integrate measures to promote liveability and resiliency in all future climate conditions</p> <p>44.6.3 Waste, Water and Stormwater  1) Heron Gate Planning Area seeks to reduce landfill waste, reduce runoff, conserve water and reduce water demand through:</p>	

				<p>a) Using low-flow plumbing fixtures that reduce the water use in the building by at least 20 per cent compared to standard practices; and</p> <p>b) Incorporating low-impact development features such as drought tolerant species, swales and rain gardens into the landscape as a part of the stormwater strategy; and</p> <p>c) Harvesting rainwater to be used as landscape irrigation;</p> <p>d) Implementing strategies that meet federal standards to dispose hazardous waste materials; and</p> <p>e) Implementing construction waste management plan to divert construction waste materials from landfills.</p> <p>44.6.4 Community Food Production</p> <p>1) Heron Gate Planning Area seeks to promote opportunities for food production by:</p> <p>a) Implementing urban agriculture gardens for residents which support the existing food supply system.</p> <p>2) Community food production is not intended to be placed on City-owned parkland.</p> <p>44.6.5 Transportation</p> <p>1) The Heron Gate Planning Area seeks to promote efficient multi-modal transportation systems that are safe, accessible, and convenient, with emphasis on high quality walking, cycling, and transit options that:</p> <p>a) Promote multi-modal transportation connectivity through inter-connected cycling, walking paths and transit networks throughout the community; and</p> <p>b) Locate all buildings within a 800 metre radius of an active transportation route or transit stop; and</p> <p>c) Provide a minimum of 0.5 per unit bicycle facilities within all buildings; and</p> <p>d) Provides for a minimum of 20 per cent of the parking spaces to have electric vehicle charging stations and considers implementing infrastructure of future expansion of electric vehicle charging stations.</p>	
		44.7		<p>Community Benefits</p> <p>44.7.1 Affordable Housing</p> <p>1) The Heron Gate Planning Area supports a diverse range of housing types and supports the development of a more inclusive and equitable community by maintaining a supply of affordable housing for low- to moderate-income households by:</p> <p>a) A total of 510 new residential units as affordable housing is to be provided as approximately 10 per cent of the new residential units for each development phase of the Heron Gate Planning Area, for a period of at least 15 years from the date of first residential occupancy of the unit for each phase; and</p>	

				<p>b) Replacing unit types from the previous development that have been or will be demolished through new development for existing tenants that opt to relocate to similar three- and four-bedroom units; and</p> <p>c) Supporting the creation of affordable housing suitable for families.</p> <p>44.7.2 Housing Security and Diversity</p> <p>1) Existing occupied units can be demolished only when affected tenants are offered the ability to transfer their leases and relocate within the community to newly constructed units of an equivalent number of bedrooms at the same rent, subject to increase mechanisms set by the Province, to the satisfaction of the Director of Housing, Community and Social Services Department.</p> <p>a) Affected tenants will also be given the option to relocate to a newly renovated equivalent unit of an equivalent number of bedrooms at the same rent at an earlier date.</p> <p>44.7.3 New or Improvements to Amenities</p> <p>1) Improvements to pedestrian and cycling infrastructure within the Heron Gate Planning Area.</p>	
		44.8		<p>Implementation</p> <p>44.8.1 Transportation Demand Management</p> <p>1) Transportation Demand Management strategies will be implemented at each phase of development through a planning application process. The provision of transit passes for new residents, on-site public car-sharing facilities, enhanced transit information signage, enhanced transit stop facilities, bike share, posting of pedestrian and cycling wayfinding signage within the individual buildings and community, and secure covered bicycle parking are recommended Transportation Demand Management strategies to be advanced.</p> <p>44.8.2 Greenspace</p> <p>1) Development and conveyance of land for Privately-Owned Open Spaces and publicly accessible pedestrian connections are intended to coincide with the redevelopment of that portion of the planning area.</p> <p>44.8.3 Planning Applications</p> <p>1) At the time of a planning application the following studies may be required, in addition to those required by the Official Plan:</p> <p>a) Parking utilization study; and</p> <p>b) Affordability analysis report outlining housing affordability in the Heron Gate Planning Area developments to date and an update of the future plan moving forward; and</p> <p>c) Density analysis report summarizing the proposed density for the specific development application and all developments to date, and an update of the future plan moving forward; and</p>	

			<p>d) Connectivity plan illustrating connectivity through both public and private lands for pedestrians, cyclists, and transit users for the specific development; and</p> <p>e) Amenity plan illustrating public and private greenspaces and amenities for the specific development and all developments to date, as well as an update of the future plan moving forward; and</p> <p>f) Wastewater servicing capacity analysis that supports the specific development application and all developments to date, as well as an update of the future requirements; and</p> <p>g) Formal Review with the Urban Design Review Panel for planning applications with building(s) 10 storeys or higher.</p>	
		44.9	<p>Schedules</p> <p>Schedule A – Designation Plan</p> <p>Schedule B – Public Realm and Connectivity</p>	
		44.10	<p>Annexes</p> <p>The annexes are included for information purposes only to help explain the proposal, any changes to the annexes does not require an Official Plan Amendment</p> <p>Annex A – Conceptual Demonstration Plan</p> <p>Annex B – Conceptual Phasing Plan</p> <p>Annex C – Conceptual Height Plan</p>	
3.33	Volume 2C, NEW Area-Specific Policy	<p><i>As shown in Appendix E of this Official Plan amendment, add Schedule A – Designation Plan and Schedule B – Public Realm and Connectivity to Volume 2C – Area-Specific Policies.</i></p>		
3.34	Volume 2C, NEW Area-Specific Policy	<p><i>As shown in Appendix F of this Official Plan amendment, add Annex A – Conceptual Demonstration Plan, Annex B – Conceptual Phasing Plan &amp; Annex C – Conceptual Height Plan are in Appendix F to Volume 2C – Area-Specific Policies.</i></p>		
3.35	Volume 1, Section 7.3	<p>2) e) Development, lot line adjustments and site alteration are not permitted in Significant Wetlands, <b><u>except where lot creation or lot line adjustment is required to support the conveyance of the undeveloped portion of the property to a public agency or a non-profit corporation or non-profit land trust for long-term conservation for environmental protection.</u></b></p>		<p>Securement of natural lands for conservation purposes may in some cases require the creation of a new parcel to separate the natural lands from an existing residential area of the property. This was usually achieved via R-plan or severance, though Subsection 7.3 Policy 2) e) and Policy 3) a) in the Official Plan no longer allow for this process. Staff recommend amending these policies to enable rural land securement for conservation. The policies will continue to prevent lot line adjustments and severances for development purposes in these areas.</p>

<b>3.36</b>	Volume 1, Section 7.3	3) a) Development lot line adjustments and site alteration are prohibited in Natural Environment Areas, <b><u>except where lot creation or lot line adjustment is required to support the conveyance of the undeveloped portion of the property to a public agency or a non-profit corporation or non-profit land trust for long-term conservation for environmental protection.</u></b>	Securement of natural lands for conservation purposes may in some cases require the creation of a new parcel to separate the natural lands from an existing residential area of the property. This was usually achieved via R-plan or severance, though Subsection 7.3 Policy 2) e) and Policy 3) a) in the Official Plan no longer allow for this process. Staff recommend amending these policies to enable rural land securement for conservation. The policies will continue to prevent lot line adjustments and severances for development purposes in these areas.
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3.37

Volume 1, 4.1.2  
Policy 11)

**Table 5: Provision of Pedestrian and Cycling Facilities**

	Street Type	Sidewalks	Cycling Facilities	Multi-use pathways
<b>a</b>	.....	.....	.....	.....
<b>b</b>	.....	.....	.....	.....
<b>c</b>	New Local Streets (Outer Urban, Suburban Transects Villages)...	Pursue through reconstruction where possible and affordable, prioritizing safety for pedestrians and cyclists over vehicular capacity	As identified by schedules, plans, studies, or road designs as listed in Subsection 4.1.2, Policy 12) below.  .....	
<b>d</b>	.....	.....	.....	.....

Notes:

.....

Intersections: Where pedestrian and cycling facilities are required approaching an intersection, these facilities shall be continued through the intersection in all directions using crosswalks and crossrides. The City may consider limiting crossrides where connectivity is not required or where safe cycling crossings can be provided in another way;

**Villages: Notwithstanding policy 11 c) above, where new development is proposed on private services in a village without storm sewers, for local roads, the need for a sidewalk on one side of the street shall be determined based on local context including direct connections to schools, parks, pathways, public buildings, public institutions and commercial areas**

This amendment adds a new row to the table for pedestrian and cycling facilities for Villages on private services. A sidewalk in these situations is not always feasible and should be considered based on the specific context.

3.38

Volume 1,  
Subsection 6.6.3.2

5) c) Outside of the activity centres, building heights: ~~should generally be up to mid-rise height.~~  
i) on March Road may be up to high-rise building height, and should generally be a minimum of 4 storeys, and  
ii) on Legget Drive and in the remaining outer areas, may be up to mid-rise building height, and should generally be a minimum of two storeys.

This amendment corrects an oversight. OPA 33 introduced detailed sub-policy direction for building heights outside of activity centres, with the intent of deleting the more general language in Policy c). As a result of an error, the wording intended for deletion was omitted from the

			implementing By-law, 2024-396, rather than shown with a strikethrough.
3.39	Volume 1, Section 6.3.3, Policy 3)	3) Where a small-scale non-residential use is currently not permitted <del>as-of-right</del> <u>on a given property</u> in the Zoning By-law <del>and is proposed</del> , the City will <u>generally be supportive of</u> <del>consider</del> permitting these uses <u>through an amendment to the Zoning By-law</u> , provided the development meets all of the following: a) They are small scale and serve the surrounding lands; b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas; c) They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and e) <del>d)</del> They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area.	This amendment clarifies the intent of the subject policy. The policy establishes direction for permitting additional uses in the Zoning By-law within a Neighbourhood designation, subject to certain criteria.  It also corrects a sequencing error
<b>Secondary Plan Review Amendments</b>			
3.40	Volume 2A, Orleans Corridor Secondary Plan, Subsection 4.1	1) As part of a complete application for any amendment to this plan, Zoning By-law Amendment <u>or Plan of Subdivision</u> <del>or new Site Plan application</del> , a planning rationale is required that demonstrates how new development will be consistent with the vision, goals and objectives of this Plan as well as the parent Official Plan.	This amendment corrects an inconsistency with the City's Planning Rationale Terms of Reference. Planning Rationales are required for Official Plan amendments, Zoning By-law amendments, and Plans of Subdivision, but not Site Plan applications.
3.41	Volume 2A, Orleans Corridor Secondary Plan, Schedule C	<i>As shown in Appendix D, Schedule H of this Official Plan amendment, remove a portion of the Tweddle Road Linear Park / Woonerf on Schedule C - Public Realm and Mobility Improvements of the Orleans Corridor Secondary Plan.</i>	This amendment modifies the length and geometry of the proposed Tweddle Road Woonerf on Schedule C to better reflect the intent of the applicable policy. The current polygon implies that the woonerf is to bisect the MUP and terminate at Trim Station, whereas Section 6.5 Policy 30 directs that the woonerf provide a connection between Jeanne d'Arc Boulevard and the MUP.
3.42	Volume 2A, Montreal Road District Secondary Plan	Update all references to the TM zones as follows:  TM Zone <u>or its successor</u>	This amendment updates zoning references to account for the future zoning by-law. The secondary plan currently references zones in By-law No. 2008-250. It is anticipated that the names of these zones may change in the new by-law.
3.43	Volume 2A, Montreal Road District	17) 3. b. Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:	This amendment updates zoning references to account for the future zoning by-law. The secondary plan currently references zones in By-

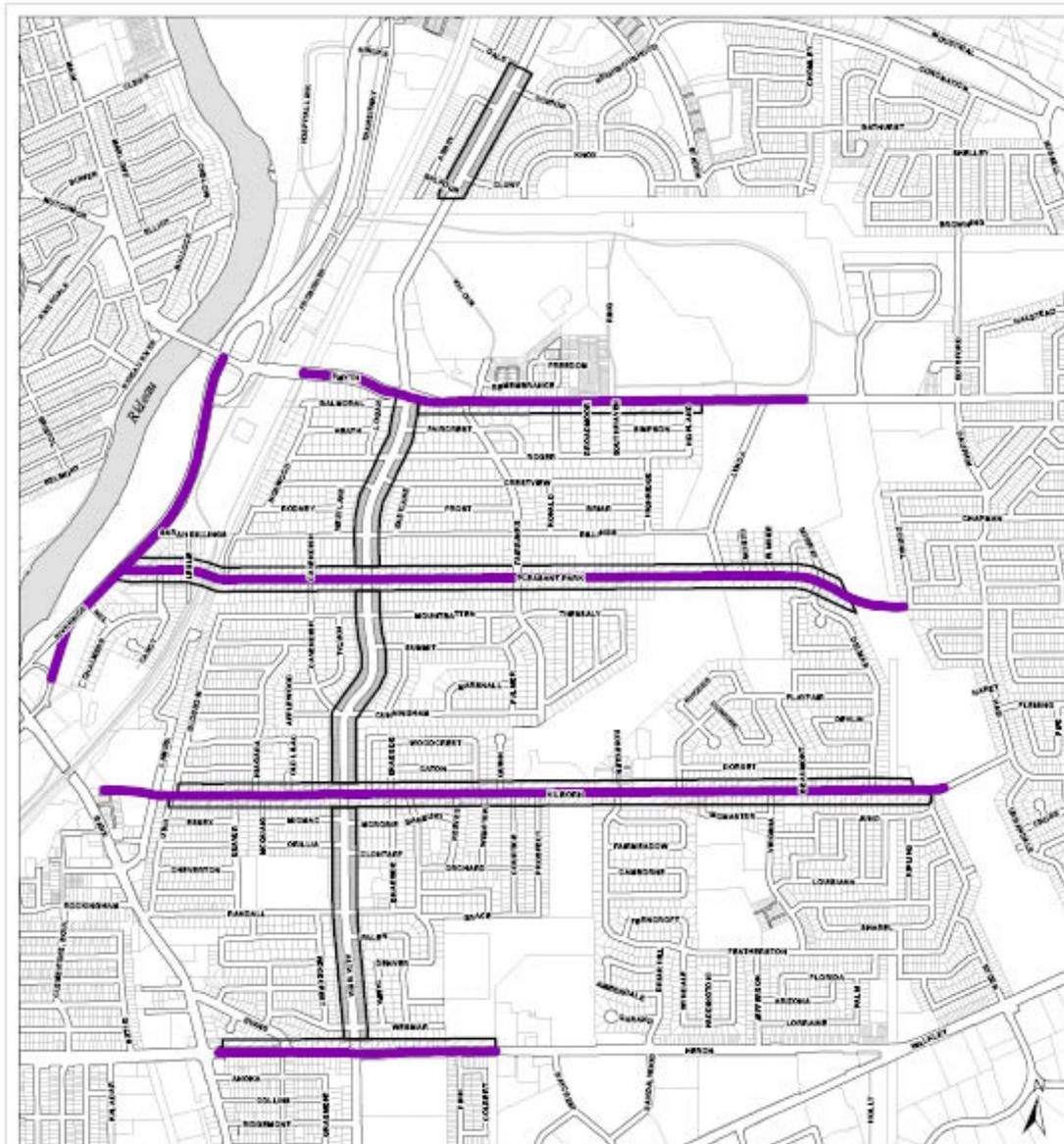
	Secondary Plan, Section 2	I. minimum separation distance of 22 metres between the tower portion of high-rise buildings and R1, R2, R3, and R4 Zones <u>or their successors</u> .	law No. 2008-250. It is anticipated that the names of these zones may change in the new by-law.
3.44	Volume 1, Schedule C7-A	<i>As Shown in Appendix D, Schedule I of this Official Plan amendment, designate the Jeanne d'Arc Station and Trim Station areas as Design Priority Areas in Schedule C7-A in the Official Plan.</i>	This amendment adds two Design Priority Areas to Schedule C-7A for consistency with the Orléans Corridor Secondary Plan. Design Priority Areas were added for Jeanne d'Arc station and Trim station in the secondary plan, but they were omitted from Schedule C7-A of Volume One of the Official Plan. This amendment corrects the oversight.
3.45	Volume 2A, Scott Street Secondary Plan	<i>In the Scott Street Secondary Plan, replace all references to Burnside Corridor with Burnside Mixed-Use.</i>	This amendment renames a designation within the Scott Street Secondary Plan to avoid confusion with a designation in Volume 1 of the Official Plan. The Scott Street Secondary Plan has a designation called "Burnside Corridor", which is neither a Mainstreet nor Minor Corridor in Volume One. The Burnside Corridor designation includes unique policies that should not be confused with the Corridor policies in Volume One.
3.46	Volume 2A, Scott Street Secondary Plan, Schedule A	<i>In the Scott Street Secondary Plan, Schedule A, replace "Burnside Corridor" with "Burnside Mixed-Use".</i>	This amendment renames a designation within the Scott Street Secondary Plan to avoid confusion with a designation in Volume 1 of the Official Plan
3.47	Volume 2A, Old Ottawa East Secondary Plan, Schedule A – Designation Plan	<i>As shown in Appendix D, Schedule E of this Official Plan Amendment, add the parcel boundaries for 185 Hawthorne Avenue to Old Ottawa East Secondary Plan Schedule A – Designation Plan and designate the parcel as "Neighbourhood Low-Rise".</i>	This amendment corrects an error whereby a property's boundary lines were inadvertently omitted from the Old Ottawa East Secondary Plan Schedule A – Designation Plan.
<b>New Zoning By-law Review Amendments</b>			
3.48	Volume 2A, Scott Street Secondary Plan, Schedule A, Schedule B, Volume 1, Schedule B2, Schedule C12	<i>As shown in Appendix D, Schedule J1 of this Official Plan Amendment, change the designation of 55 Parkdale Avenue on Schedule A of the Scott Street Secondary Plan from Capital Greenspace to Institutional – Embassies. On Schedule B of the Scott Street Secondary Plan, extend the "Height Limit Varies as per Existing Zoning" hatching to the subject property. As shown in Appendix D, Schedule J2 of this Official Plan amendment, On Volume 1, Schedule B2, change the designation for the rear portion of the property</i>	This amendment corrects a designation error in the Scott Street Secondary Plan. During the creation of the Scott Street Community Design Plan and Secondary Plan, the subject parcel was incorrectly identified as being owned by the National Capital Commission and serving a

		<i>from Greenspace to Hub. As shown in Appendix D, Schedule J3 of this Official Plan amendment, Volume 1, Schedule C12, remove the open space designation from the rear of the property.</i>	capital greenspace role. The property is privately owned and should reflect the Hub designation shown on Volume 1.
<b>3.49</b>	Volume 2A, West Downtown Core Secondary Plan, Bayview Station District, Schedule C – Maximum Building Heights	<i>As shown in Appendix D, Schedule K of this Official Plan amendment, remove 128 Broad Street and part of 813 Albert Street from the Bayview Station District Schedule C in the West Downtown Core Secondary Plan.</i>	This amendment corrects an inconsistency between schedules in the West Downtown Core Secondary Plan. The subject parcels are shown in both the Bayview Station District and the Pimisi and Lebreton Flats District.
<b>3.50</b>	Volume 2B, Village of Richmond Secondary Plan, Schedule A – Designation Plan	<i>As shown in Appendix D, Schedule L of this Official Plan amendment, change the designation of 5971 Perth Street from “Village Commercial” to “Village Residential 1” on Schedule A of the Village of Richmond Secondary Plan. Change the designation of 5961 Perth Street from “Village Residential 1” to “Village Commercial” on Schedule A of the Village of Richmond Secondary Plan.</i>	This amendment corrects a mapping error. The Commercial designation in the secondary plan was intended to recognize a business located on two lots on Perth Street. The boundary was incorrectly drawn, resulting in one of the business lot being excluded from the designation, and one residential lot not related to the business being included in the designation.
<b>3.51</b>	Volume 1, Schedule B6 and Schedule C12	<i>As shown in Appendix D, Schedule M1 of this Official Plan amendment, redesignate 150 Celestial Grove from Greenspace to Neighbourhood on Volume 1, Schedule B6. As shown in Appendix D, Schedule M2 of this Official Plan amendment, remove the Open Space designation from the subject property on Volume 1, Schedule C12.</i>	This amendment corrects a mapping error. 150 Celestial Grove is a residential parcel with an existing dwelling. The Greenspace designation was incorrectly applied to the property and should be replaced with the Neighbourhood designation.
<b>3.52</b>	Volume 1, Schedule B8	<i>As shown in Appendix D, Schedule N of this Official Plan amendment, redesignate the properties from Neighbourhood to Greenspace on Volume 1 Schedule B8.</i>	This amendment corrects a mapping error. Lands on the Ottawa River shoreline near Petrie Island are significant wetlands and were incorrectly designated Neighbourhood rather than Greenspace.
<b>3.53</b>	Volume 1, Schedule B1 & Schedule C12	<i>As shown in Appendix D, Schedule O of this Official Plan amendment, re-designate 1 Onigam Street from Neighbourhood to Greenspace on Schedule B1 and to Open Space on Schedule C12.</i>	This amendment corrects a designation error. The Lemieux Island Water Purification Plant was intended to be designated as Greenspace with the Open Space sub-designation but was erroneously designated Neighbourhood during the creation of the current Official Plan.
<b>3.54</b>	Volume 1, Schedule B4	<i>As shown in Appendix D, Schedule P of this Official Plan amendment, re-designate part of 3801 Carling from Agricultural Resource Area to Greenbelt Rural on Schedule B4 of Volume 1.</i>	This amendment corrects a mapping error so as to align the designation boundaries with the National Capital Commission's Greenbelt Master Plan.

<b>3.55</b>	Volume 1, Schedule B4 & Schedule C12	<i>As shown in Appendix D, Schedule Q1 of this Official Plan amendment, re-designate part of 1701 Woodroffe Ave from “Greenspace” to “Greenbelt Facility” on Schedule B4 of Volume 1, so as to include the Nepean Sportsplex as “Greenbelt Facility”. As shown in Appendix D, Schedule Q2 of this Official Plan Amendment, remove a portion of the subject property from the “Park” designation and redesignate a portion from “Park” to “Greenbelt Natural Area” on Volume 1, Schedule C12 so as to exclude the Nepean Sportsplex from being designated “Park” and recognizing the “Greenbelt Natural Area” around the Nepean Sportsplex.</i>	This amendment corrects a mapping error so as to align the designation boundaries with the National Capital Commission's Greenbelt Master Plan. Official Plan Schedule B4 erroneously excludes the Nepean Sportsplex from the Greenbelt Facility area.
<b>3.56</b>	Volume 1, Schedule B4	<i>As shown in Appendix D, Schedule R of this Official Plan amendment, re-designate part of 35 Shirley Boulevard from “Greenbelt Rural” to “Greenbelt Facility” on Schedule B4 of the Volume 1 so as to include the entirety of the Connaught Range Federal Facility form “Greenbelt Rural” designation.</i>	This amendment corrects a mapping error so as to align the designation boundaries with the National Capital Commission's Greenbelt Master Plan. Schedule B4 currently excludes part of the Connaught Range Federal Facility footprint in error.
<b>3.57</b>	Volume 1, Schedule C-11A and Schedule C11-B.	<i>Per Appendix D, Schedule S of this Official Plan amendment, remove the “Natural Heritage Features Overlay” from part of 635 Jinkinson on Schedule C-11A and Schedule C11-B.</i>	This amendment corrects a mapping error. City staff had intended for the Natural Heritage Features overlay to be removed from the applicable area as part of Official Plan Amendment 28. The area no longer corresponds with the wetland boundary, and the significant woodlands in this area have been removed. This is reflected in the text of Location Map document 1E for Official Plan amendment 28; however, the opposite of the intended change was shown on Schedule F of the OPA in error.
<b>3.58</b>	Volume 1, Schedules B9, C-11A, and	Per Appendix D, Schedule T1 of this Official Plan amendment, redesignate part of 891 Jinkinson Road from “Greenspace” to “Rural Countryside” on Schedule B9. Per Schedule T2 of this Official Plan amendment, remove the “Significant Wetlands” designation on Schedule C-11A, Schedule C-11B from part of 891 Jinkinson Road.	The new Official Plan erroneously added the Significant Wetland sub-designation to C-11A and the Greenspace designation to Schedule B9 for part of 891 Jilkinson Road. The subject portion of land does not correspond with Provincial wetland mapping.
<b>3.59</b>	Volume 1, Schedule B2	Per Appendix D, Schedule M of this Official Plan amendment, remove the Minor Corridor designation on Mann Avenue between King Edward Avenue and Range Road.	During the review of Strategic Growth Areas, an inconsistency was discovered between Volume 1, which identified Mann Ave as a Minor Corridor, and the Central and East Downtown Core, which omitted it. Staff reviewed the Minor Corridor designation and determined that the designation on Mann in Volume 1 should be removed.

## **Appendix D: Schedule Amendments**

Schedule A – Amending Volume 2A - Alta Vista / Faircrest / Riverview Park Secondary Plan – Schedule A – Designation Plan



Prepared by: Planning, Information and Economic Development Department  
 Services de planification, de données/Analyse, Technologie et Évaluation



Projet par l'information et le développement économique,  
 Analyse, données, technologie et évaluation

DD1-01-25-0001 2025-0423-A

MMP0002-OP-OP-MORL-PPS-GCM-Alt\_Vista\_SP\_Corridor

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**SCHEDULE A to  
 AMENDMENT NO. 46**

to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Amending Alta Vista / Faircrest /  
 Riverview Park Secondary Plan  
 Schedule A - Designation Plan

-  LANDS TO BE REDESIGNATED FROM "ROADS DESIGNATED FOR LOW-RISE NEIGHBOURHOOD DEVELOPMENT" TO "NEIGHBOURHOOD" TERRAINS À REDESIGNER À PARTIR DE « ROUTES DÉSIGNÉES POUR LES USAGES LOCAUX DE FAIBLE HAUTEUR » À QUARTIER »
-  "ROADS DESIGNATED FOR LOW-RISE NEIGHBOURHOOD DEVELOPMENT" DESIGNATION TO BE REMOVED « ROUTES DÉSIGNÉES POUR LES USAGES LOCAUX DE FAIBLE HAUTEUR » DESIGNATION À SUPPRIMER
-  "CORRIDOR" DESIGNATION TO BE ADDED / DESIGNATION « COULOIR » À AJOUTER

**ANNEXE A de  
 L' AMENDEMENT No. 46**

au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du plan secondaire  
 Alta Vista / Faircrest / Riverview Park  
 Annexe A - Plan de designation

**Schedule B – Amending Volume 2A - Central and East Downtown Core Secondary Plan  
– Schedule B – Designation Plan**



Prepared by: Planning, Infrastructure and Economic Development Department,  
Services de la planification, de l'analyse spatiale, de la technologie et des solutions



Préparé par: l'Infrastructure et du développement économique,  
Analyse géographique, technologie et solutions

D01-01-25-0001 2025-0423-A

MMP/2022 OP 01A/01R\_01/JPS/2025/Sched\_B\_Central\_East\_OP

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**SCHEDULE B to  
AMENDMENT NO. 46**

to the OFFICIAL PLAN  
for the CITY OF OTTAWA

Central and East Downtown Core Secondary Plan  
Schedule B - Designation Plan

**ANNEXE B de  
L' AMENDMENT No. 46**

au PLAN OFFICIEL  
de la VILLE D'OTTAWA

Modification du plan secondaire  
Centre-ville et centre-est  
Annexe B - Plan de désignation



LANDS REDESIGNATED FROM "LOCAL NEIGHBOURHOOD" TO "DOWNTOWN MIXED-USE"  
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « ZONE LOCALE – QUARTIER » À « ZONE  
CENTRE-VILLE - USAGE MIXTE »



LANDS REDESIGNATED FROM "CORRIDOR" TO "DOWNTOWN MIXED-USE"  
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « COULOIR » À « ZONE  
CENTRE-VILLE - USAGE MIXTE »

**Schedule C1 – Amending Volume 2A - Central and East Downtown Core Secondary Plan – Schedule C – Maximum Building Heights – East of Canal**



Prepared by: Planning, Infrastructure and Economic Development Department  
 Services de la planification, de l'infrastructure, des technologies et des fondations



Préparé par: Infrastructure et développement économique,  
 Services de la planification, des technologies et des fondations

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2025-0423-A

MMWP2022-02-OP/DIRM/PPSS/Sched\_C1\_Central\_Cast\_LP\_14/ajm

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**SCHEDULE C1 to  
 AMENDMENT NO. 46**

to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Central and East Downtown Core Secondary Plan  
 Schedule C - Maximum Building Heights

**ANNEXE C1 de  
 L' AMENDEMENT No. 46**

au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du plan secondaire  
 Centre-ville et centre-est  
 Annexe C - Hauteurs maximales des immeubles

 *4 STOREYS / ÉTAGES * TO / À *5 STOREYS / ÉTAGES*	 *UNDESIGNATED * TO / À *27 STOREYS / ÉTAGES*
 *5 STOREYS / ÉTAGES * TO / À *6 STOREYS / ÉTAGES*	 *4 STOREYS / ÉTAGES * TO / À *27 STOREYS / ÉTAGES*
 *4 STOREYS / ÉTAGES * TO / À *9 STOREYS / ÉTAGES*	 *16 STOREYS / ÉTAGES * TO / À *27 STOREYS / ÉTAGES*
 *5 STOREYS / ÉTAGES * TO / À *9 STOREYS / ÉTAGES*	 *21 STOREYS / ÉTAGES * TO / À *27 STOREYS / ÉTAGES*

**Schedule C2 – Amending Volume 2A - Central and East Downtown Core Secondary Plan – Schedule C – Maximum Building Heights – West of Canal**



Prepared by: Planning, Infrastructure and Economic Development Department  
 Service de planification, de développement économique, technologie et industrie



Projet de l'Administration et de développement économique,  
 Analyse géométrique, technologie et industrie

DD1-01-25-0001 2025-0423-A

WMP0002 OP ORISOPMPP000202\_C2\_Central\_East\_SP\_Heights

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**SCHEDULE C2 to  
 AMENDMENT NO. 46**

to the OFFICIAL PLAN  
 for the CITY OF OTTAWA  
 Central and East Downtown Core Secondary Plan  
 Schedule C - Maximum Building Heights

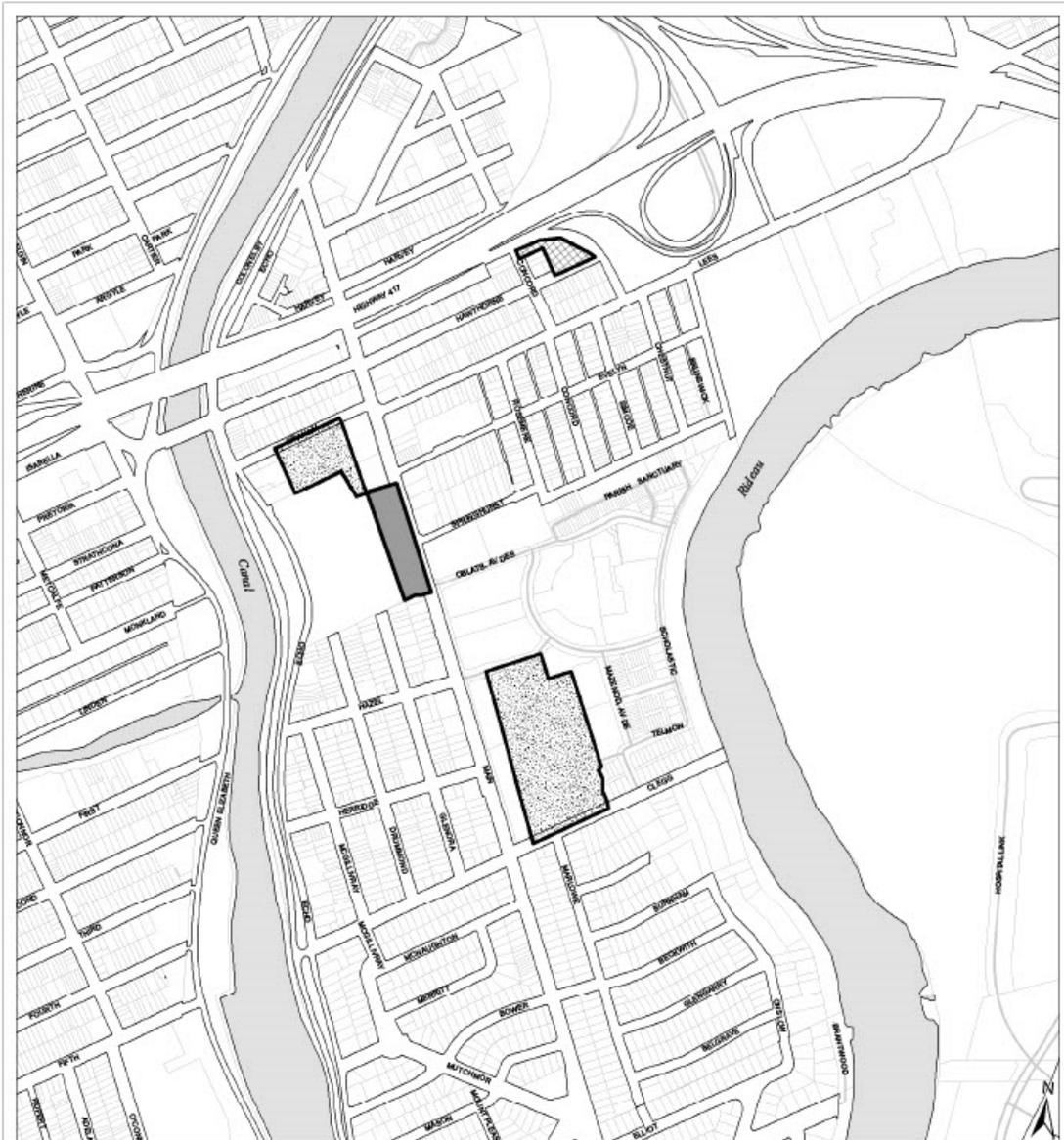
**ANNEXE C2 de  
 L' AMENDEMENT No. 46**

au PLAN OFFICIEL  
 de la VILLE D'OTTAWA  
 Modification du plan secondaire  
 Centre-ville et centre-est  
 Annexe C - Hauteurs maximales des immeubles

4 STOREYS / ÉTAGES \* TO / À 6 STOREYS / ÉTAGES\*

5 STOREYS / ÉTAGES \* TO / À 6 STOREYS / ÉTAGES\*

Schedule E – Amending Volume 2A - Old Ottawa East Secondary Plan – Schedule A – Designation Plan



Prepared by: Planning, Infrastructure and Economic Development Department,  
Services de la planification, de Géographie/Analyse, Technologie et Solutions



Préparé par: l'infrastructure et de développement économique,  
Analyse géographique, technologie et solutions

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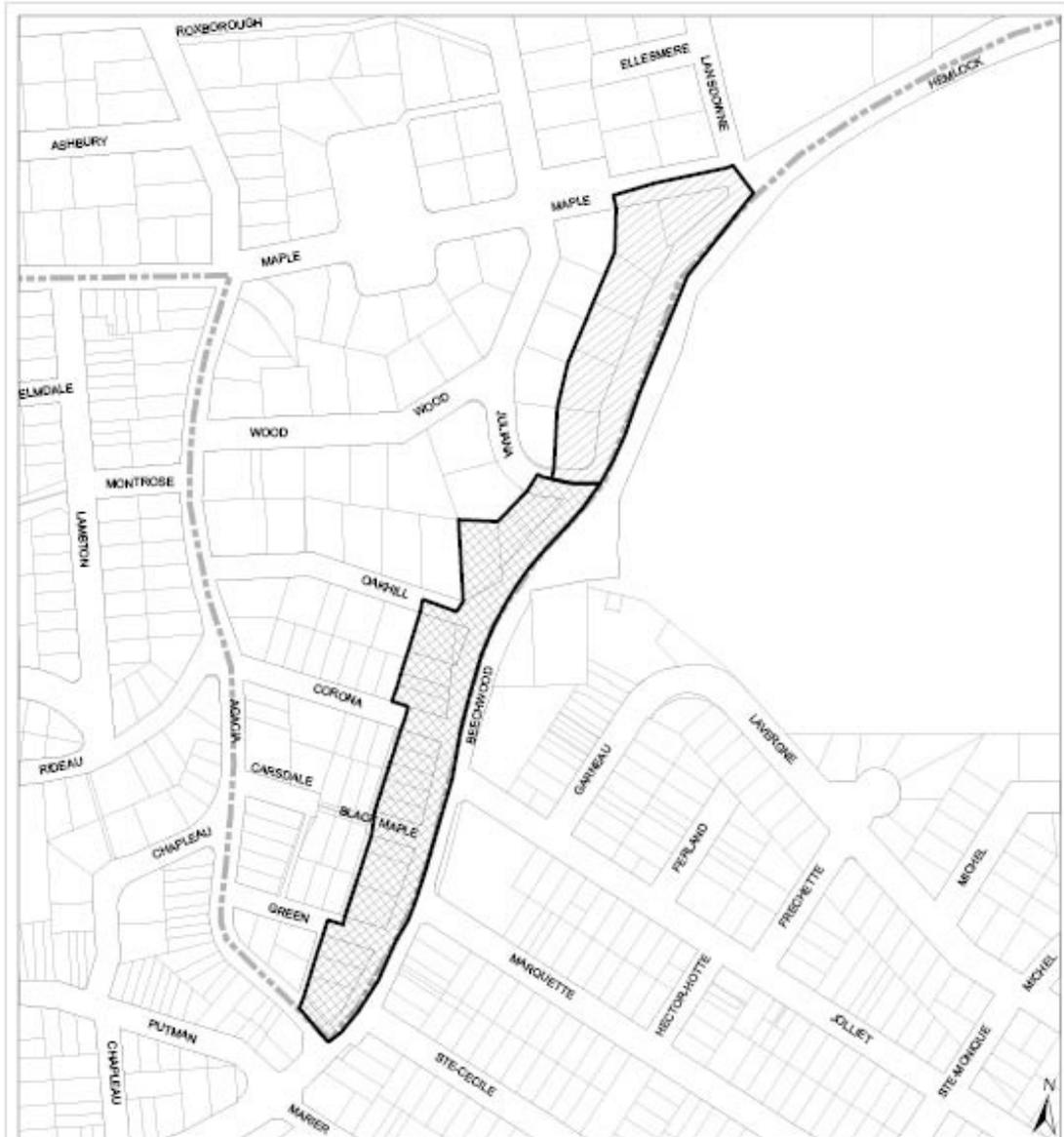
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**SCHEDULE E to  
AMENDMENT No. 46**  
to the OFFICIAL PLAN  
for the CITY OF OTTAWA  
Old Ottawa East  
Secondary Plan  
Schedule A - Designation Plan

-  LANDS TO BE DESIGNATED "NEIGHBOURHOOD LOW-RISE" /  
TERRAINS À DÉSIGNER « QUARTIER DE FAIBLE HAUTEUR »
-  LANDS REDESIGNATED FROM "INSTITUTIONAL" TO "MAINSTREET"  
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « INSTITUTIONNEL » À « RUE PRINCIPAL »
-  LANDS TO BE REMOVED FROM SECONDARY PLAN /  
TERRAINS À RETIRER DU PLAN SECONDAIRE

**ANNEXE E de  
L' AMENDEMENT No. 46**  
au PLAN OFFICIEL  
de la VILLE D'OTTAWA  
Modification du plan secondaire  
Vieil Ottawa-Est  
Annexe A - Plan de désignation

Schedule F – Amending Volume 2A - Rockcliffe Park Secondary Plan – Schedule A – Designation Plan



Planning, Policy, Administration and Economic Development Department  
 Bureau de la planification de l'économie, des politiques, de l'administration et des services



Projet de loi: Introduction de modifications économiques  
 Analyse économique, technique et urbaine

DD1-01-25-0001 2025-0423-A  
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**SCHEDULE F to  
 AMENDMENT NO. 46**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

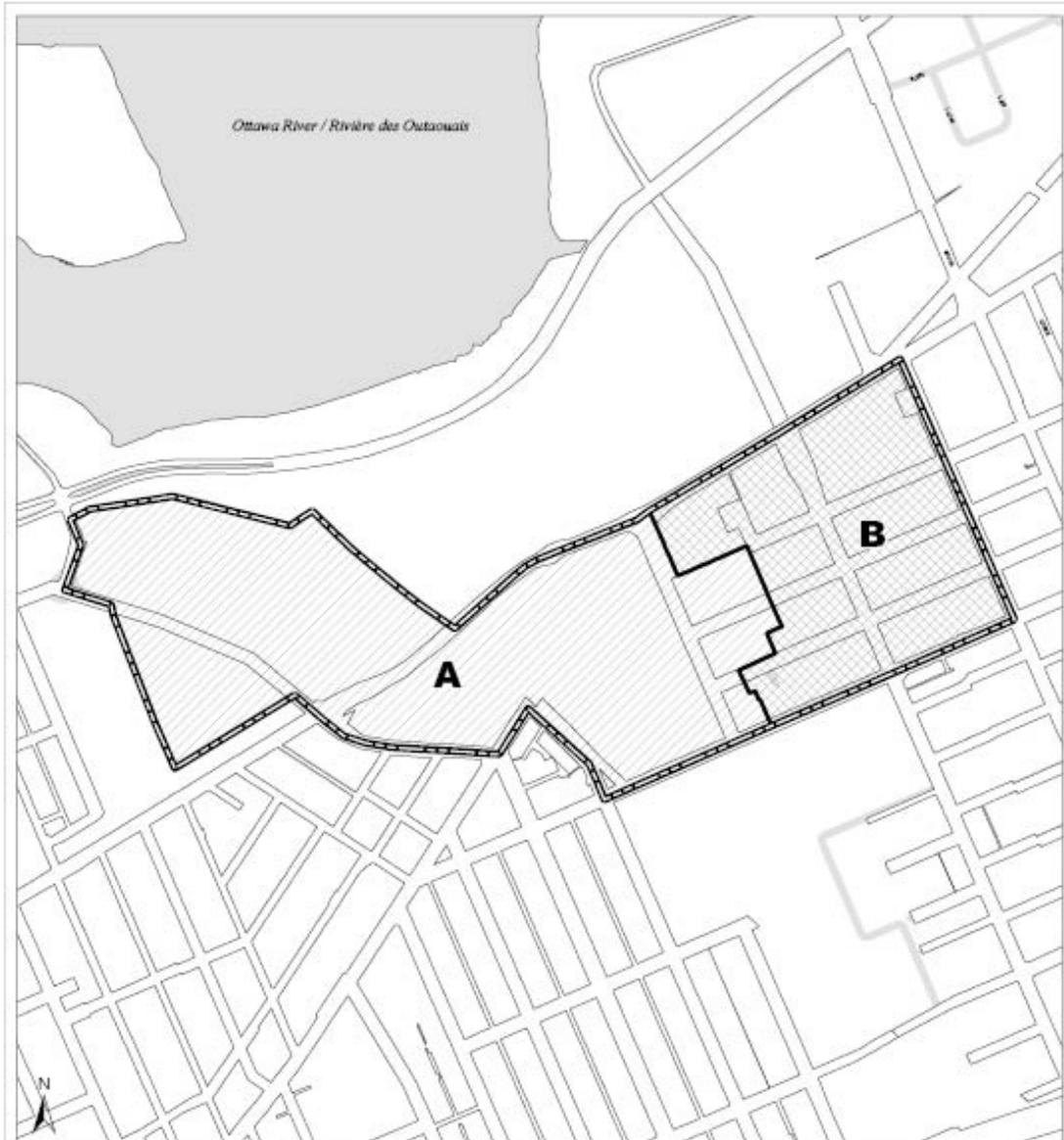
Rockcliffe Park  
 Secondary Plan  
 Schedule A - Designation Plan

**ANNEXE F de  
 L' AMENDEMENT No. 46**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du plan secondaire  
 Rockcliffe Park  
 Annex A - Plan de désignation

-  LANDS TO BE REDESIGNATED FROM "RESIDENTIAL" TO "RESIDENTIAL MULTI-UNIT (UP TO 4 STOREYS)"  
 TERRAINS À REDESIGNER À PARTIR DE « UTILISATION RESIDENTIELLE » À « HABITATIONS À LOGEMENTS MULTIPLES » JUSQU'À 4 ÉTAGES »
-  LANDS TO BE REDESIGNATED FROM "RESIDENTIAL MULTI-UNIT" TO "RESIDENTIAL MULTI-UNIT (UP TO 6 STOREYS)"  
 TERRAINS À REDESIGNER À PARTIR DE « HABITATIONS À LOGEMENTS MULTIPLES » À « HABITATIONS À LOGEMENTS MULTIPLES » JUSQU'À 6 ÉTAGES »
-  SECONDARY PLAN BOUNDARY /  
 LIMITE DU PLAN SECONDAIRE

**Schedule G – Amending Volume 2A - West Downton Core Secondary Plan – Schedule B – Designation Plan**



Prepared by: Planning, Infrastructure and Economic Development Department  
 Bureau de la planification, de l'infrastructure, des technologies et du commerce



Préparé par: l'infrastructure et le développement économique  
 Planification, technologies et commerce

DD1-01-25-0001      2025-0381-A

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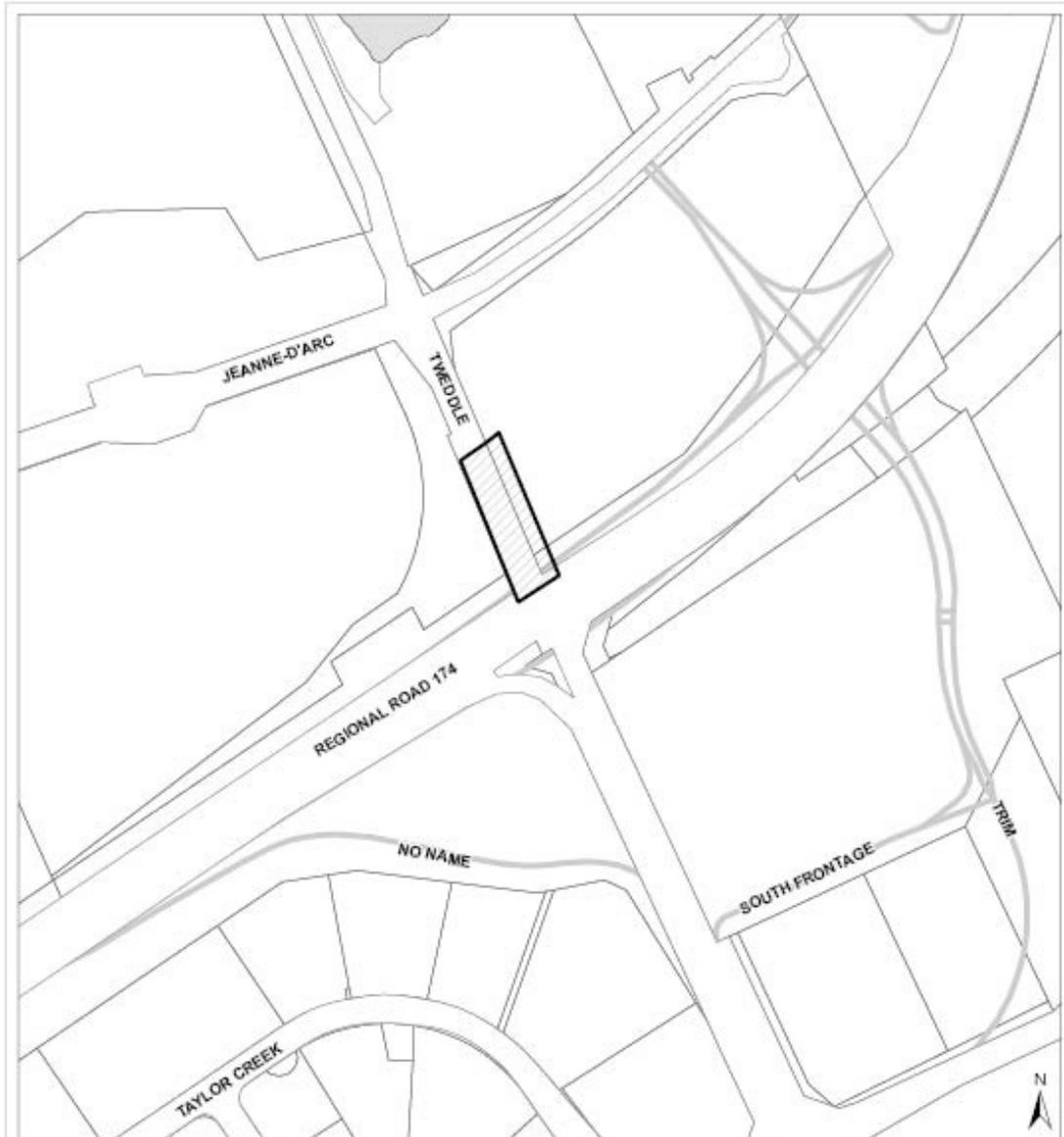
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**SCHEDULE G to  
 AMENDMENT NO. 46**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA  
 Amending West Downton Core Secondary Plan  
 Bayview Station District  
 Schedule B - Designation Plan

**ANNEXE G de  
 L' AMENDEMENT No. 46**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA  
 Modification du plan secondaire Centre-ouest  
 Secteur de la station Bayview  
 Annexe B - Plan de désignation

-  LANDS REDESIGNATED "AREA A"  
TERRAINS À DÉSIGNER << ZONE A >>
-  LANDS REDESIGNATED "AREA B"  
TERRAINS À DÉSIGNER << ZONE B >>
-  EXISTING BAYVIEW STATION DISTRICT BOUNDARY /  
SECTEUR DE LA STATION BAYVIEW EXISTANTE

Schedule H – Amending Volume 2A - Orleans Corridor Secondary Plan – Schedule C – Public Realm and Mobility Improvements



Prepared by: Planning, Infrastructure and Economic Development Department  
 Service de la planification, de l'infrastructure, de la technologie et du business



Projet de loi 100/2022 de développement économique, Analyse préliminaire, technique et budgétaire

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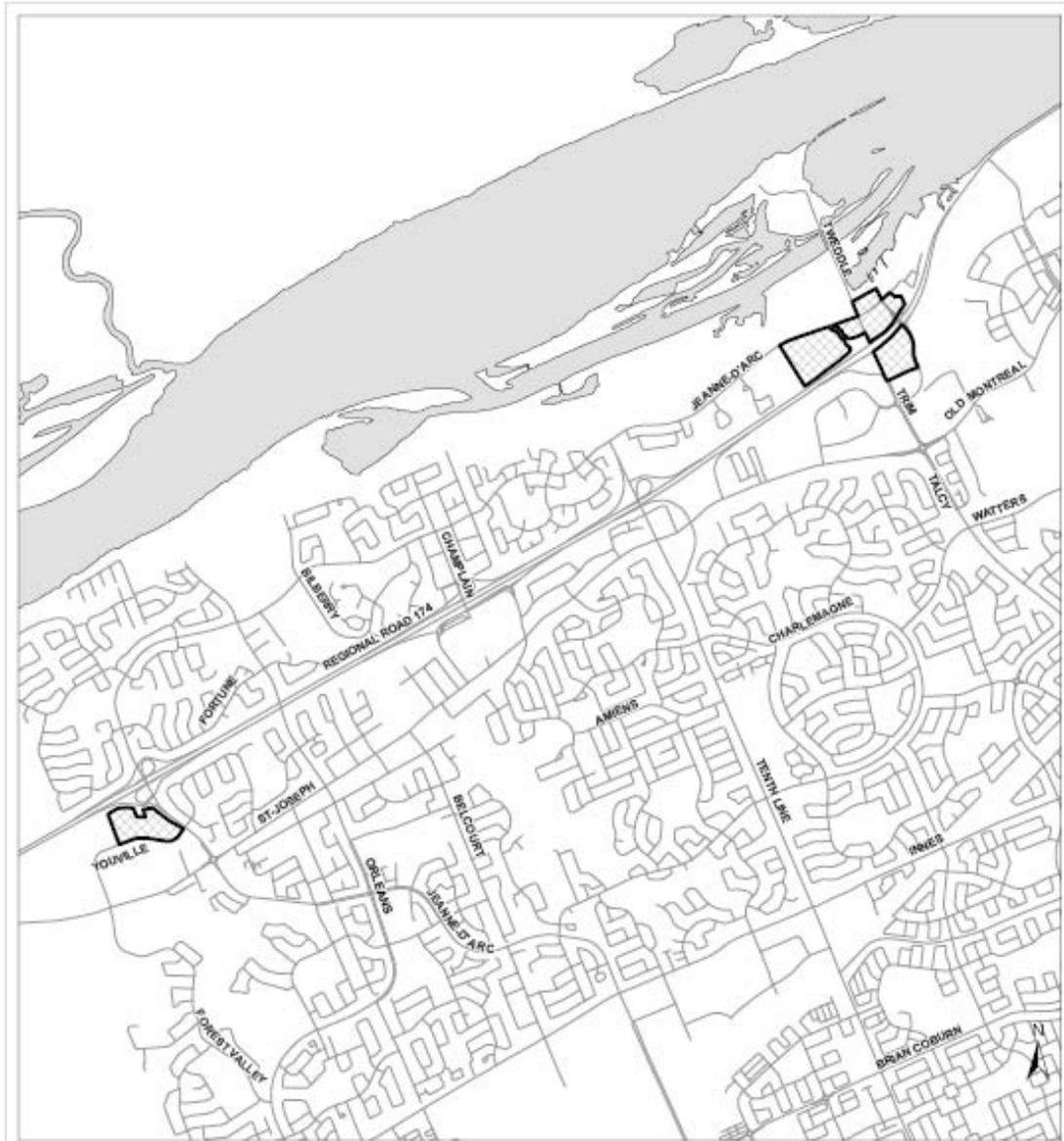
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**SCHEDULE H to AMENDMENT NO. 46**  
 to the OFFICIAL PLAN for the CITY OF OTTAWA  
 Amending Volume 2A - Orleans Corridor Secondary Plan - Schedule C - Public Realm and Mobility Improvements

**ANNEXE H de L' AMENDEMENT No. 46**  
 au PLAN OFFICIEL de la VILLE D'OTTAWA  
 Modification du volume 2A Annex C - Domaine public - Le couloir d'Orléans

 PORTION OF LINEAR PARK / WOONERF TO BE REMOVED / UNE PARTIE DU PARC LINÉAIRE / WOONERF SERA SUPPRIMÉE

Schedule I – Amending Volume 1 of the Official Plan – Schedule C7-A – Design Priority Areas



Prepared by Planning, Infrastructure and Economic Development Department  
 Service de la planification, de l'analyse des politiques, de la technologie et de l'industrie



Projet de loi 100/2022 de développement économique  
 Analyse préliminaire, technologie et industrie

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**SCHEDULE I to  
 AMENDMENT NO. 46**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

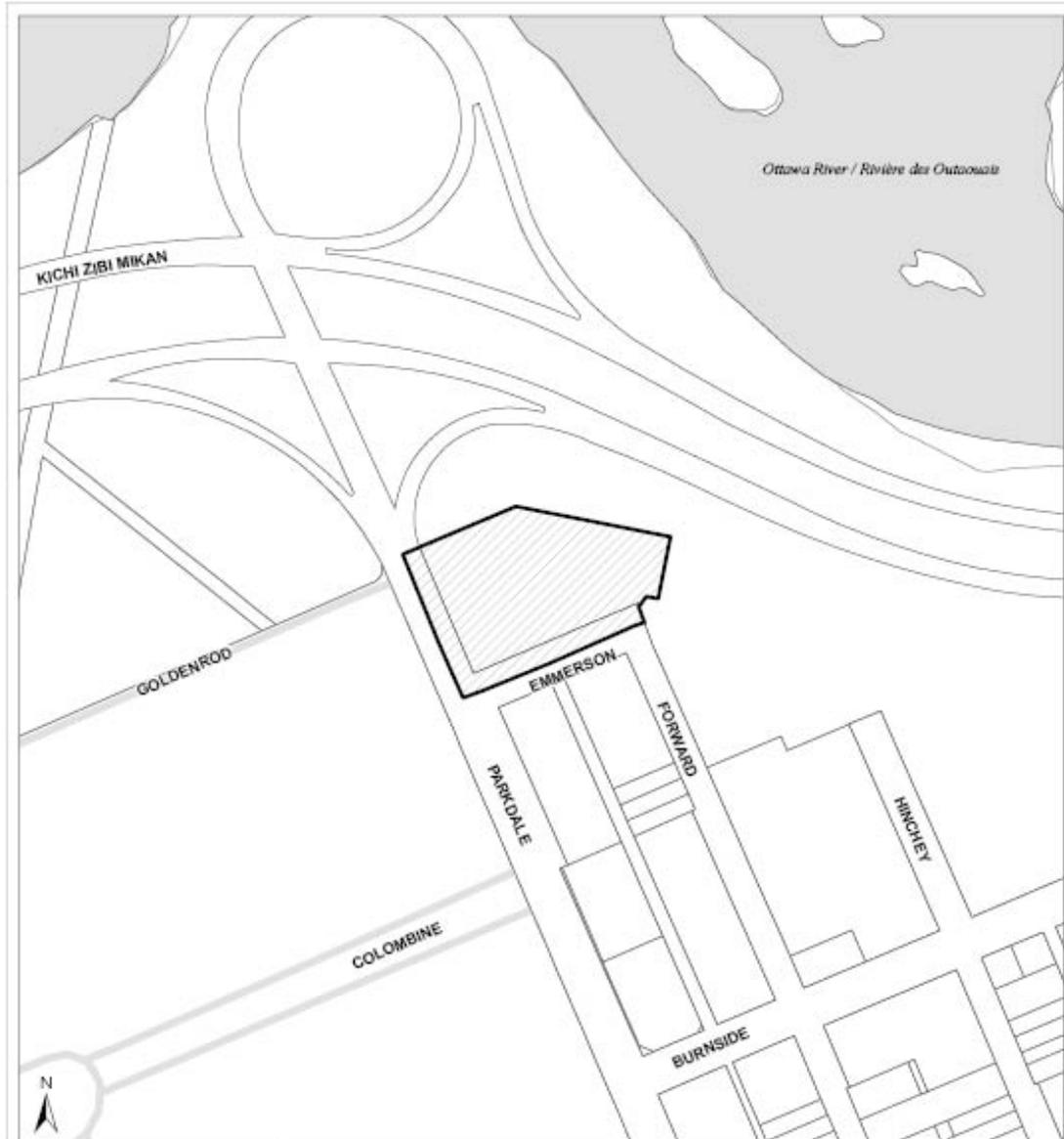
Amending Volume 1 - Schedule C7-A  
 Design Priority Areas - Urban

**ANNEXE I de  
 L' AMENDMENT No. 46**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du Volume 1  
 Annexe C7-A - Secteurs prioritaires  
 de conception - Urbain

 LANDS TO BE REDESIGNATED AS "DESIGN PRIORITY AREAS"  
 TERRAINS À REQUALIFIER EN « SECTEURS PRIORITAIRES DE CONCEPTION »

Schedule J1 – Amending Volume 2A - Scott Street Secondary Plan – Schedule A – Designation Plan and Schedule B – Maximum Building Heights



Prepared by: Planning, Infrastructure and Economic Development (Capital Asset Services) and the Corporation of Genesys Analytics, Technology and Innovation



Préparé par: l'Infrastructure et le développement économique, Services analytiques, technologie et innovation

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**SCHEDULE J1 to AMENDMENT NO. 46**

to the OFFICIAL PLAN for the CITY OF OTTAWA

Amending Scott Street Secondary Plan Schedule A - Designation Plan and Schedule B - Maximum Building Heights

**ANNEXE J1 de L' AMENDEMENT No. 46**

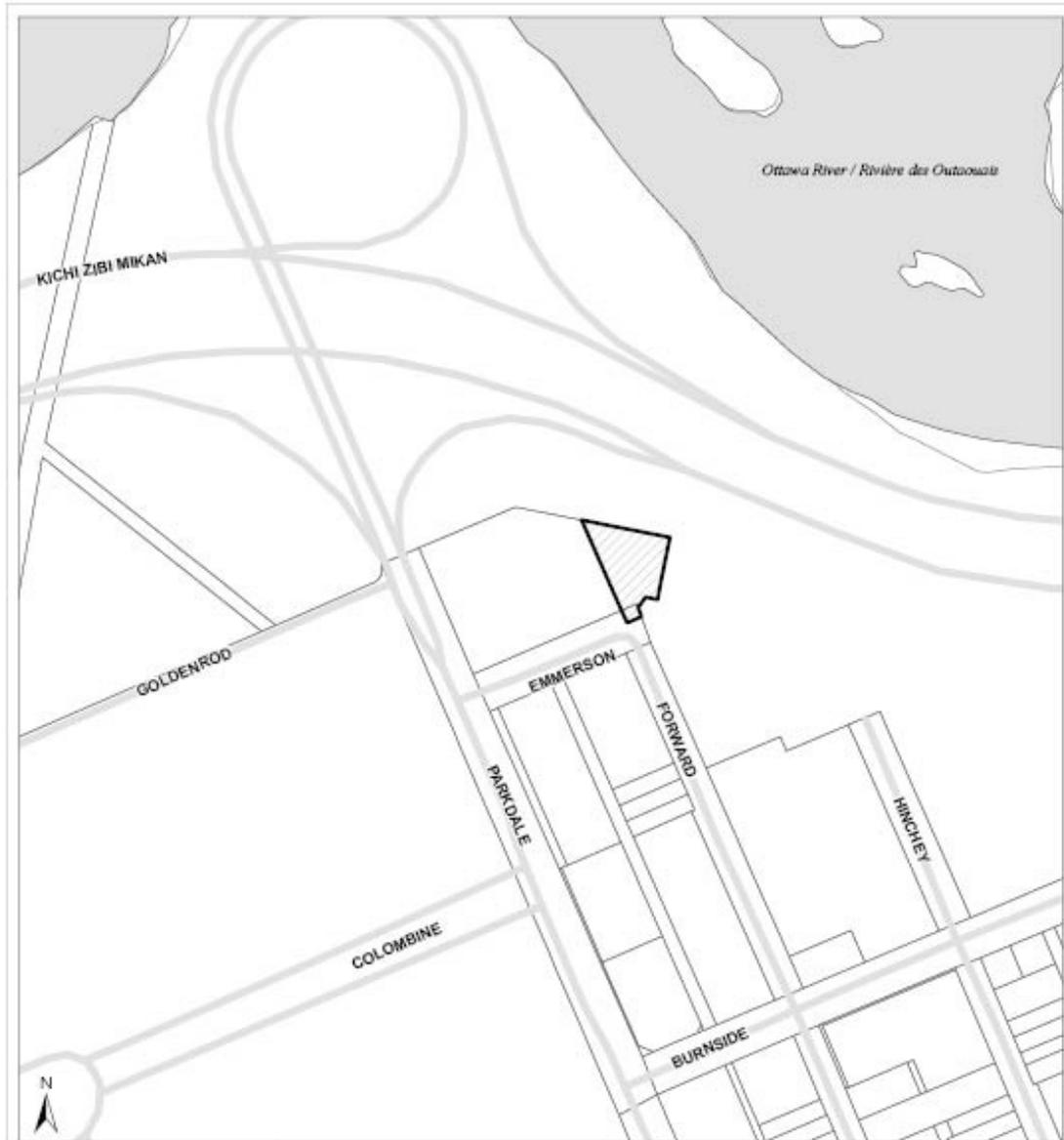
au PLAN OFFICIEL de la VILLE D'OTTAWA

Modification du plan secondaire de la Rue Scott - Annexe A - Plan de désignation et Hauteurs maximales des immeubles



LANDS TO BE REDESIGNATED FROM "CAPITAL GREENSPACE" TO "INSTITUTIONAL – EMBASSIES" ON SCHEDULE A AND TO BE ADDED TO THE "HEIGHT LIMIT VARIES AS PER EXISTING ZONING" DESIGNATION ON SCHEDULE B  
 TERRAINS À REDÉSIGNER À PARTIR DE « ESPACE VERT DE LA CAPITALE » EN « INSTITUTIONNEL - AMBASSADES » À L'ANNEXE A ET À AJOUTER À LA DÉSIGNATION « LIMITE DE HAUTEUR VARIANT SELON LE ZONAGE EXISTANT » SUR L'ANNEXE B

Schedule J2 – Amending Volume 1, Schedule B2 – Inner Urban Transect



Prepared by: Planning, Information and Economic Development Dept and  
 Services des politiques, de l'analyse et des données, Technologie et innovation



Préparé par: l'Infrastructure et le développement économique,  
 l'analyse des politiques, la technologie et l'innovation

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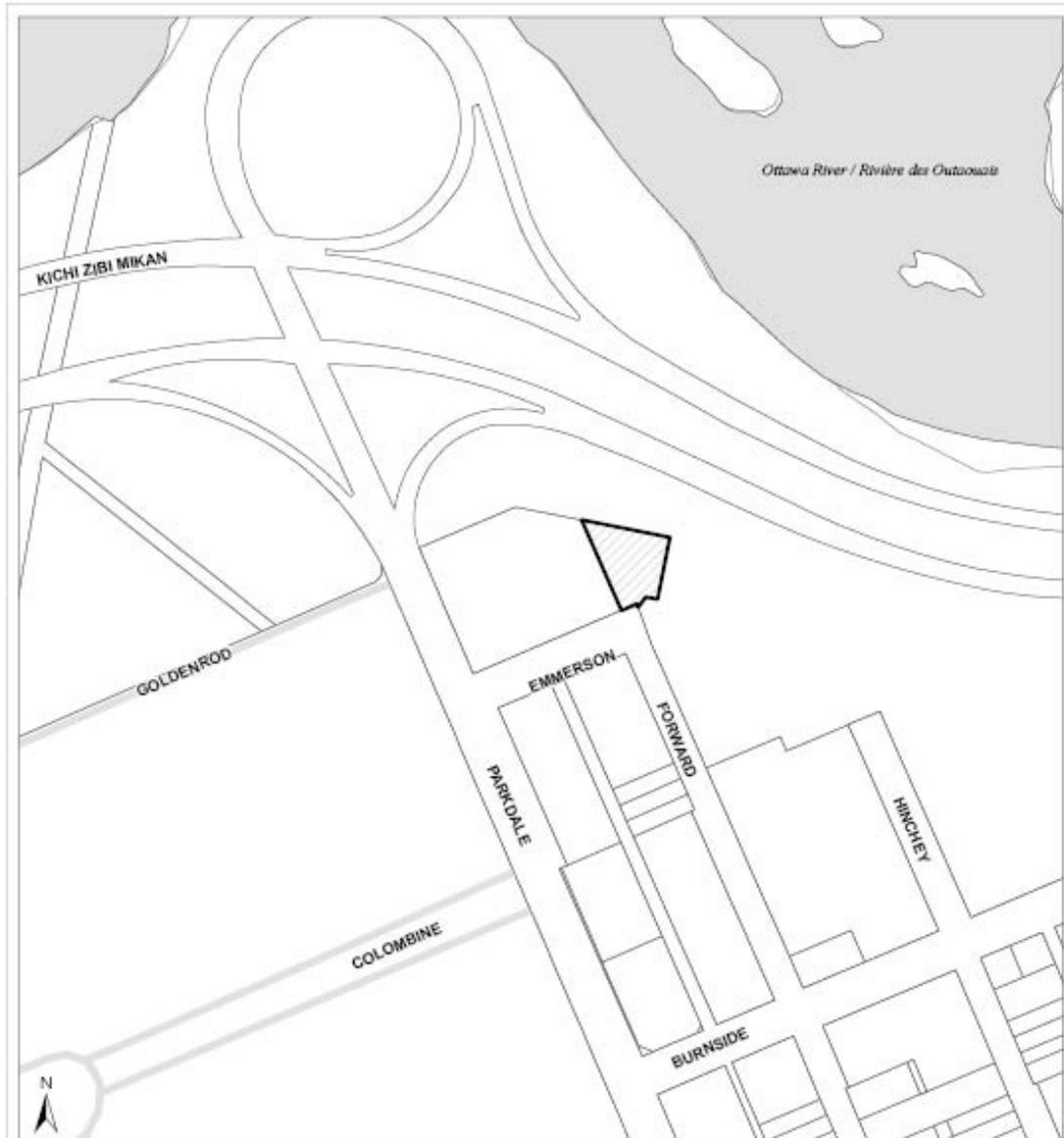
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**SCHEDULE J2 to  
 AMENDMENT NO. 46**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA  
 Amending Volume 1  
 Schedule B2 - Inner Urban Transect

**ANNEXE J2 de  
 L' AMENDEMENT No. 46**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA  
 Modification du volume 1  
 Annexe B2 - Transect Secteur urbain intérieur

 LANDS TO BE REDESIGNATED FROM "GREENSPACE" TO "HUB"  
 TERRAINS À REDESIGNER DE « ESPACE VERT » EN « CARREFOUR »

Schedule J3 – Amending Volume 1, Schedule C12 – Urban Greenspace



Prepared by: Planning, Information and Economic Development Dept. and  
 Services des politiques, de Géographie Analytique, Technologie et Innovation



Préparé par: l'Infrastructure et le développement économique,  
 l'analyse géographique, les technologies et l'innovation

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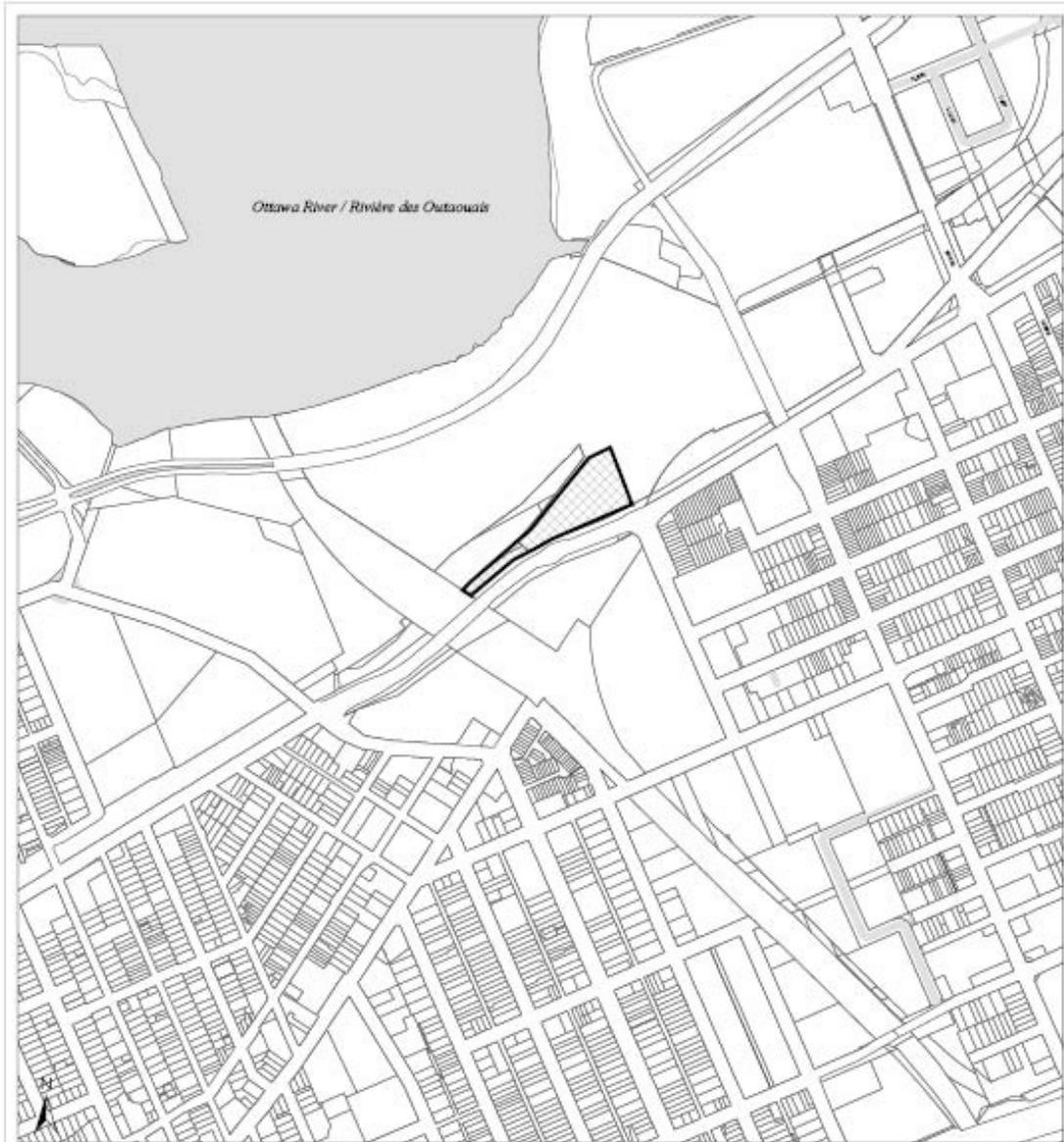
**SCHEDULE J3 to  
 AMENDMENT NO. 46**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA  
 Amending Volume 1  
 Schedule C12 - Urban Greenspace

**ANNEXE J3 de  
 L' AMENDEMENT No. 46**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA  
 Modification du volume 1  
 Annexe C12 - Réseau urbain d'espaces verts



LANDS TO BE REMOVED FROM 'OPEN SPACE' DESIGNATION  
 TERRAINS À RETIRÉS DE LA DÉSIGNATION « ESPACE VERTS »

Schedule K – Amending Volume 2A - Downtown Core Secondary Plan – Schedule B – Designation Plan



Prepared by: Planning, Infrastructure and Economic Development Department  
 Services de la planification, de l'analyse stratégique, de l'infrastructure et du développement



Préparé par: l'Élaboration et le Développement économique  
 Analyse stratégique, Infrastructure et Services

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**SCHEDULE K to  
 AMENDMENT NO. 46**

to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Amending West Downtown Core Secondary Plan  
 Bayview Station District  
 Schedule B - Designation Plan



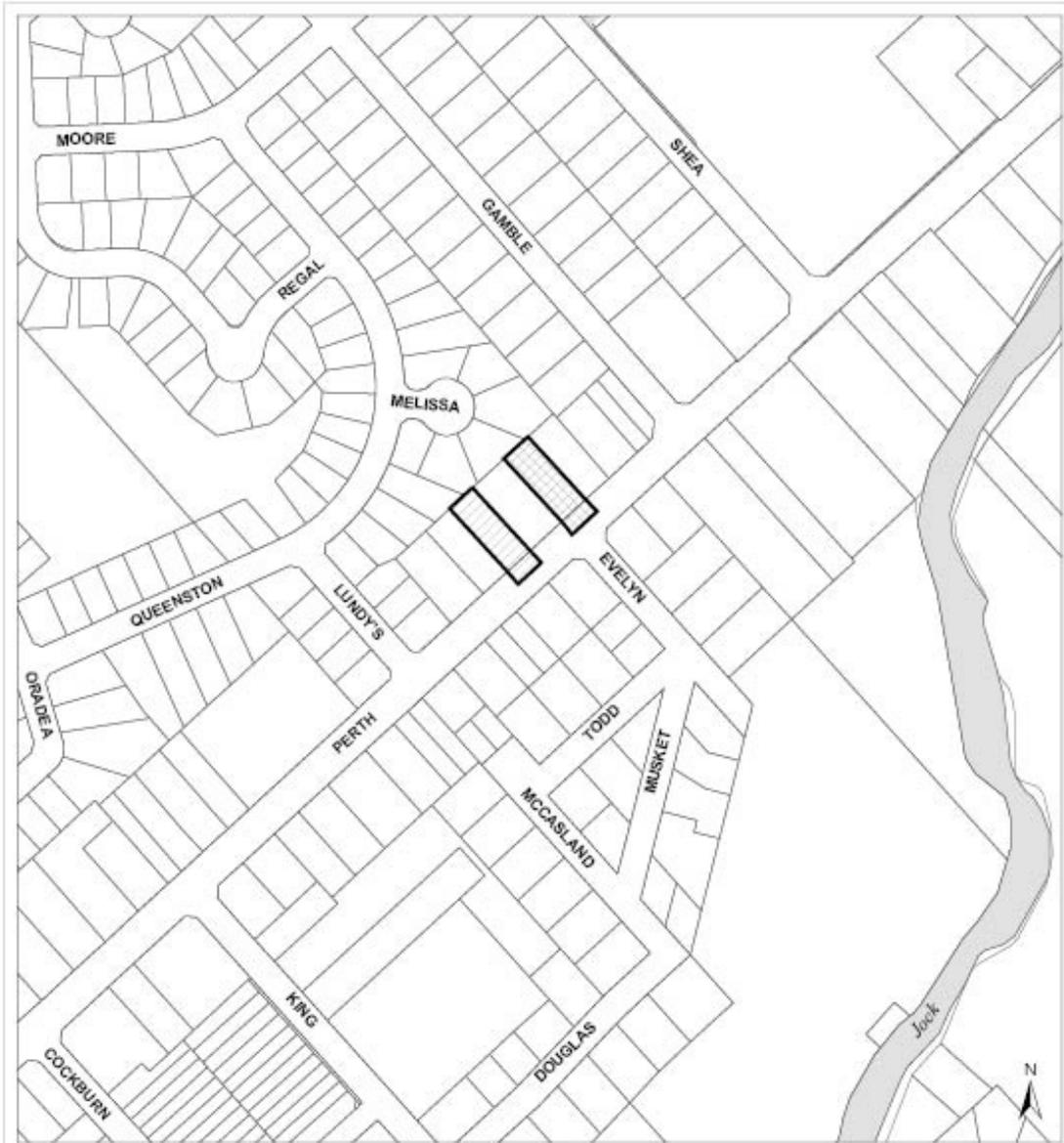
LANDS TO BE REMOVED FROM THE PLAN  
 TERRAINS À RETIRER DU PLAN

**ANNEXE K de  
 L' AMENDEMENT No. 46**

au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du plan secondaire Centre-ouest  
 Secteur de la station Bayview  
 Annexe B - Plan de désignation

Schedule L – Amending Volume 2B - Village of Richmond Secondary Plan – Schedule A  
– Designation Plan



Prepared by: Planning, Infrastructure and Economic Development Department  
 Service de la planification, de l'analyse stratégique, des technologies et des infrastructures



Projet de l'infrastructure et du développement économique,  
 Analyse stratégique, technologies et infrastructures

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**SCHEDULE L to  
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 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

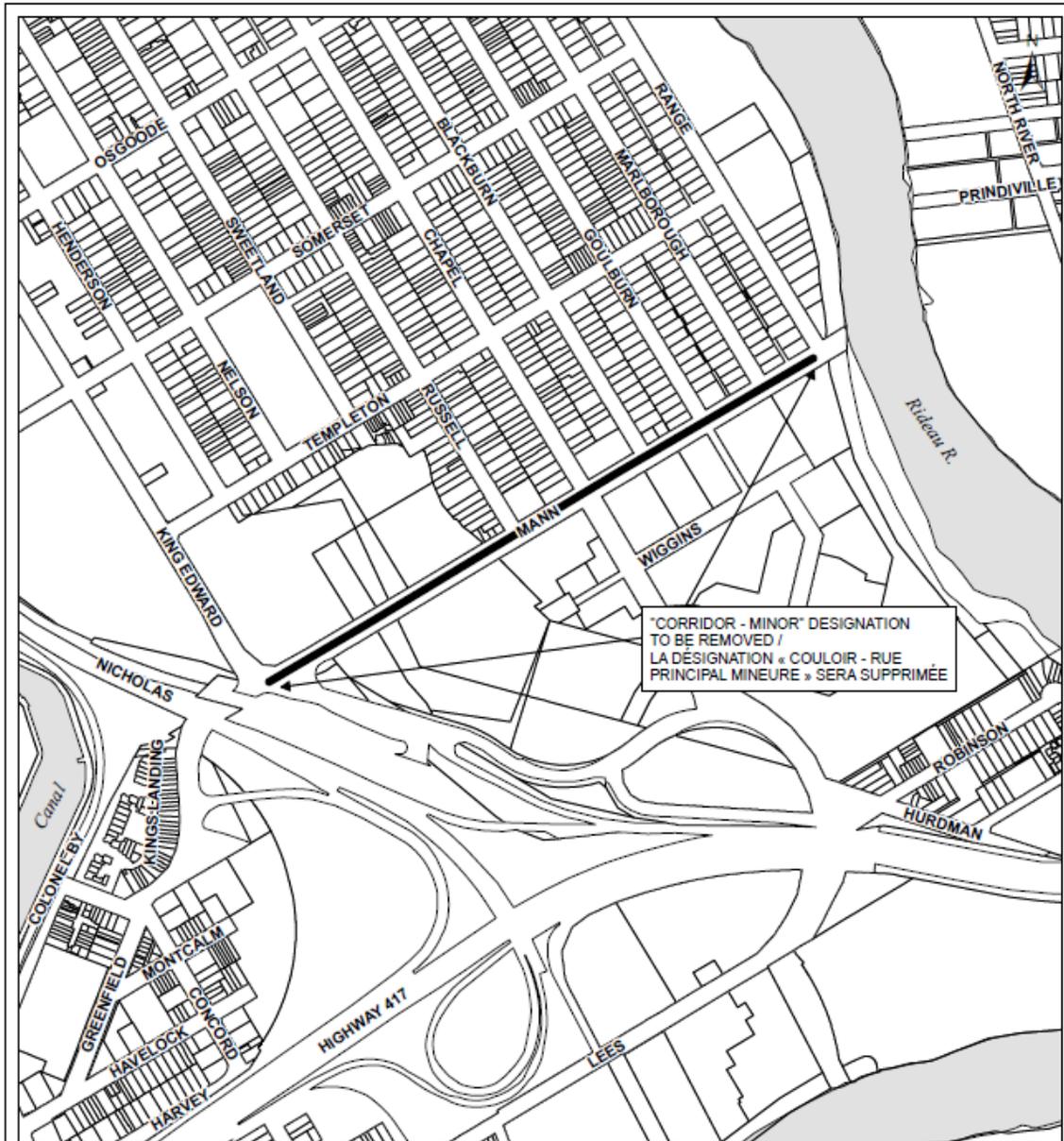
Amending Village of Richmond Secondary Plan  
 Schedule A - Designation Plan

**ANNEXE L de  
 L' AMENDMENT No. 46**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du plan secondaire  
 du Village de Richmond  
 Annexe A - Plan de désignation

-  LANDS TO BE REDESIGNATED FROM "VILLAGE COMMERCIAL" TO "VILLAGE RESIDENTIAL 1"  
 TERRAINS À REDESIGNER À PARTIR DE « QUARTIER COMMERCIAL DU VILLAGE » EN « ZONE RESIDENTIELLE DU VILLAGE 1 »
-  LANDS TO BE REDESIGNATED FROM "VILLAGE RESIDENTIAL 1" TO "VILLAGE COMMERCIAL"  
 TERRAINS À REDESIGNER À PARTIR DE « ZONE RESIDENTIELLE DU VILLAGE 1 » EN « QUARTIER COMMERCIAL DU VILLAGE »

Schedule M – Amending Volume 1 – Schedule B1 – Downtown Core Transect



Prepared by Planning, Infrastructure and Economic Development Department,  
 Service de la planification, de Géographie Analytique, Technologie et Solutions



Préparé par l'Infrastructure et le Développement Économique,  
 Analyse géographique, technologie et solutions

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**SCHEDULE M to  
 AMENDMENT NO.**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Amending Volume 1 - Schedule B1  
 Downtown Core Transect

**ANNEXE M de  
 L' AMENDEMENT No.**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du Volume 1  
 Annexe B1 - Transect Centre-Ville



Schedule M2 – Amending Volume 1 – Schedule C12 – Urban Greenspace



Prepared by Planning, Infrastructure and Economic Development Department,  
Bureau de la planification, de l'analyse spatiale, Technologie et Industrie



Projet de loi 100/2025  
Projet de loi 100/2025

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to the OFFICIAL PLAN  
for the CITY OF OTTAWA

Amending Volume 1 - Schedule C12  
Schedule C12 - Urban Greenspace



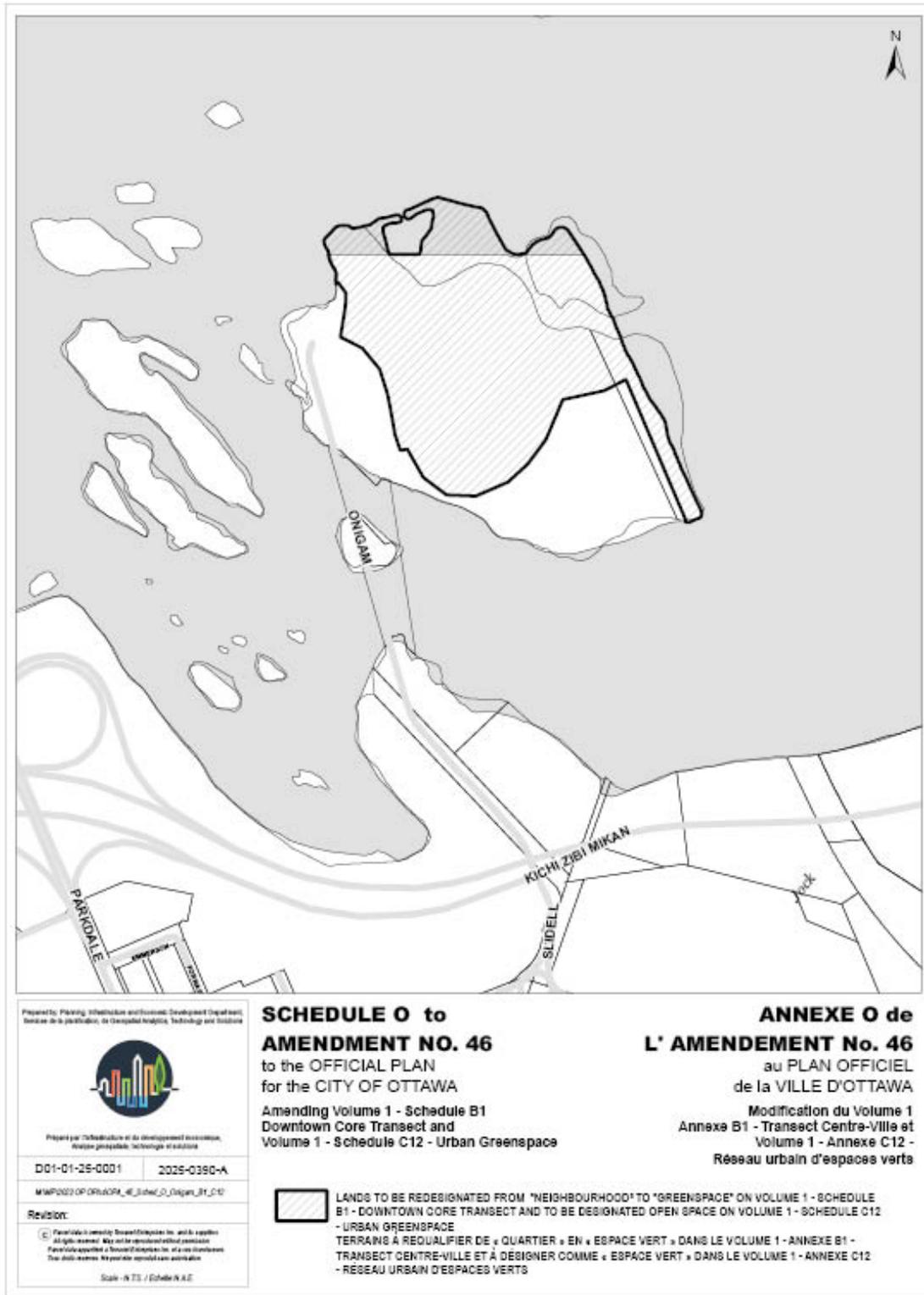
LANDS TO BE REMOVED FROM "OPEN SPACE" DESIGNATION  
TERRAINS À RETIRÉS DE LA DÉSIGNATION « ESPACE VERTS »

**ANNEXE M2 de  
L' AMENDEMENT No. 46**  
au PLAN OFFICIEL  
de la VILLE D'OTTAWA

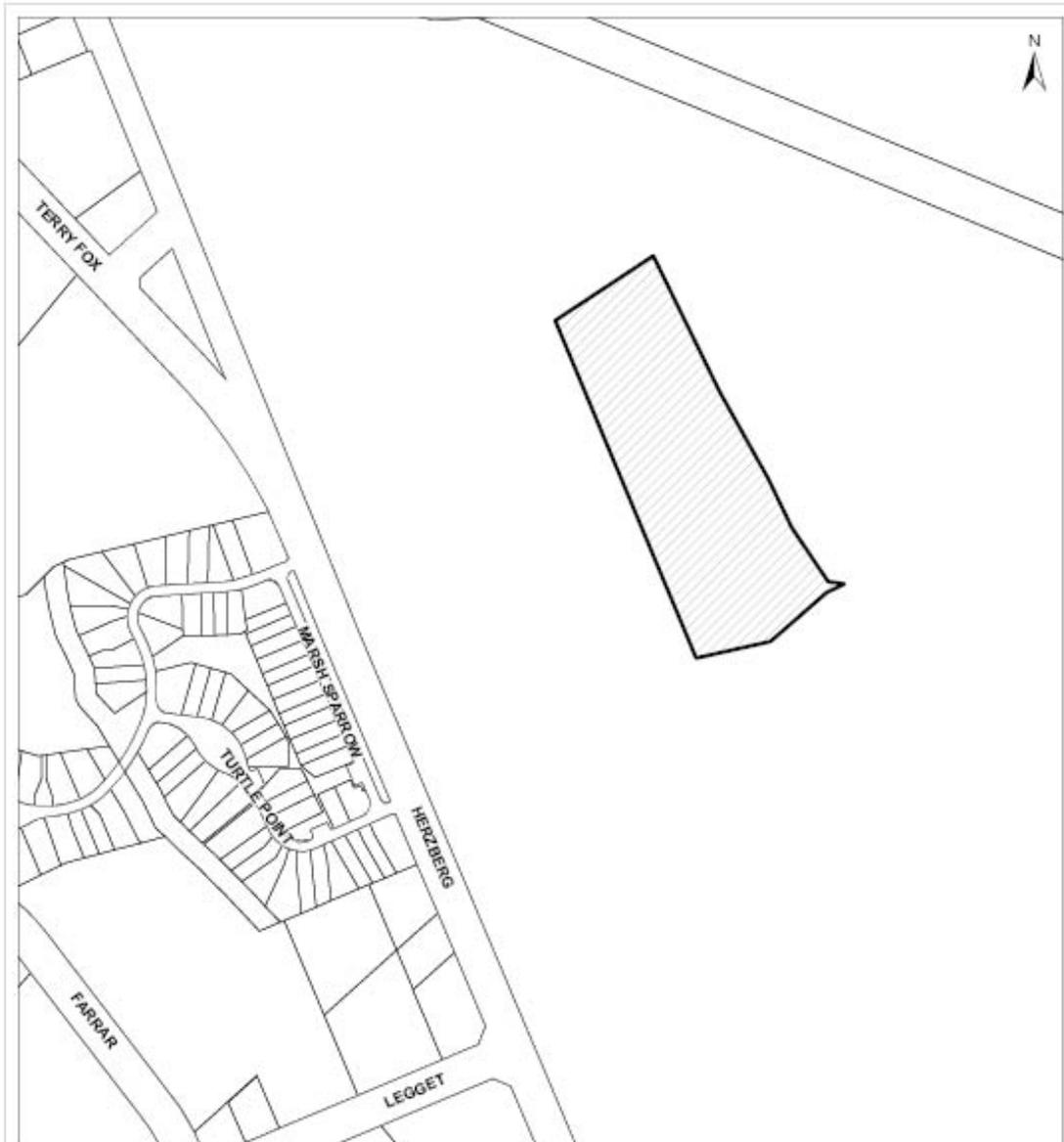
Modification du Volume 1  
Annexe C12 - Transect Secteur suburbain (sud-ouest)



Schedule O – Amending Volume 1 – Schedule B1 – Downtown Core Transect and C12 – Urban Greenspace



Schedule P – Amending Volume 1 – Schedule B4 – Greenbelt Transect



Prepared by: Planning, Infrastructure and Economic Development Department  
 Division de la planification, de l'équipement, de l'économie, de la technologie et des infrastructures



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**SCHEDULE P to  
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 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Amending Volume 1 - Schedule B4  
 Greenbelt Transect

**ANNEXE P de  
 L' AMENDEMENT No. 46**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du Volume 1  
 Annexe B4 - Transect Ceinture de verdure



LANDS TO BE REDESIGNATED FROM "AGRICULTURAL RESOURCE AREA" TO "GREENBELT RURAL"  
 TERRAINS À REDESIGNER À PARTIR DE « SECTEUR DE RESSOURCES AGRICOLES » EN « ESPACE  
 RURAL DE LA CEINTURE DE VERDURE »

Schedule Q1 – Amending Volume 1 – Schedule B4 – Greenbelt Transect



Project for Planning, Urbanisation and Economic Development Department,  
Service de la planification, de l'analyse urbaine, technologique et économique



Projet de planification et de développement économique,  
Service planification, technologie économique

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AMENDMENT NO. 46**  
to the OFFICIAL PLAN  
for the CITY OF OTTAWA

Amending Volume 1 - Schedule B4  
Greenbelt Transect

**ANNEXE Q1 de  
L' AMENDEMENT No. 46**  
au PLAN OFFICIEL  
de la VILLE D'OTTAWA

Modification du Volume 1  
Annexe B4 - Transect Ceinture de verdure

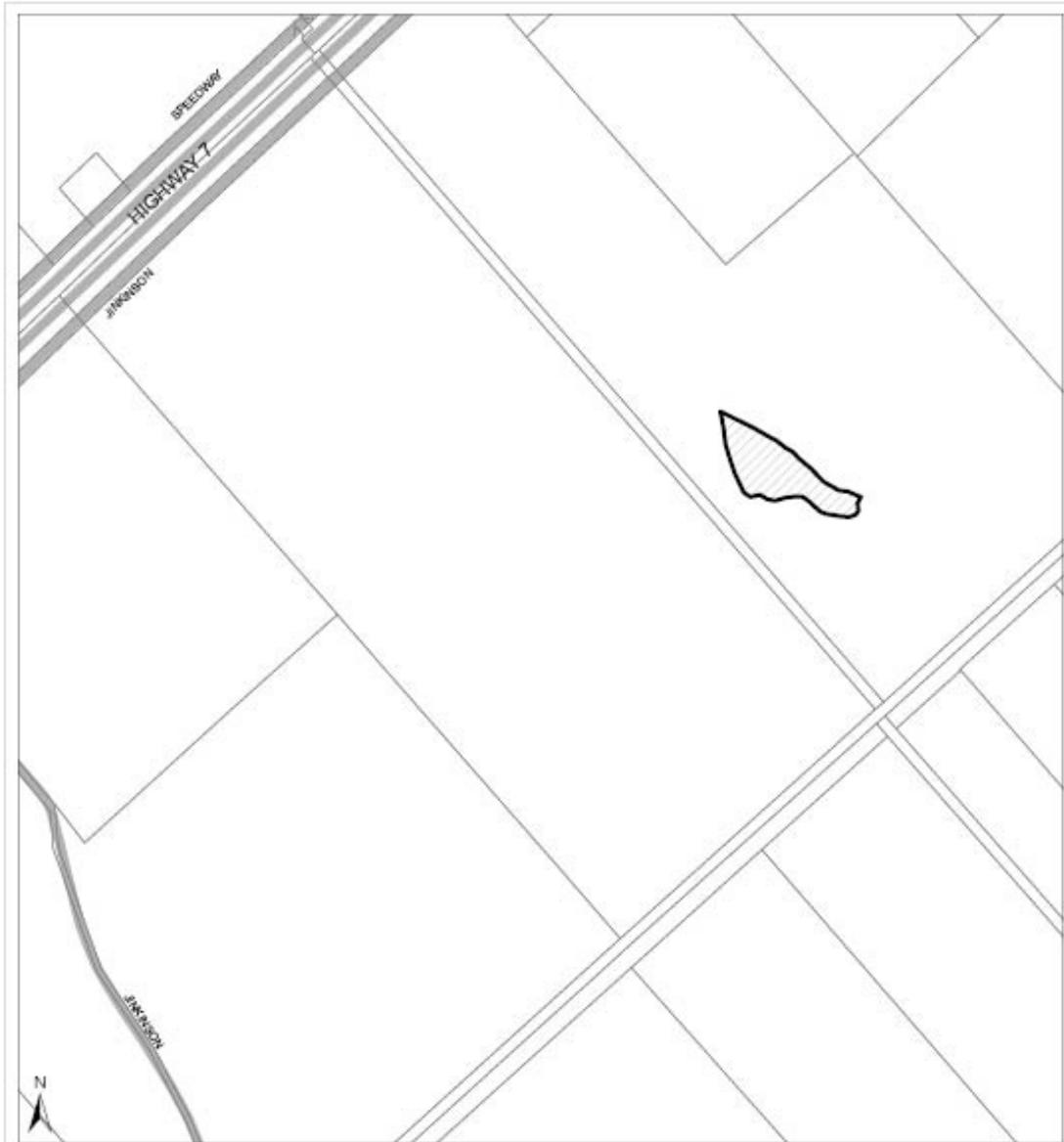


LANDS TO BE REDESIGNATED FROM "GREENSPACE" TO "GREENBELT FACILITY"  
TERRAINS À REDESIGNER À PARTIR DE « ESPACE VERT » EN « INSTALLATION DE LA CEINTURE DE VERDURE »





Schedule S – Amending Volume 1 – Schedule C11A and C11B – Natural Heritage System



Prepared by: Planning, Infrastructure and Economic Development Department  
 Bureau de la planification, de l'infrastructure, de la technologie et du commerce



Planification, Infrastructure et Développement économique  
 Analyse, planification, technologie et commerce

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 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA  
 Amending Volume 1  
 Schedules C11-A & C11-B - Natural Heritage  
 System (West and South)

**ANNEXE S de  
 L' AMENDEMENT No. 46**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA  
 Modification du volume 1  
 Annexe C11-A et C11-B - Système du  
 patrimoine naturel (Ouest et sud)

 "NATURAL HERITAGE FEATURES OVERLAY" DESIGNATION TO BE REMOVED /  
 LA DÉSIGNATION « TERRES HUMIDES IMPORTANTES » SERA SUPPRIMÉE

Schedule T1 – Amending Volume 1 – Schedule B9 – Rural Transect, C-11A and C11-B  
Natural Heritage System



Preparatory Planning, Infrastructure and Economic Development Department,  
Bureau de la planification, de l'infrastructure, des transports, des technologies et du tourisme



Projet de redistribution et de développement économique,  
Analyse préalable, technologie et tourisme

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**SCHEDULE T1 to  
AMENDMENT NO. 46**  
to the OFFICIAL PLAN  
for the CITY OF OTTAWA

Amending Volume 1  
Schedules B9 - Rural Transect

**ANNEXE T1 de  
L' AMENDEMENT No. 46**  
au PLAN OFFICIEL  
de la VILLE D'OTTAWA

Modification du volume 1  
Annexe B9 - Transect Secteur rural

 LANDS TO BE REDESIGNATED FROM "GREENSPACE" TO "RURAL COUNTRYSIDE" /  
TERRES À DÉSIGNER DE « ESPACE VERT » À « CAMPAGNE RURALE »



Schedule U – Amending Volume 2A – Carleton Heights Secondary Plan - Schedule A – Designations



Prepared by: Planning, Infrastructure and Economic Development Department  
 Services de planification, de géographie, technologie et d'infrastructure

Préparé par: Infrastructure et développement économique,  
 Analyse géographique, technologie et infrajures

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 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Carleton Heights Secondary Plan  
 Schedule A - Designation Plan

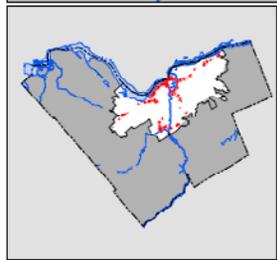
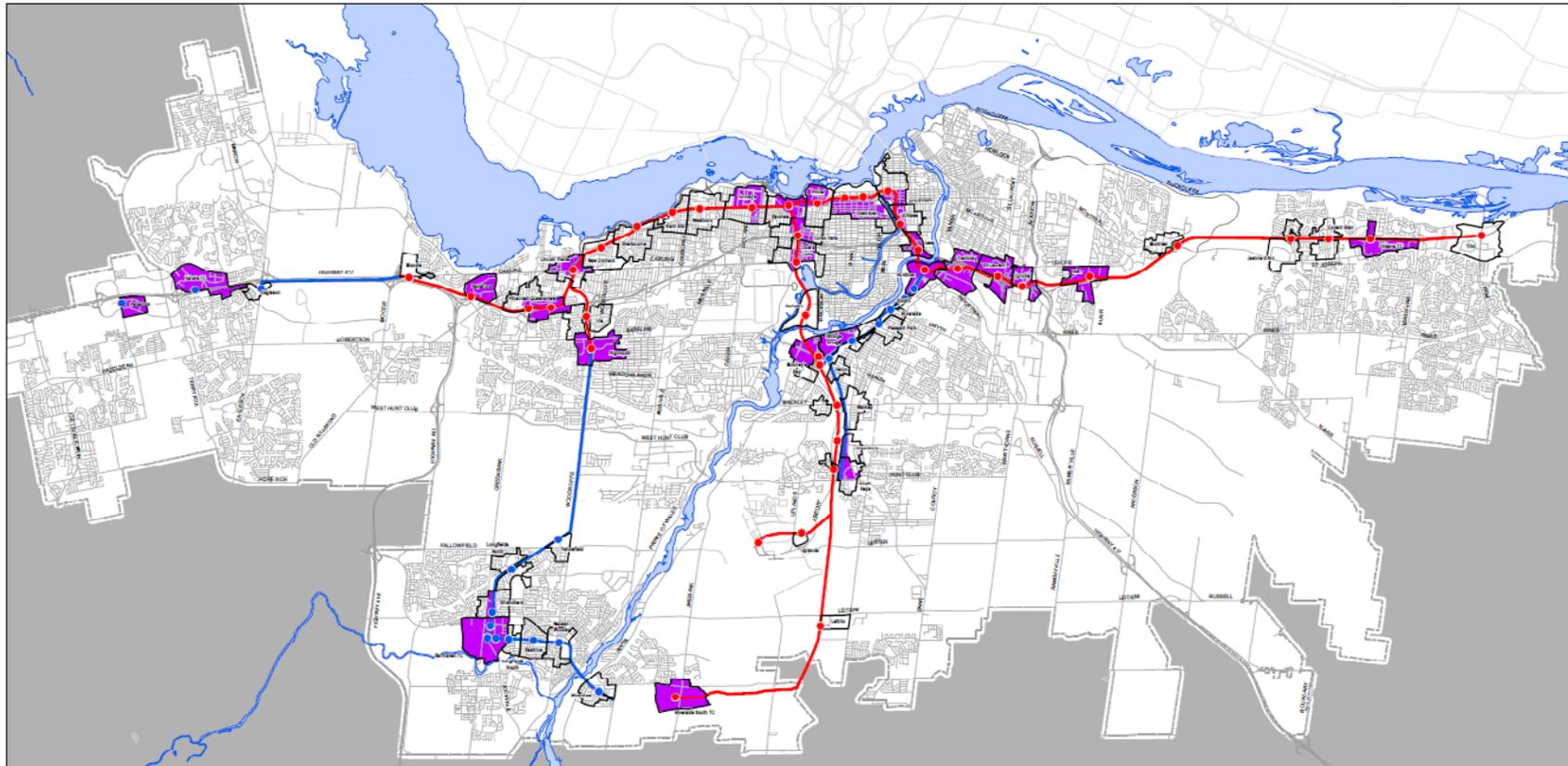
**ANNEXE U de  
 L' AMENDEMENT No.**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du plan secondaire  
 Carleton Heights  
 Annexe A - Plan de désignation

- LANDS REDESIGNATED FROM "NEIGHBOURHOOD MID-RISE" TO "MINOR CORRIDOR"  
 TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « QUARTIER DE HAUTEUR MOYENNE » À « COULOIR - RUE PRINCIPALE MINEURE »
- LANDS REDESIGNATED FROM "NEIGHBOURHOOD LOW-RISE" TO "MINOR CORRIDOR"  
 TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « QUARTIER DE FAIBLE HAUTEUR » À « COULOIR - RUE PRINCIPALE MINEURE »

## **Appendix E: Schedule Additions or Replacements**

Volume 1 of Official Plan, Schedule C1 – Major Transit Station Areas



-  Major Transit Station Areas (MTSA) / Zones de grande station de transport en commun
-  Protected Hub / Carrefour protégé  
\*Identification of Protected Hubs on this schedule is for consistency purposes only. Unique & accurate visual identification and boundaries of Protected Hubs on the grounds of schedules shall prevail.  
 \*L'identification des pôles protégés sur ce calendrier est faite à titre indicatif uniquement. En cas de divergence, l'identification et les limites des pôles protégés figurent sur les calendriers de la série B présent.
-  Urban Boundary / Périmètre d'urbanisation

- TRANSIT**
-  O-Train and Station / O-Train et station
-  Transitway

Note: The transit network on this Schedule is provided for reference purposes only. For transit network policy, please refer to Schedule C2. / Remarque : Les renseignements relatifs au réseau de transport en commun qui sont présentés dans cette annexe sont fournis à titre de référence. Pour consulter les politiques du réseau de transport, veuillez vous référer à l'annexe C2.



**Official Plan / Plan officiel**  
Schedule C1 - Major Transit Station Areas

Annexe C1 - Zones de grande station de transport en commun

Consolidation and Amendments / Consolidation et amendements

#5 (09/23) #34\* (under appeal / en appel)

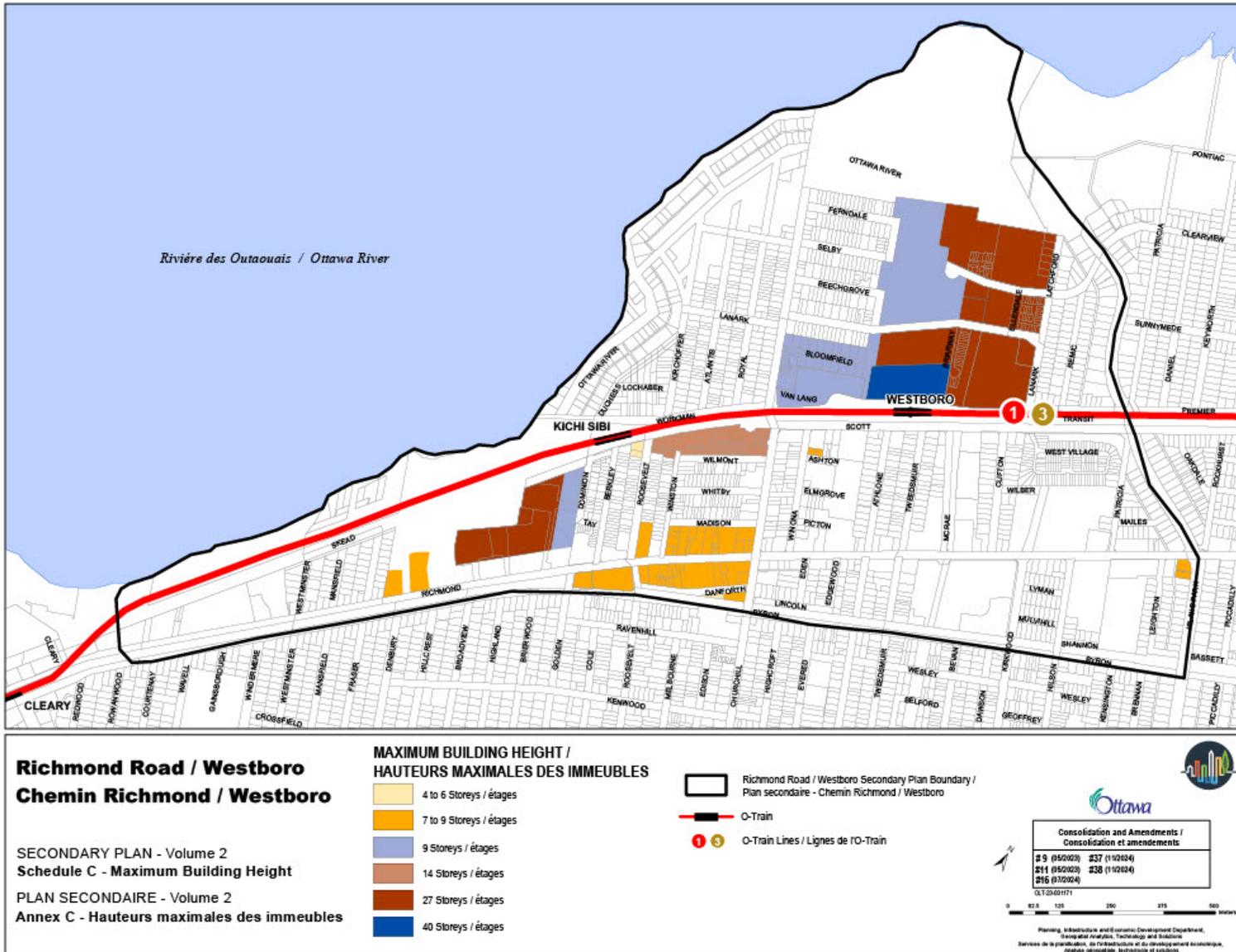


Planning, Development and Building Services, Geospatial Analysis, Technology and Systems  
 Direction générale des services de planification, de l'aménagement et de l'électronique, Analyse géospatiale, technologie et systèmes

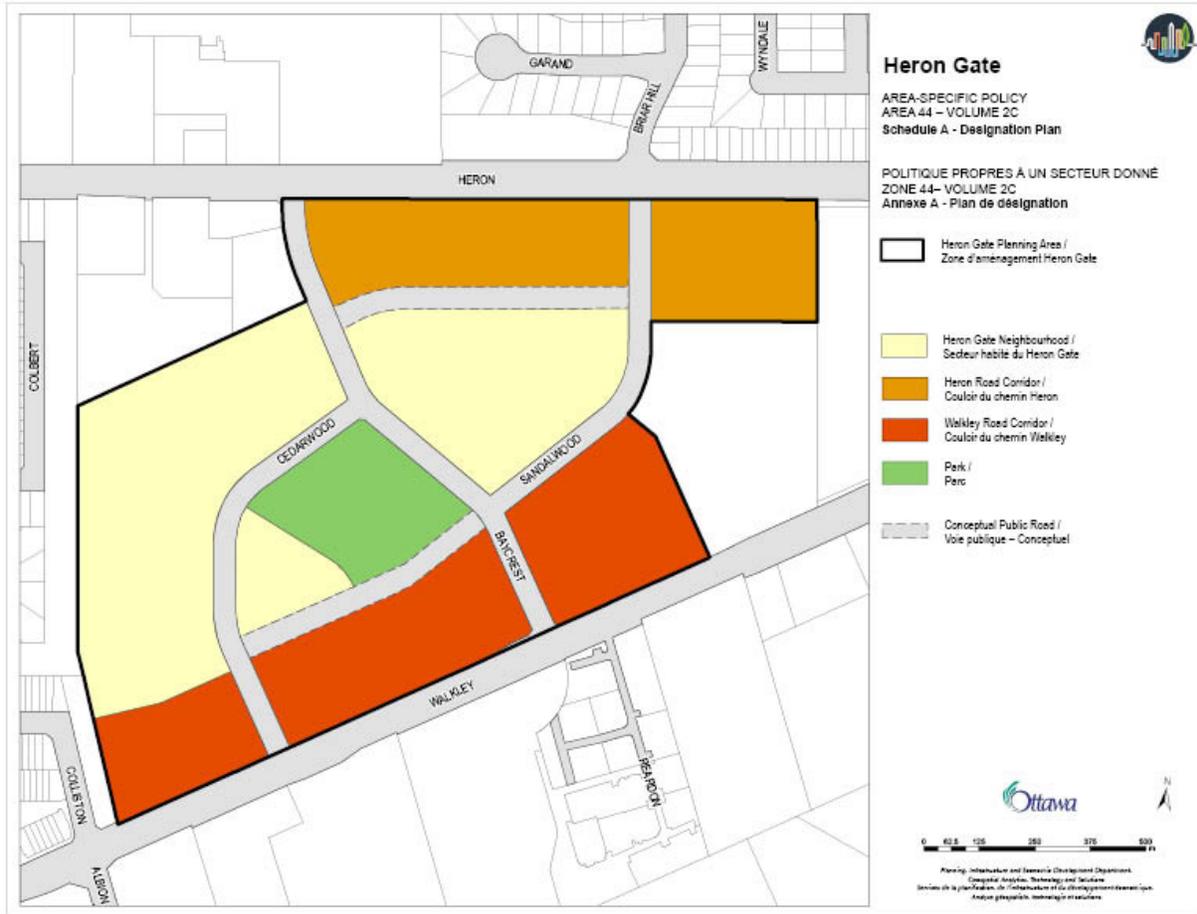
Volume 2A of Official Plan, Old Ottawa East Secondary Plan, Schedule B – Maximum Building Heights



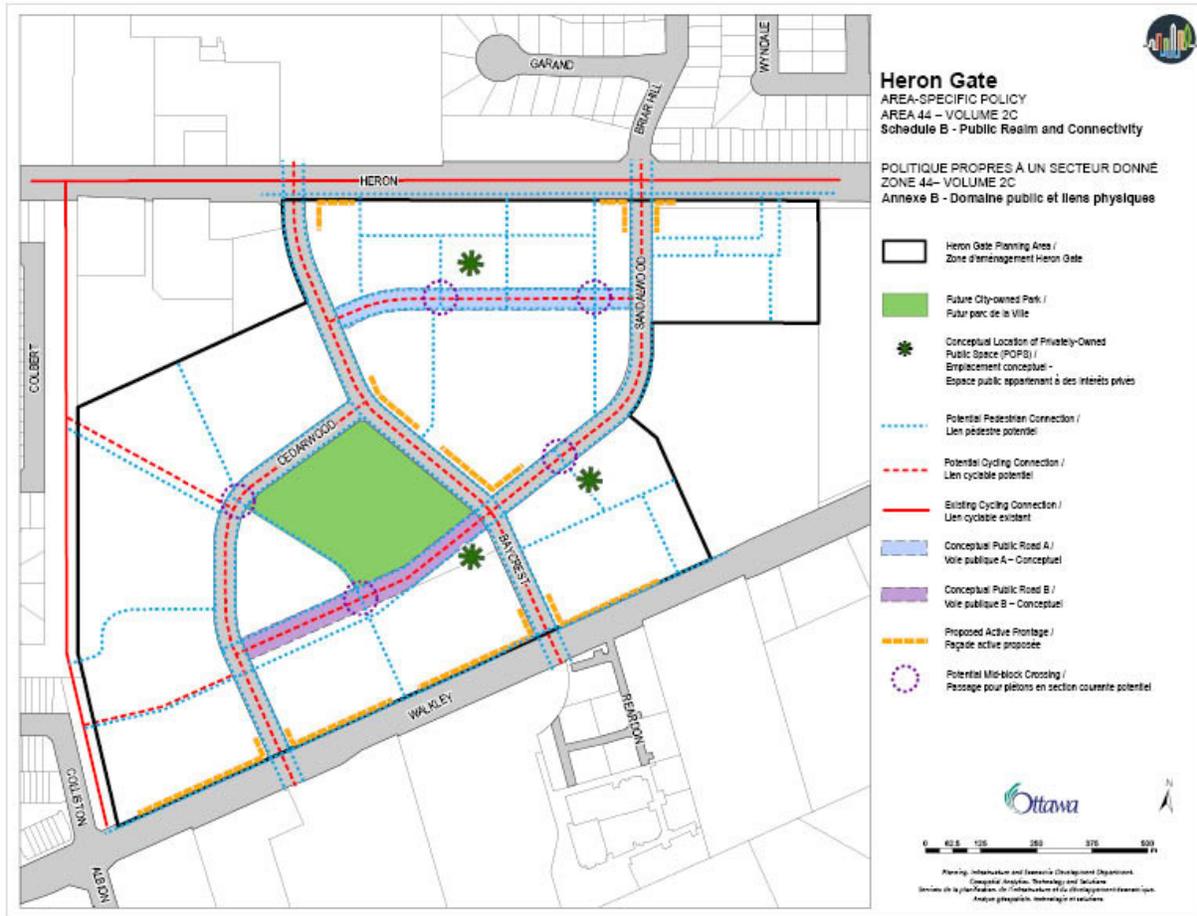
Volume 2A of Official Plan - Richmond Road / Westboro Secondary Plan - Schedule C – Maximum Building Heights



**Volume 2C of Official Plan - Area-Specific Policy - Area 44 – Heron Gate – Schedule A – Designation Plan**



Volume 2C of Official Plan - Area-Specific Policy – Area 44 – Heron Gate - Schedule B – Public Realm and Connectivity

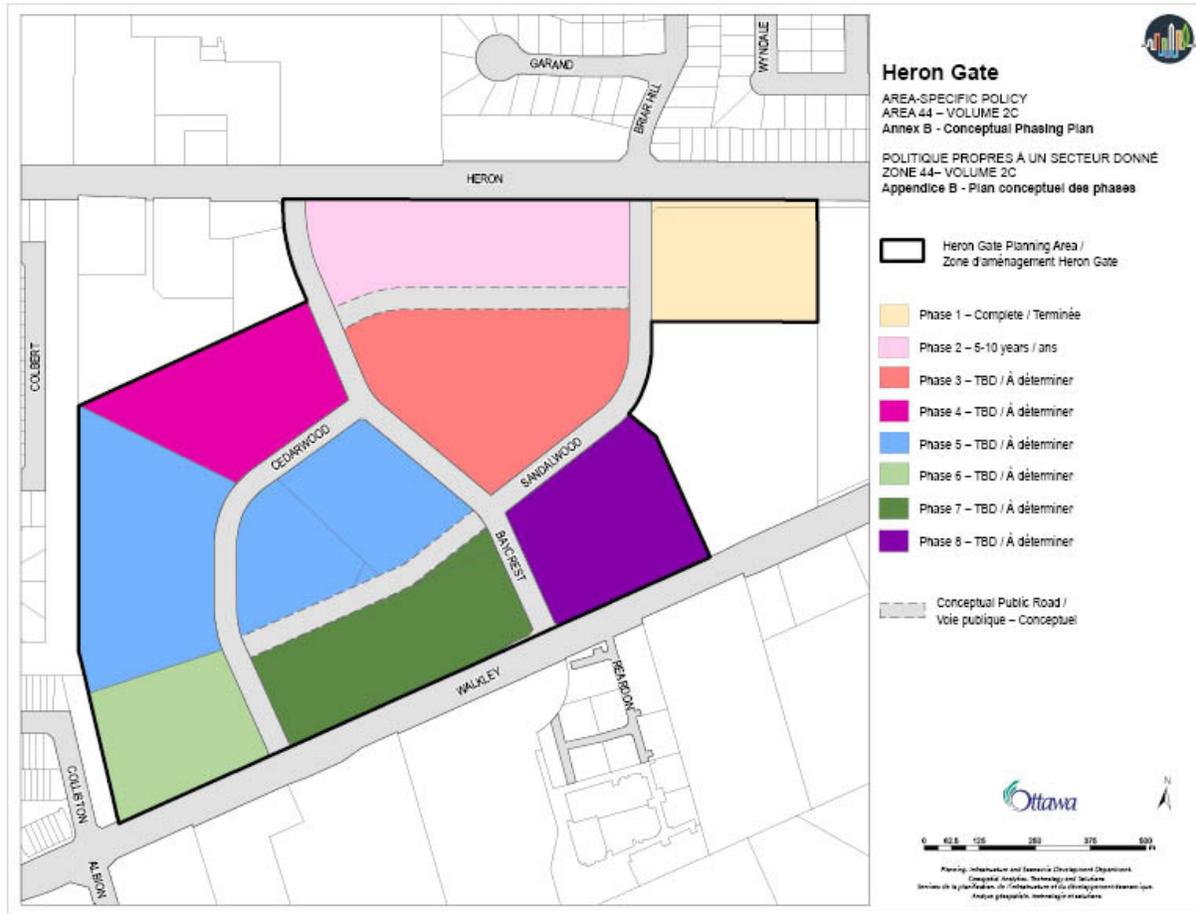


## **Appendix F: Annex Additions**

Volume 2C of Official Plan - Area-Specific Policy – Area 44 – Heron Gate - Annex A – Conceptual Demonstration Plan



Volume 2C of Official Plan - Area-Specific Policy – Area 44 – Heron Gate - Annex B –  
Conceptual Phasing Plan



Volume 2C of Official Plan - Area-Specific Policy – Area 44 – Heron Gate - Annex C –  
Conceptual Height Plan

